



Memorandum

TO: Diridon Station Joint Policy Advisory Board

FROM: Marian Lee/Melissa Reggiardo, Diridon Business Case Director/Manager

DATE: November 15, 2023

SUBJECT: Diridon Business Case Update

FOR INFORMATION ONLY

INTRODUCTION:

The Peninsula Corridor Joint Powers Authority (Caltrain), City of San José, Santa Clara Valley Transportation Authority (VTA), California High-Speed Rail Authority (HSR), and the Metropolitan Transportation Commission (MTC), referred to as the Partner Agencies, are jointly planning the future Diridon Station through a planning process referred to as the “Business Case”. The future station will be one of the nation's leading transportation hubs, bringing together local, regional, and state rail and bus services and acting as a gateway to Downtown San Jose and surrounding neighborhoods.

The current efforts are focused on taking the original Concept Layout agreed to by the Partners in 2020 and investigating aspects of the station that require further analysis and considering modifications that would reduce the program impact while still delivering on goals and objectives. This process is needed to develop station design alternatives that are functional, fundable and implementable. This process also includes identifying a governance structure needed to make this vision a reality.

The first phase of the Business Case, which is targeted for completion by the summer of 2024, will bring forth two station design alternatives that we can discuss with the community at-large. We ultimately need to select one, obtain environmental clearance, develop a funding strategy and build it. The Business Case process will also identify program delivery governance options needed to deliver the vision.

DISCUSSION:

Alternatives Development

The presentation will focus on the methodical process for developing station design alternatives. It highlights the need to ensure optimal station functionality while considering multiple station components that provide both opportunities and constraints to making station design decisions. The key station components that need particular attention are the Diridon historic station building, the PG&E substation, connections to BART Silicon Valley, VTA light rail, and the Airport Connector, and Caltrain’s Central Equipment Maintenance and Operations Facility (CEMOF).



The historic station will be discussed at this meeting, the remaining station components will be covered at the next JPAB meeting.

Historic Station

The original Concept Layout suggested the historic station be relocated to allow for expanded rail infrastructure and station facilities that could better accommodate future passenger flows. Given the significance of the Diridon historic station, the Business Case is revisiting this assumption. Based on reevaluation, we will present information that shows promise for adaptive reuse instead of relocation. Any modification to the existing building will trigger local, state and federal historic preservation regulations. However, historic preservation regulations are generally more favorable to adaptive reuse options, rather than relocation. Additionally, the historic Community Partners seem most receptive to adaptive reuse.

Governance Update

Governance work is continuing to advance. The November JPAB meeting includes a brief update on governance work, but the Partners recognize that additional time with the General Managers/Executive Directors is needed before a detailed proposal is presented. There is general consensus on moving forward on a parallel path for defining an Integrated Team to advance planning and environmental and setting up a governance structure for project delivery. The goal is to present a proposal on the Integrated Team at the February JPAB meeting and discuss potential governance structures at the May JPAB meeting.

November 15, 2023

Joint Policy Advisory Board Meeting Business Case Update



METROPOLITAN
TRANSPORTATION
COMMISSION



Introduction

Introduction

Where We're Headed

Alternatives Development

Alternatives Development Process

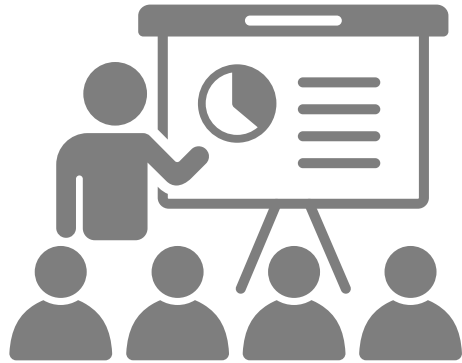
Key Station Components

Historic Station

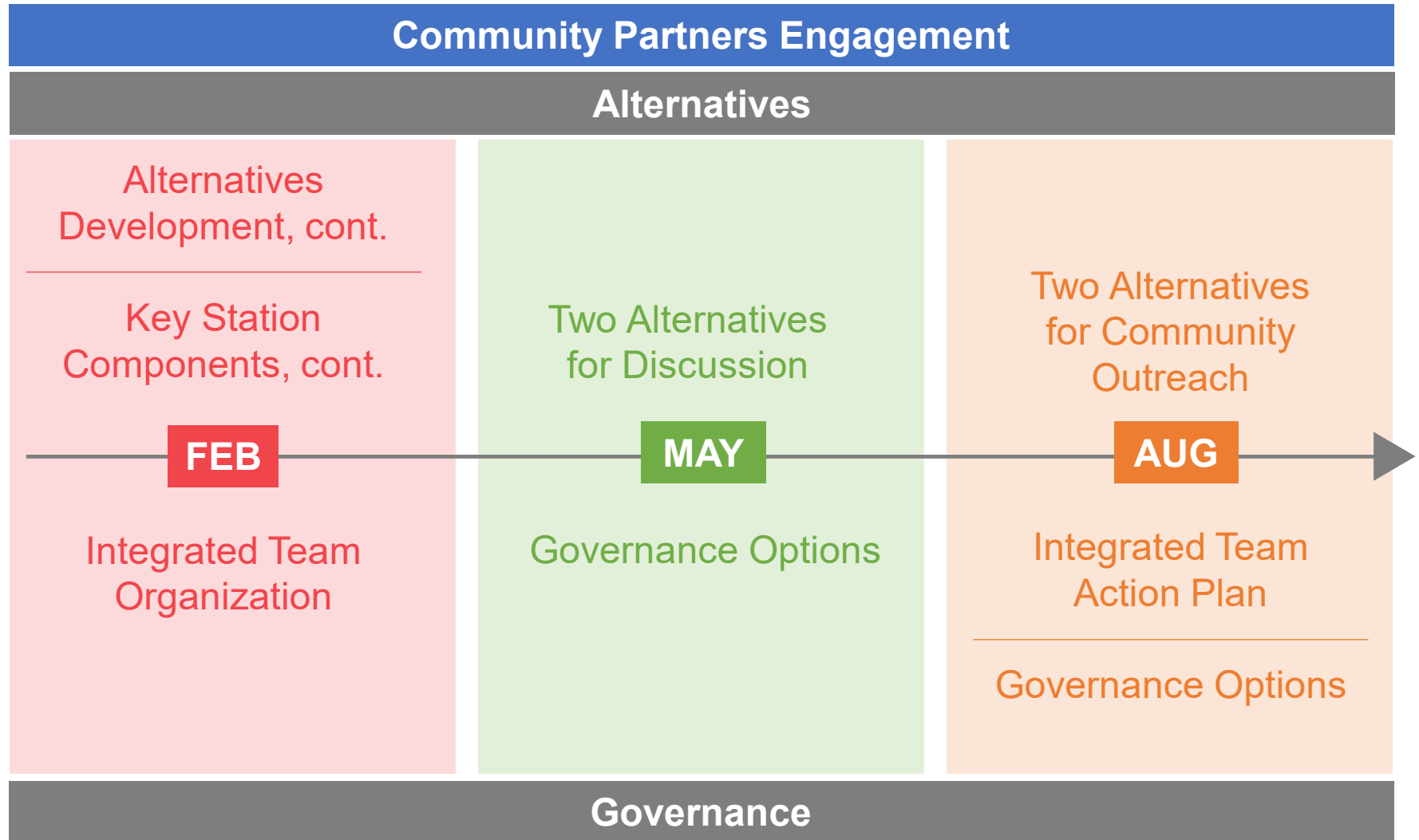
Governance Update

Looking Ahead

Where We're Headed

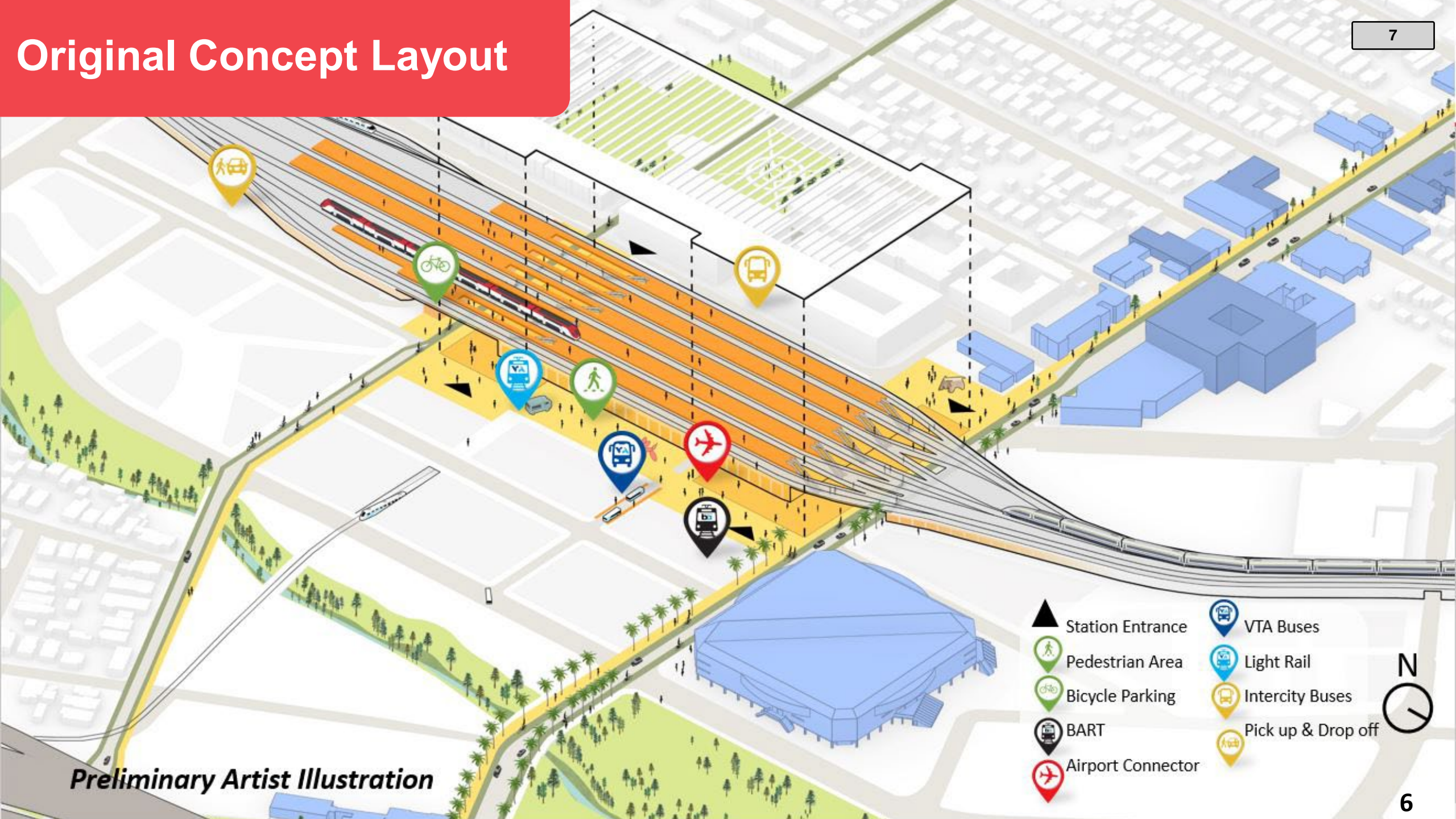


JPAB Meetings



Alternatives Development

Original Concept Layout

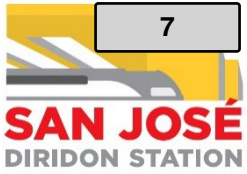


Preliminary Artist Illustration

-  Station Entrance
-  Pedestrian Area
-  Bicycle Parking
-  BART
-  Airport Connector
-  VTA Buses
-  Light Rail
-  Intercity Buses
-  Pick up & Drop off



Partner-Approved Vision Statement



*Diridon Station will be one of the nation's leading transportation hubs, bringing together Caltrain, Capitol Corridor, ACE, Amtrak, BART, California High-Speed Rail, VTA light rail, and local and regional bus services. Diridon Station will make San José one of the most easily accessible places in the state - **safely and seamlessly integrating transit with active modes of travel** and improving the efficiency and capacity of rail operations.*

*Acting as a gateway to Downtown San José and surrounding neighborhoods, Diridon Station will **connect people, businesses, and communities**, providing easy access to other regional and statewide population and employment centers. Through a thoughtful and considered approach to phasing, the redevelopment process will seek to maintain efficient operations and a positive passenger experience.*

*Diridon Station will **promote economic prosperity and social equity locally and regionally**. This project will produce a future-proof, adaptive, and innovative station that is a vibrant destination and complements other economic and social development initiatives.*

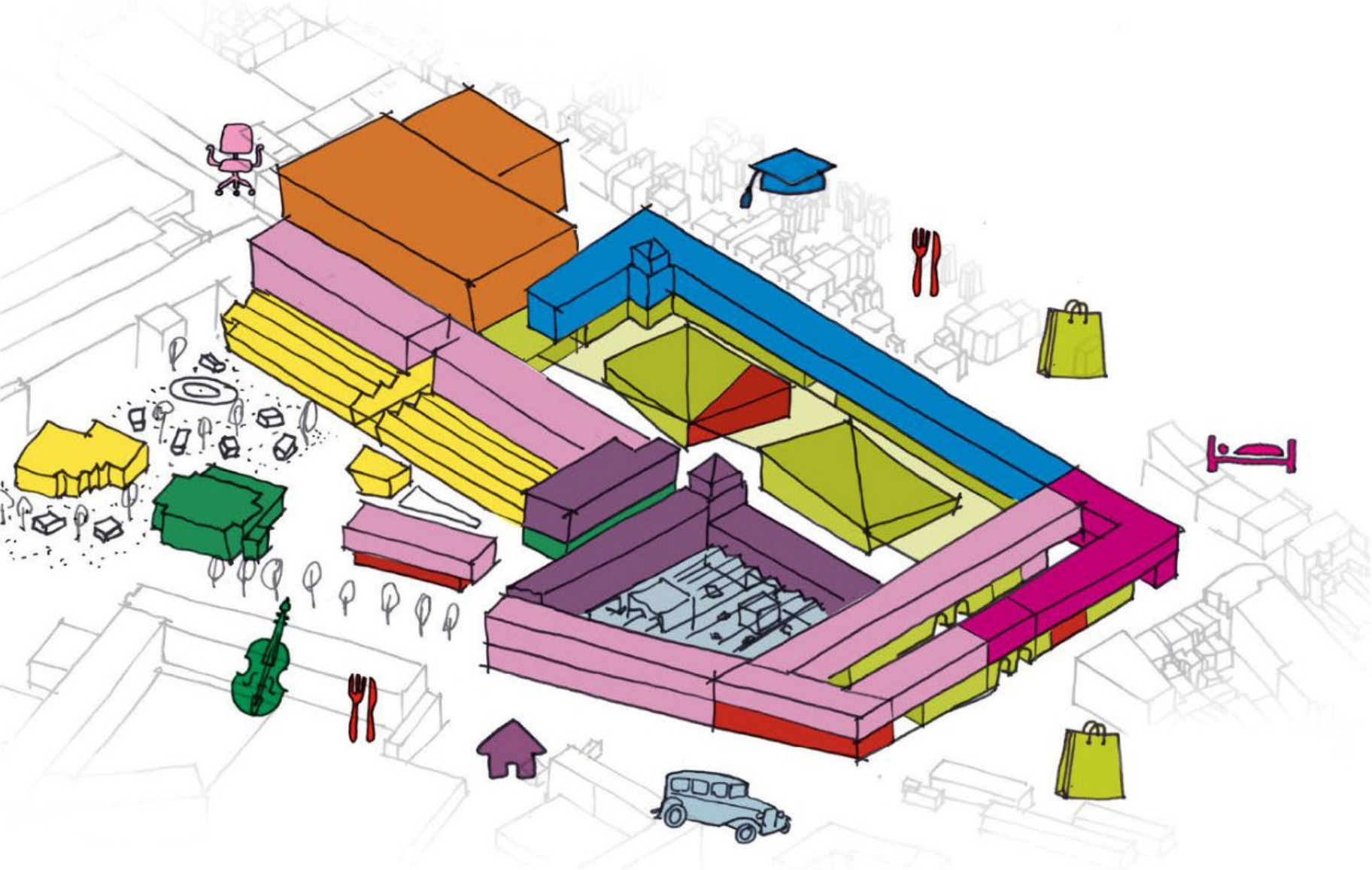
Alternatives Development

Development Process

Key Station Components

Historic Station

Station Components



Alternatives Development Process



Assess

Station Components



Develop

Alternatives



Refine

Alternatives



Recommend

Alternatives

Intermodal Operations Analysis

- Anchor to needed transit service levels
- Operations Analysis – track/platform configuration underway
- Analysis on-going:
 - Concourse locations
 - Passenger flow
 - Connectivity between modes



Alternatives Development

Development Process

Key Station Components

Historic Station

Key Station Components



**PG&E
Substation**



**BART
Entrances**



**Historic
Station**



**Light Rail
Station
Location/
Alignment**



**Caltrain
Maintenance
Facility**



**Airport
Connector
Landing**

Alternatives Development

Alternatives Development Process

Key Station Components

Historic Station

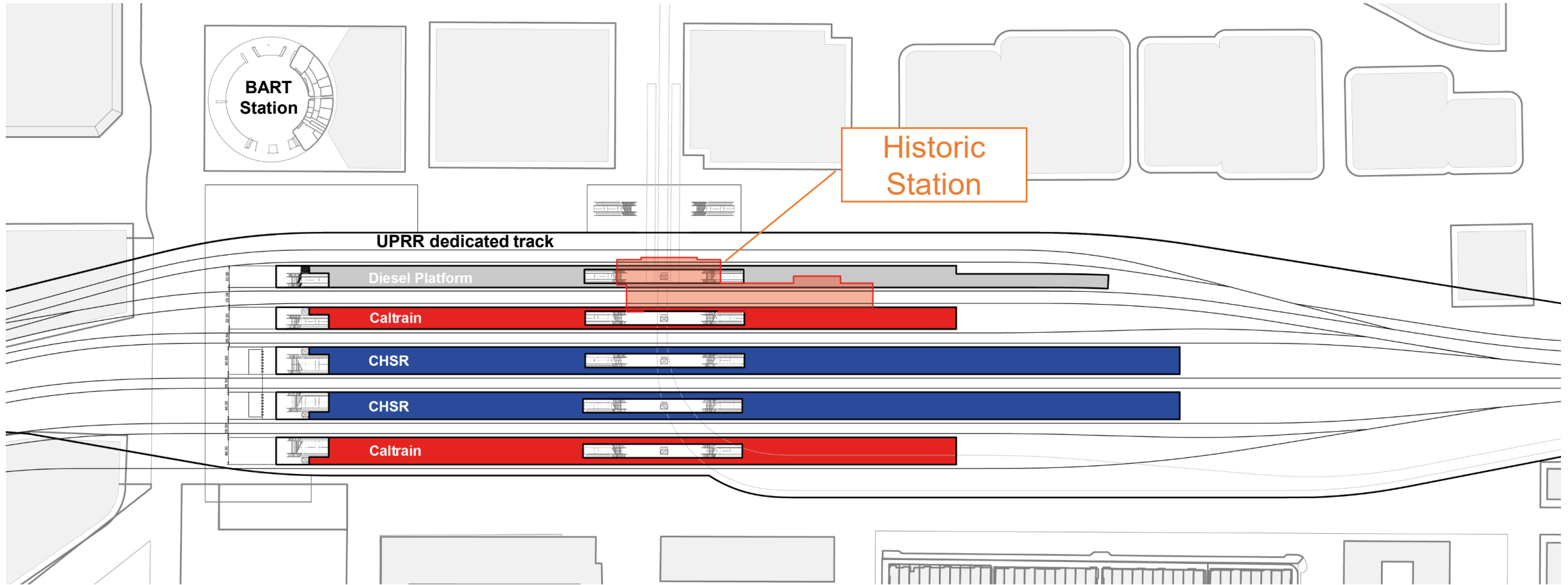
Historic Designation & Boundaries

Station Building was built in 1932-35

- National Register of Historic Places - Historic District (1993)
- California Register of Historical Resources
- City of San José Landmark (1993)
- Covenant – South Bay Historical Railroad Society (1992)
- Each designation has its own boundary
- Preservation review will be considering potential impacts accordingly



Original Concept Layout with Historic Station Overlay



*all platforms 40' width

Historic Station

Potential Options for the Historic Station:



Relocation



Adaptive Reuse





PRIMARY SIGNIFICANCE

Features or spaces that date to the period of significance (1932-1935) and are the most historically significant components of the building.



SECONDARY SIGNIFICANCE

Features or spaces that date to the period of significance (1932-1935) and are characterized by a lesser degree of significance or are slightly altered elements. They cumulatively contribute to the overall historic character of the building.



NON-CONTRIBUTING

Features or spaces that were constructed after the period of significance (post-1935), have been significantly altered, or do not contribute to the overall historic character of the building. These features are not considered historic.

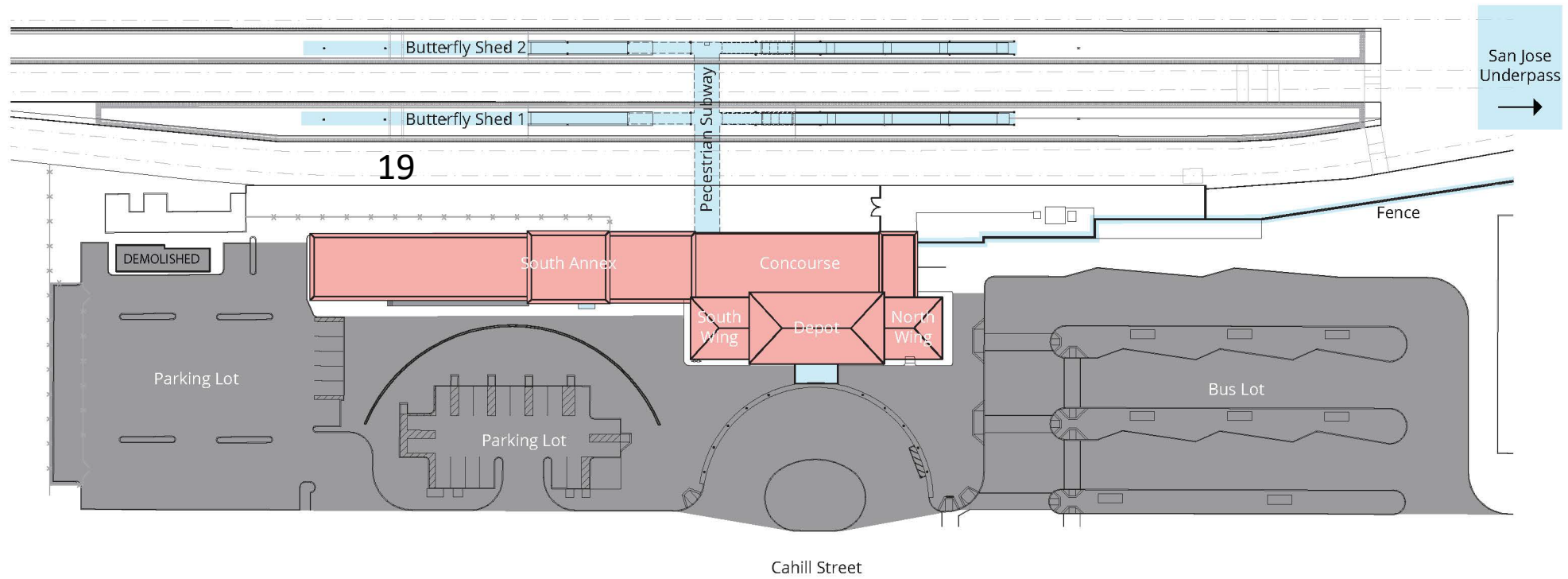
Significance Diagrams

CATEGORIES OF SIGNIFICANCE

PRIMARY SIGNIFICANCE

SECONDARY SIGNIFICANCE

NON-CONTRIBUTING



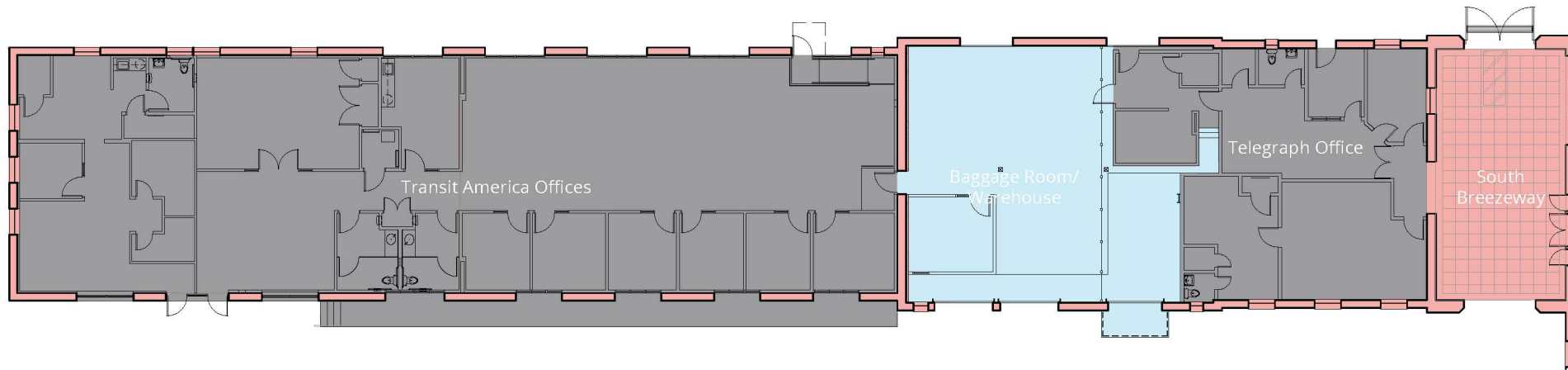
Base drawings: Page & Turnbull, May 2023



Significance Diagrams

CATEGORIES OF SIGNIFICANCE

- PRIMARY SIGNIFICANCE
- SECONDARY SIGNIFICANCE
- NON-CONTRIBUTING



Base drawings: Page & Turnbull, May 2023



Prioritize Significance



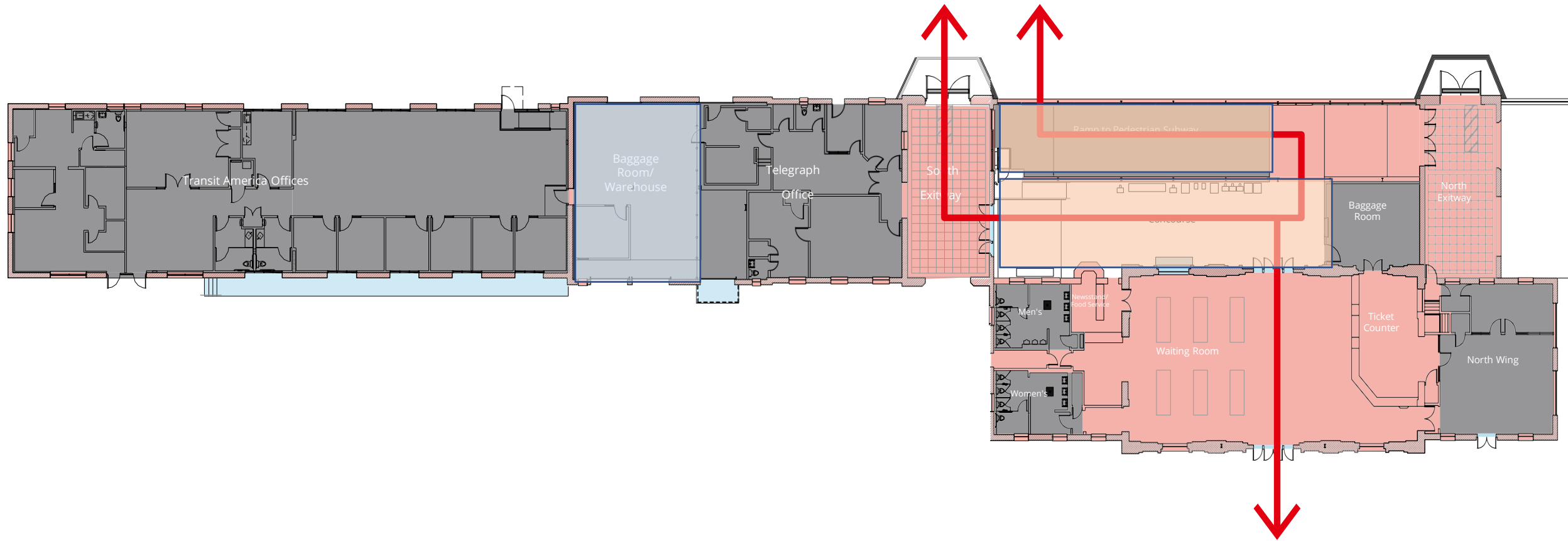
Station Hall as Centerpiece



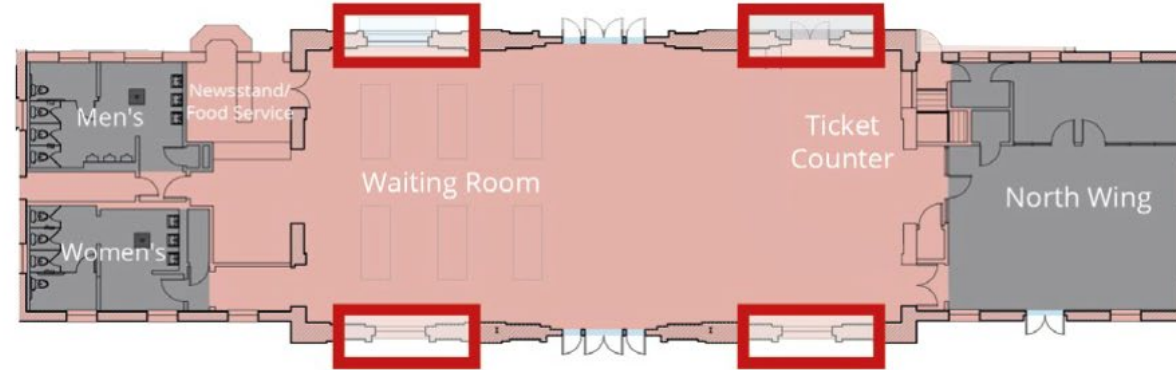
Station Hall as Centerpiece



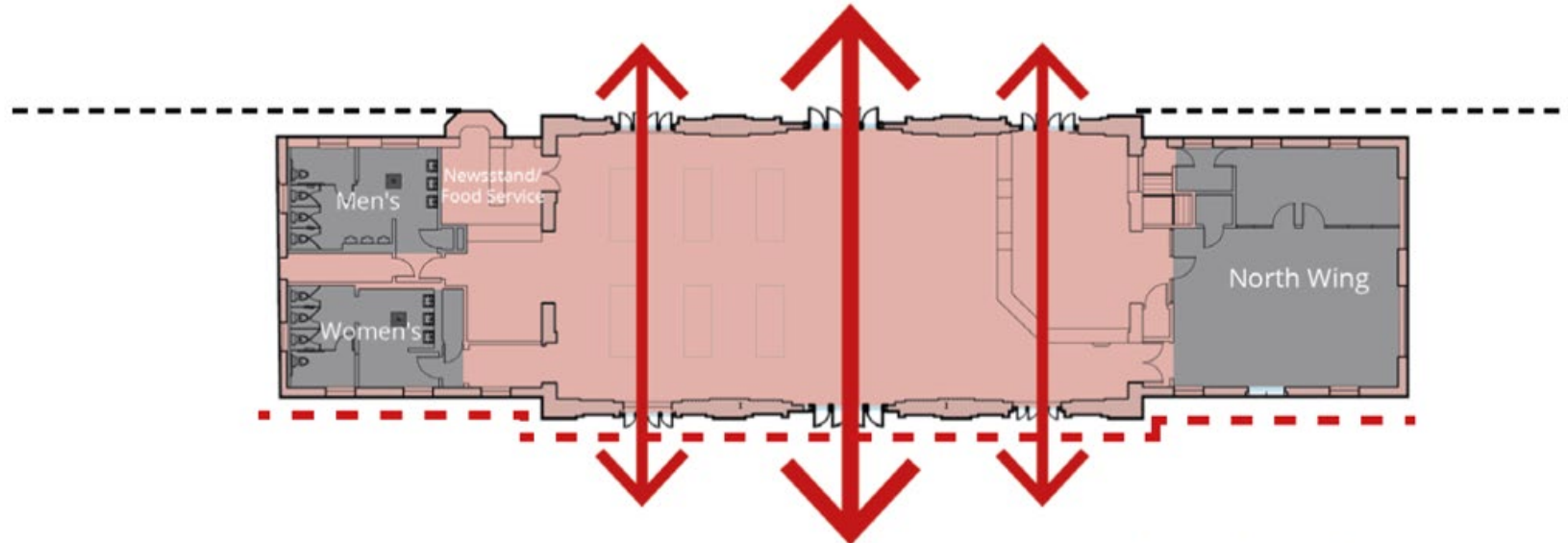
Adapt Circulation



Adapt Circulation



**Open up windows
into door ways**

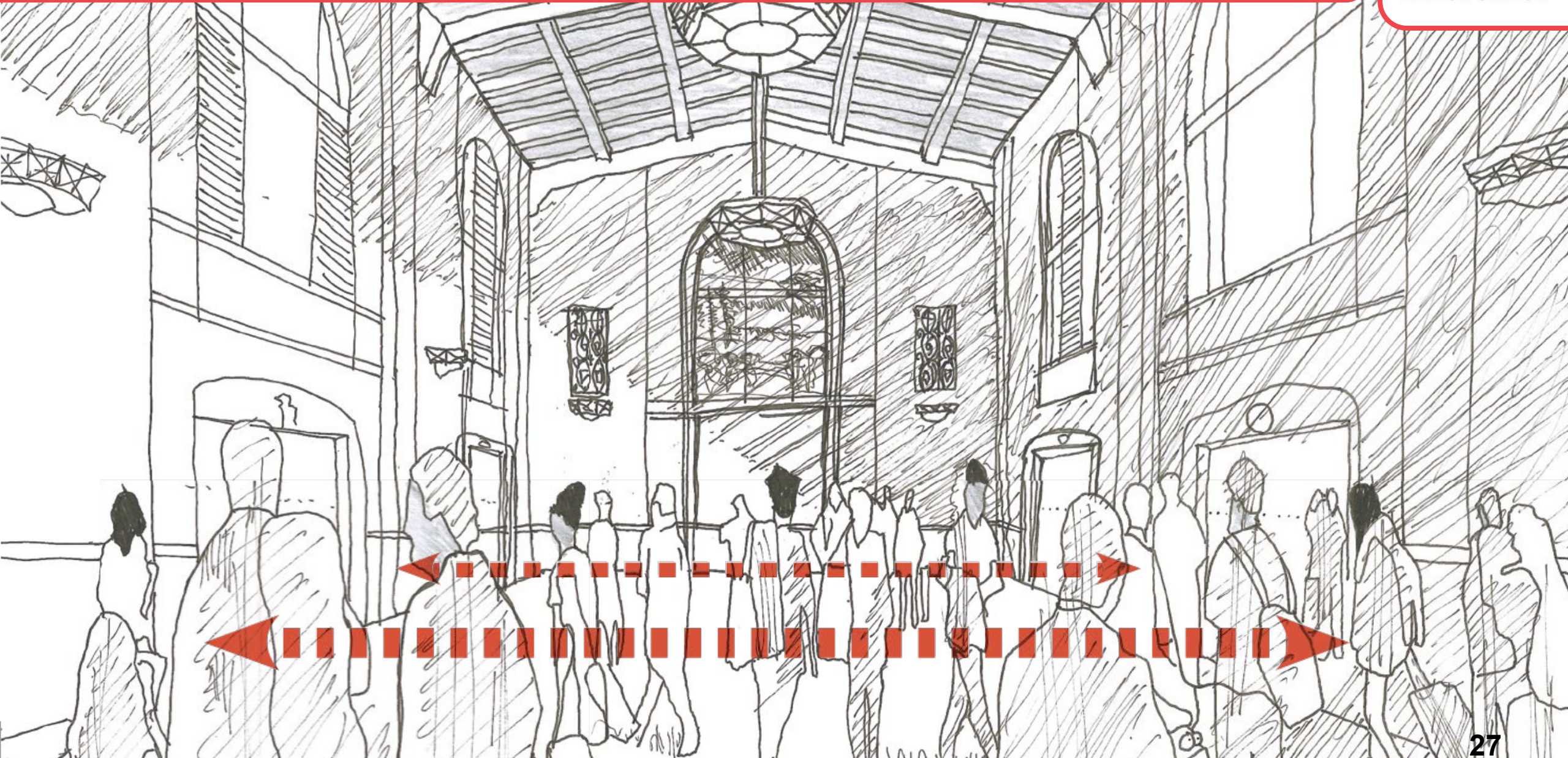


**Retain Iconic Depot
Building entrance**

Station Building – Existing



Station Building – Adapted





Convened Historic Station Community Members Group:

- South Bay Historic Railroad Society
- Preservation Action Council San Jose
- History San Jose
- Diridon Area Neighborhood Group
- Rod Diridon
- San Jose Historic Landmarks Committee



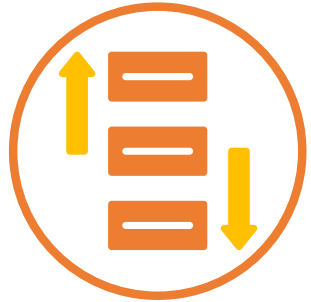
Consulting on how the Historic Station fits into station alternatives



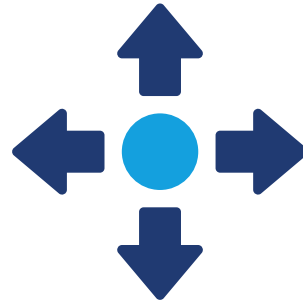
Assisting with design input and components



Historic Station Community Members Input



Prioritize
main hall and
building shell but
preserve as much
as possible



Supportive
of adaptive reuse to
improve circulation



Relocation
generally not
desirable unless
shifted onsite

Local	City Landmark
State	Covenant
	PRC 5027
	CEQA
Federal	NEPA
	4f
	S106

The primary local requirements and federal / state laws applicable to Diridon Station are:

- 1) City of San José Historic Preservation Ordinance and General Plan Policies
- 2) Preservation Covenant
- 3) California Public Resources Code Section 5027 (PRC §5027)
- 4) The California Environmental Quality Act (CEQA)
- 5) The National Environmental Policy Act (NEPA)
- 6) Section 4(f) of the Department of Transportation Act of 1966
- 7) Section 106 of the National Historic Preservation Act (NHPA), as amended

Challenges to Adaptive Reuse

- Adaptive reuse may be the most feasible option for the historic station
- However, there are challenges with adaptive reuse:
 - Station functionality must accommodate rail operational needs, including increased passenger flow
 - Goal to retain as much of historic building as possible, but there are tradeoffs between rail infrastructure and preservation:
 - Prioritize the primary significant features (main station hall and façade)
 - Will require a complex regulatory process



Key Station Components



**PG&E
Substation**



**BART
Entrances**



**Historic
Station**



**Light Rail
Station
Location/
Alignment**



**Caltrain
Maintenance
Facility**



**Airport
Connector
Landing**

Governance Update

Governance/Program Organization by Phase

Program Phases	Lead Agency	Agency Partners
Vision		
2018 - 2020 Concept Layout	VTA Administered	<ul style="list-style-type: none"> • City of San Jose • Caltrain • CHSRA
Program Development		
2021 Transit Footprint	Caltrain Administered	<ul style="list-style-type: none"> • City of San Jose • VTA • CHSRA • MTC
2022 – 2024 Station Alternatives and Governance (Business Case Phase I)	Caltrain Administered	<ul style="list-style-type: none"> • City of San Jose • VTA • CHSRA • MTC

Program Organization by Phase, cont.

Program Phases	Lead Agency	Agency Partners
Environmental Review: Target 2024 – 2027 (Funding TBD)		
<ul style="list-style-type: none"> • Locally Preferred Alternative Selection (Business Case Phase II) • Design & Engineering • Funding Strategy (Capital and O&M) • Delivery Governance TBD • CEQA/NEPA Clearance 	Integrated Team TBD	TBD
Delivery: Funding TBD		
<ul style="list-style-type: none"> • Final Design & Construction 	Governance TBD	TBD



Environmental Review Phase: Integrated Program Team Organization

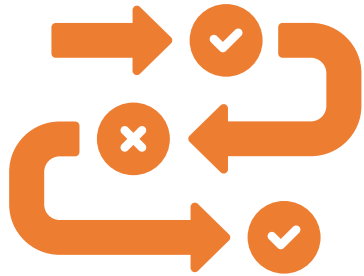
- Continue discussions with General Managers/Executive Directors
- Framework
 - Use existing agency and continue making progress
 - Set up organization that engages Partners at the right level
 - Set up organization for success: complete planning, NEPA/CEQA, seize funding opportunities, position for delivery
- Staff/consultants working with Partners on organization chart



Program Delivery: Governance Options

- Continued discussions with General Manager/Executive Directors
- Staff/consultants working on Applicability/Viability assessment
- Governance selection should be informed by Locally Preferred Alternative selection and funding strategy

Look Ahead



Alternatives

- Alternatives development (cont.)
- Station components (cont.)



Governance

- Integrated Team Organization

Thank You

