Overview

• San Jose Diridon Station Today
• City of San Jose Diridon Station Area Plan
• Agency Partnerships
• Integrated Station Concept Plan
• Next Steps
San Jose Diridon Station Today
San Jose Diridon Station Today

- JPB owns track/platforms; current bus loop and parking lots
- 9 station tracks with 5 platforms
- About 9,600 weekday Caltrain ridership
- Transportation Service Providers:
  - VTA Light Rail and Bus
  - Regional Rail: Altamont Corridor Express, Capitol Corridor, and Amtrak Coast Starlight
  - Regional Bus and Greyhound
  - Union Pacific Railroad
San Jose Diridon Today

SAP Center

Diridon Station

VTA Parcel

PG&E Parcel
San Jose Diridon Station Today

- **Station Amenities:**
  - Historic Passenger terminal building with main access onto Cahill Street and underground tunnel access to the platforms
  - Bike amenities (Lockers/Racks/Ford GoBike)
  - About 600 Caltrain passenger parking stalls ($5 daily)
  - Loop in front of station for drop-off/pick-up, TNC/Taxi connections
  - Bathrooms; waiting areas/benches, ticket kiosks, and small retail spaces for purchasing food and beverages
  - Amtrak Customer Service
City of San Jose
Station Area Plan
2014 Station Area Plan

- Plan envisioned dividing the station area into three subareas with a variety of transit-supportive land uses
- Plan focused mostly on station area
- Sets Preferred Land Use
- Urban Design Guidelines and Place Making Strategy
- Addresses Access and Circulation
North: Innovation District

Central: Destination Diridon

South: Mixed-use Residential

Diridon Station Area Plan
240 Acres
Google, San Jose plan search giant’s downtown expansion; up to 20,000 jobs possible
Agency Partnership
Agency Partnership

The San Jose Diridon Station and area will be developed through a strong collaboration between Caltrain, the California High Speed Rail Authority, the Santa Clara Valley Transportation Authority and the City of San Jose, that respects individual agency goals while maximizing long-term common good through transparency and cooperation.
Planning for the Future

The San Jose Diridon Station seamlessly connects and serves all transportation modes and will be a grand destination for community and commerce. The San Jose Diridon Station will inspire private investment, be the center of a vibrant surrounding area and the gateway to Northern California.
Partner Projects Converging

• Caltrain: Electrification and Business Plan
  - JPB, with Authority and rail operator tenants, responsible for rail operations and infrastructure planning

• California High Speed Rail
  - San Jose – Merced Project Section
  - 2018 Business Plan

• VTA: BART Phase 2 Extension

• City of San Jose: Station Area Development

• 2018 California State Rail Plan
Caltrain’s Planning Framework

Infrastructure and Facilities planned in a manner that support:

• Blended Corridor System with California High Speed Rail
• Reliability and On-time Performance
  - Both Revenue and non-revenue services
• Recoverability, Contingency and Resiliency
• Future growth potential
Caltrain’s Planning Framework

Consistency with 2018 State Rail Plan:

• Working toward 2040 Vision
  - 2022 projects are moving
  - 2027 timeframe
  - 2040 vision

• Integrated statewide rail networks
• Easy, fast connections
• High frequency service
• Customer focus to move easily within the network
All Modes Converge at Diridon Station

Planned Major Regional Rail Services San Jose Diridon-2026

- **HSR**
- **BART**
- **Caltrain**
- **ACE**
- **Capitol**
Lessons Learned

- July 2017 Stations Tour
  - Netherlands and France
- Aim big and bold
- Station design projects are “urban” (city-building) projects
- Design from the tracks out
- People-centered design
- Seamless intermodal connections
Rotterdam Station, Netherlands
Utrecht Station, Netherlands
Integrated Station Concept Plan
Agency Partner Guiding Principals

- Treat the station area as a singular, urban transit project rather than an overlap of several capital projects
- Focus on the interaction and cohesiveness between transit systems, public space, and private development
- Develop a robust integrated community engagement process by all stakeholders for station and station area development
Agency Partner Guiding Principals

- Plan and design transit and station infrastructure for future capacity needs
- Delineate spatial needs of station to support rail and transit operations while focusing on experience of transit and station users
- Emphasize regional interconnectivity to expand and enhance service provided to customers and potential to address regional traffic congestion relief
Integrated Station Concept Plan

• Purpose: Integrated and innovative solutions to which partners can commit
• Management: Interagency Partnership (VTA contracting agency)
• Key Components: spatial layouts with multi-modal access and implementation strategies, urban design vision
• Duration: 12 – 18 months (est.)
Plan Framework

**2018 Calendar Year**
- **Q1**
  - State 2040 Rail Service Vision
  - HSR Business Plan & Environmental Process
- **Q2**
  - Caltrain Business Plan
  - Blended Service Plan
- **Q3**
  - Station Scenarios & Strategies Development
  - • Spatial Layout
  - • Phasing & Implementation
  - • Project Organization
- **Q4**
  - Draft Environmental Document
  - Service Vision
  - Track Envelope & Capacity Needs

**2019 Calendar Year**
- **Q1**
  - Integrated Station Concept Plan
- **Q2**
  - Integrated Station Concept Plan
  - Implementation – Preliminary Design, Environmental, Entitlements
  - VTA’s BART & Lightrail & Bus
- **Q3**
  - Land Use, Private Development, and Roadway Network (City of San Jose)

**Multimodal Station Access (All Partners)**

*Timeframes are approximate for planning purposes only. Partners’ efforts full timeline not shown.*

October 2017
Agency Cooperation Agreement

Purpose:

• Work as a cohesive group
• Fresh, bold look at the station
• Review whole station area including tracks, station, access, etc
• Partner resources & commitments (funding, staffing, grants, etc.)
Next Steps

- Select consultant and award contract
- Complete interagency cooperation agreement
- Coordinate community engagement efforts
- Continue private development coordination
- Explore funding opportunities
Questions?