SEPTEMBER 2024

Diridon Station Business Case Two Alternatives

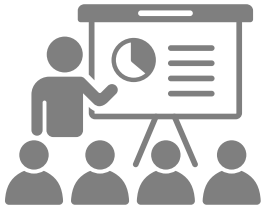
SAN JOSÉ DIRIDON STATION

Caltrain · California High-Speed Rail Authority · City of San José Capital of Silicon Valley · Metropolitan Transportation Commission · Santa Clara Valley Transportation Authority

Where We're Headed

Community Partners Engagement

Alternatives



JPAB Meetings

WE ARE HERE

MAY 2024

Three Alternatives for Discussion

AUG 2024

Two Alternatives for Public Engagement

NOV 2024

Public Engagement Feedback, Environmental Approach

SUMMER 2025

10% Design and Concept Recommendation

Governance

Note: 2025 meetings still need to be scheduled

Today's Focus

SAN JOSÉ DIRIDON STATION

1. **Overview**
2. **Two Alternatives Recommended**
3. **Public Engagement Kick-Off**
   - Overview
   - Station Area
   - North and South Station
   - Costs
4. **Next Steps**

Overview

Emphasis on Safety

- The Partners collectively prioritize safety as core value
- The team is incorporating safety early in design
- The team will integrate safety into the design process to enhance the safety of passengers and the community it serves

Goals

The Surrounding Community:
An anchor for economic & community development

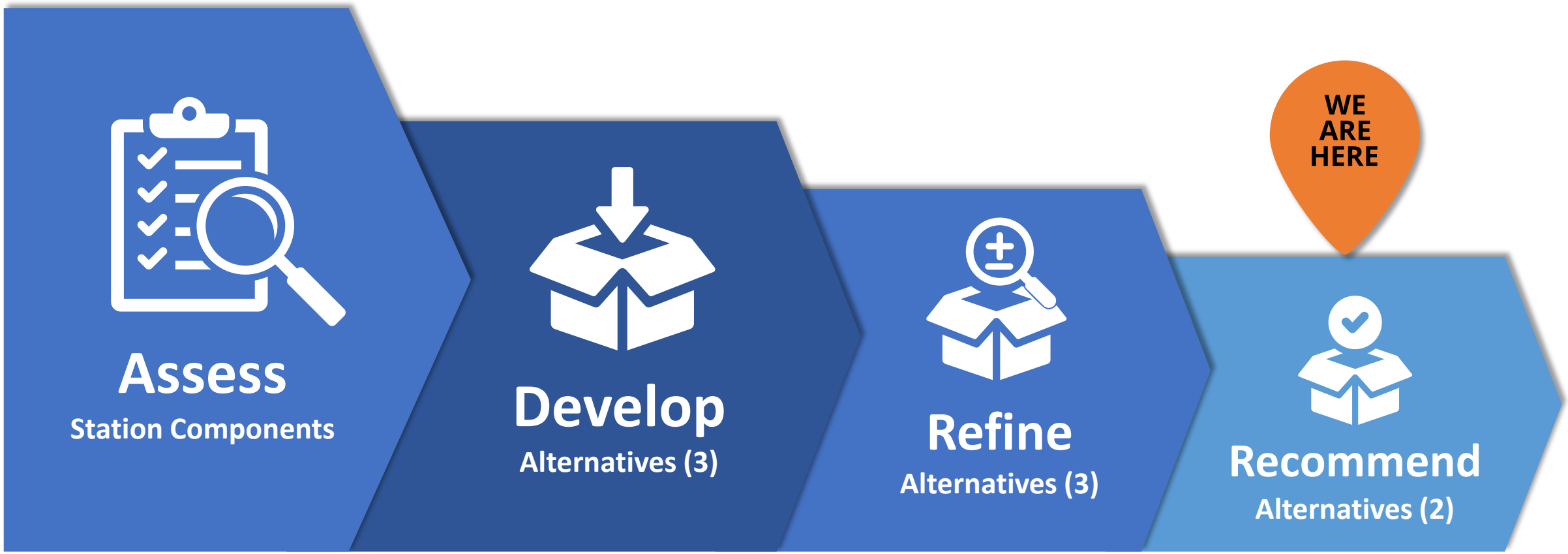
The Passenger Experience:
A connected, multi-modal and passenger-friendly station

Partners & Key Stakeholders:
Achieving strategic aims and optimizing benefits for Partners and key stakeholders

Safe Transit Operators & Operations:
Providing sufficient capacity, facilitating safe, integrated and reliable transit operations

The Station Building:
A sustainable, future-proof and resilient station

Alternatives Development Process



Two Alternatives Recommended

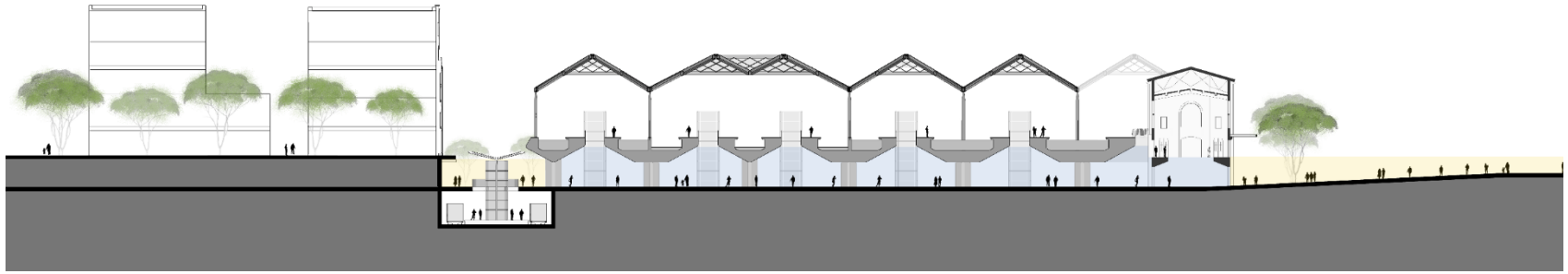
SAN JOSÉ
DIRIDON STATION

May JPAB Alternatives Recap

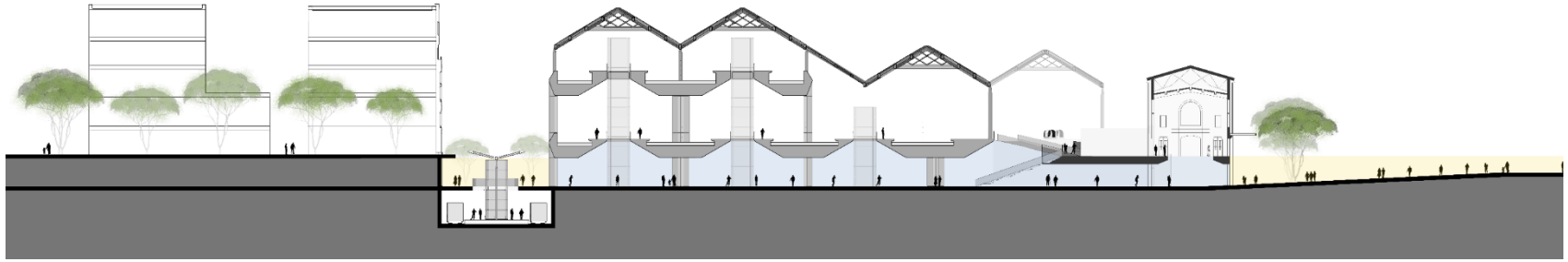
SAN JOSÉ DIRIDON STATION

White Street | Historic Station | Cahill Street

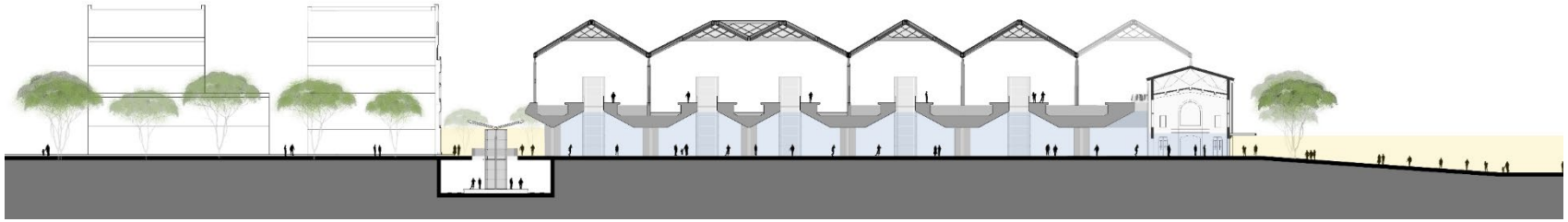
At-Grade



Stacked



Elevated



Justification for Stacked Elimination

Goals	Criteria topics	At Grade	Elevated	Stacked
Passenger experience	• Multi-modal connectivity • Passenger experience • Access for all • Construction disruption for passengers			
Transit Operations	• Station capacity • Transit operations • Construction phasing for transit operation • Safety of connection across the tracks			
Station Building	• Sustainability • Local environment • Creating a sense of 'place' • Future proofing the station			
Partners and Stakeholders	• Alignment with stakeholders • Program and deliverability • Inter-project coordination • Construction constraints			
The surrounding community	• Economic development • Housing implications • Equity and social impact • Creating a vibrant destination			
Construction Cost	• Limiting CAPEX			

Legend:

1 High Score

2 Medium Score

3 Low Score

At-Grade and Elevated Alternatives Recommended

Eliminate Stacked from further study and continue to refine At-Grade and Elevated

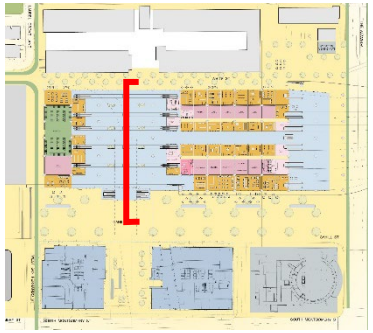
Stacked falls short compared to At-Grade and Elevated:

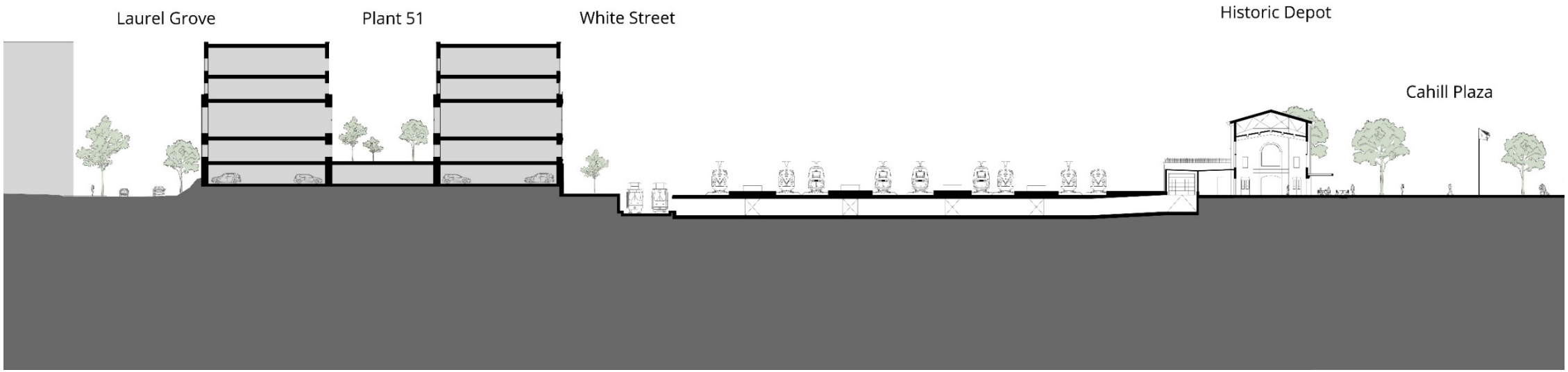
- Inferior intermodal connections
- Large/tall infrastructure
- Negative visual impacts
- Requires closure of grade crossings, impacting access and vulnerable communities
- Biggest land use impact (primarily outside the station area)
- Difficult to construct, impossible to phase
- Higher operating costs

Public Engagement Kick-Off

Existing Section

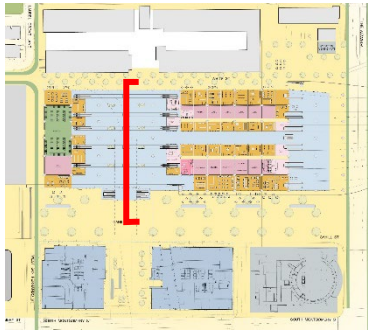
Looking North Through Southern Concourse, Historic Station

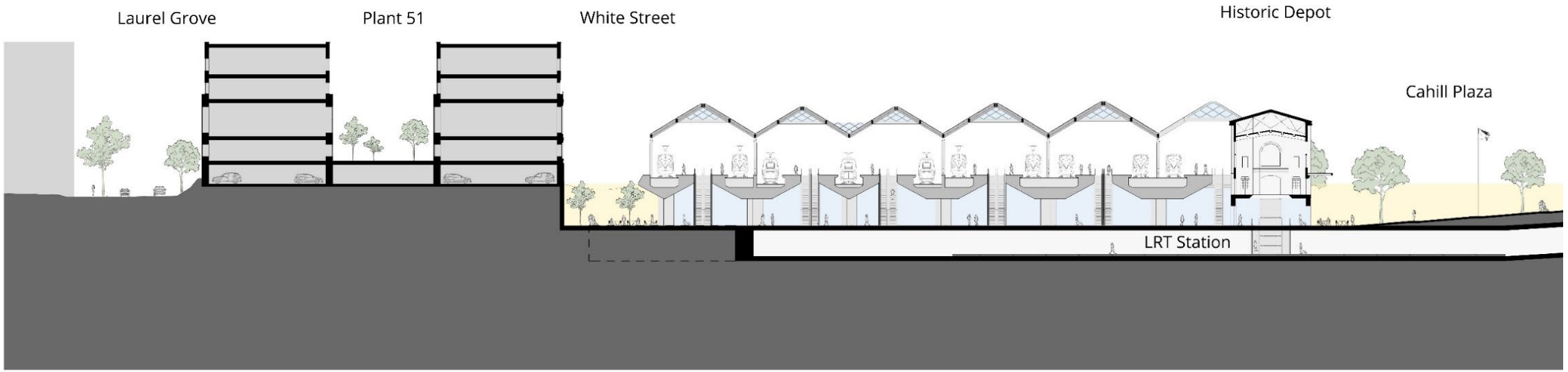




At-Grade Alternative

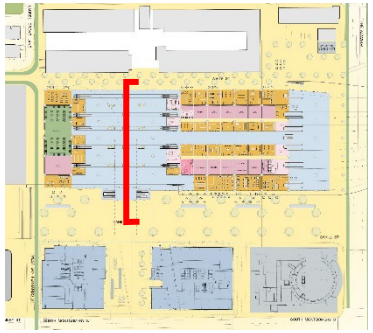
Looking North Through Southern Concourse, Historic Station

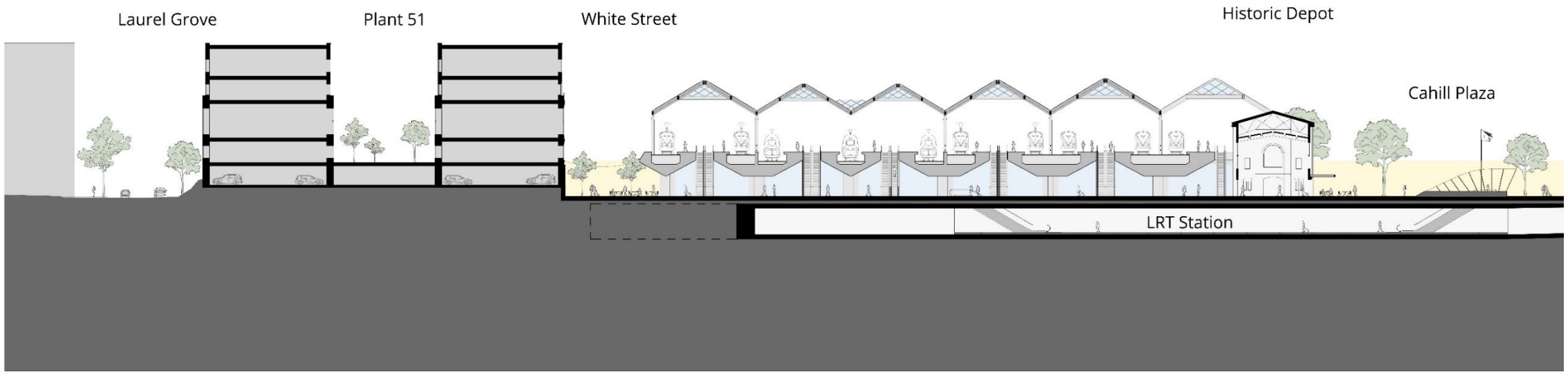




Elevated Alternative

Looking North Through Southern Concourse, Historic Station





At-Grade and Elevated Alternatives Summary

Element	Similarities
Tracks and Platforms	Same number and configuration
Station Components/Layout	Same layout with slight differences based on elevation
Passenger Experience	Same access, vertical circulation, wayfinding, commercial opportunities, etc.
Land Use Impacts	Similar boundaries at station and to the north and south
CEMOF	Same retainment of CEMOF in place with opportunities to expand facility preserved

Element	Differences
Grade Separations	Different treatments at various grade crossings
Visual Impacts	Different visual impacts at station and to the north and south
Construction Complexity/Cost	Different complexity of construction and resulting costs

Station Area

Heavy Rail Platform Level

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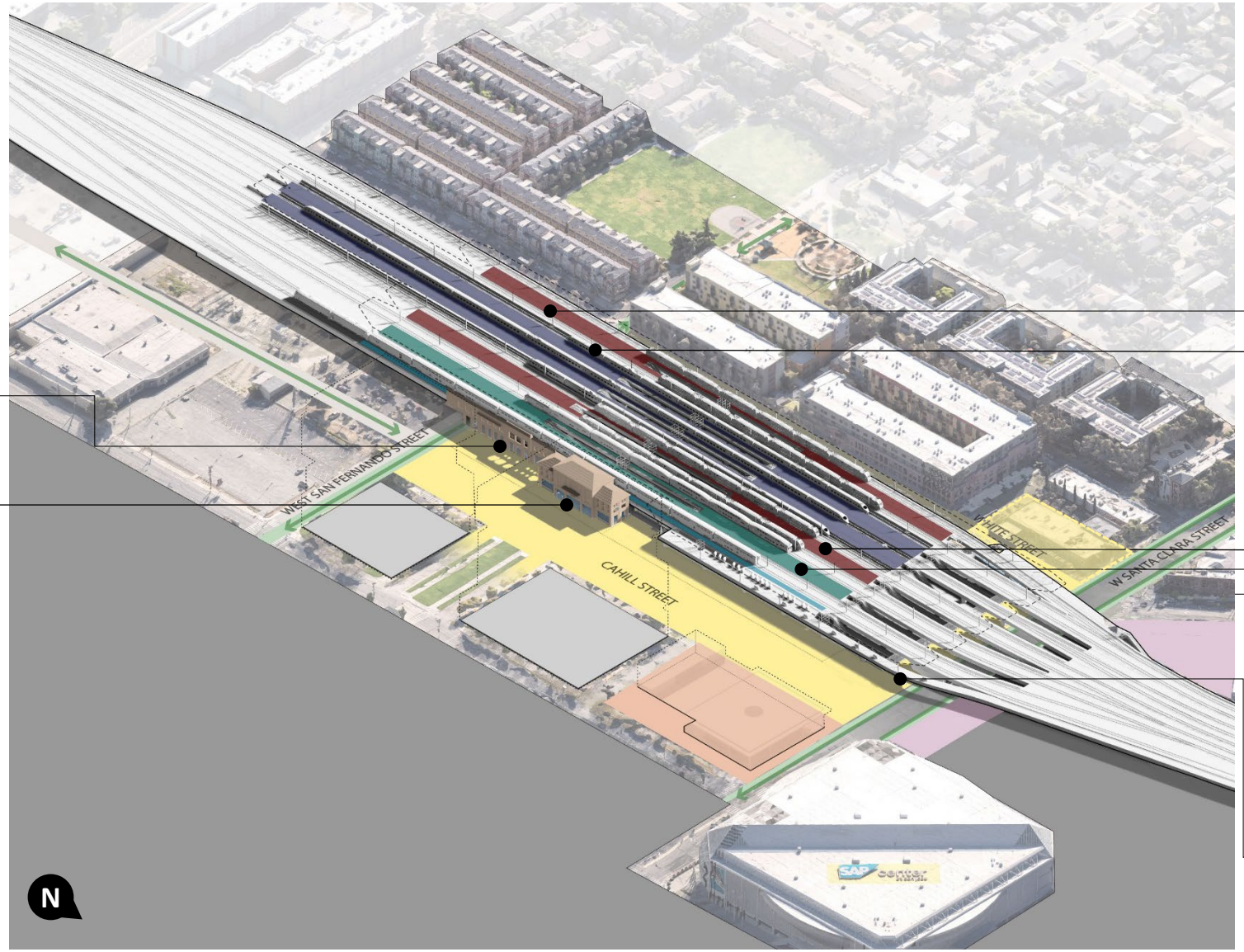


Historic Annex

Historic Station

Caltrain Platforms

CAHSR Platforms

Caltrain Platforms

ACE/Capitol Corridor Platforms

Amtrak Platform

Airport Connector

Concourse Level

SAN JOSÉ DIRIDON STATION

South Concourse

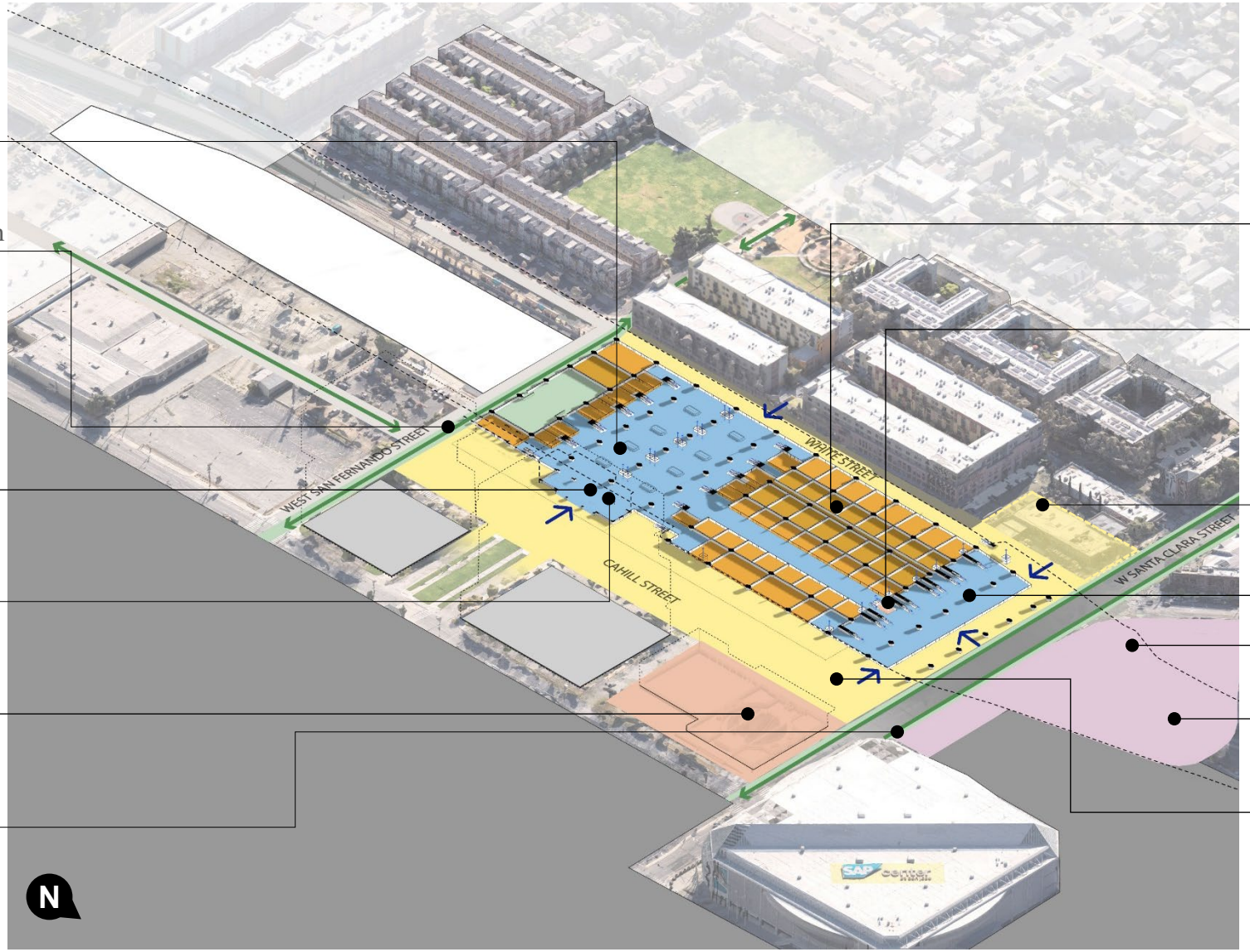
San Fernando Bike Path

Historic Station

LRT Platforms

BSV Headhouse

Santa Clara Street Bike Path



Retail / Operations

BSV Entrance to Tunnel

Potential New Public Realm

North Concourse

Car/Taxi/Pick Up/ Drop Off

Bus Parking

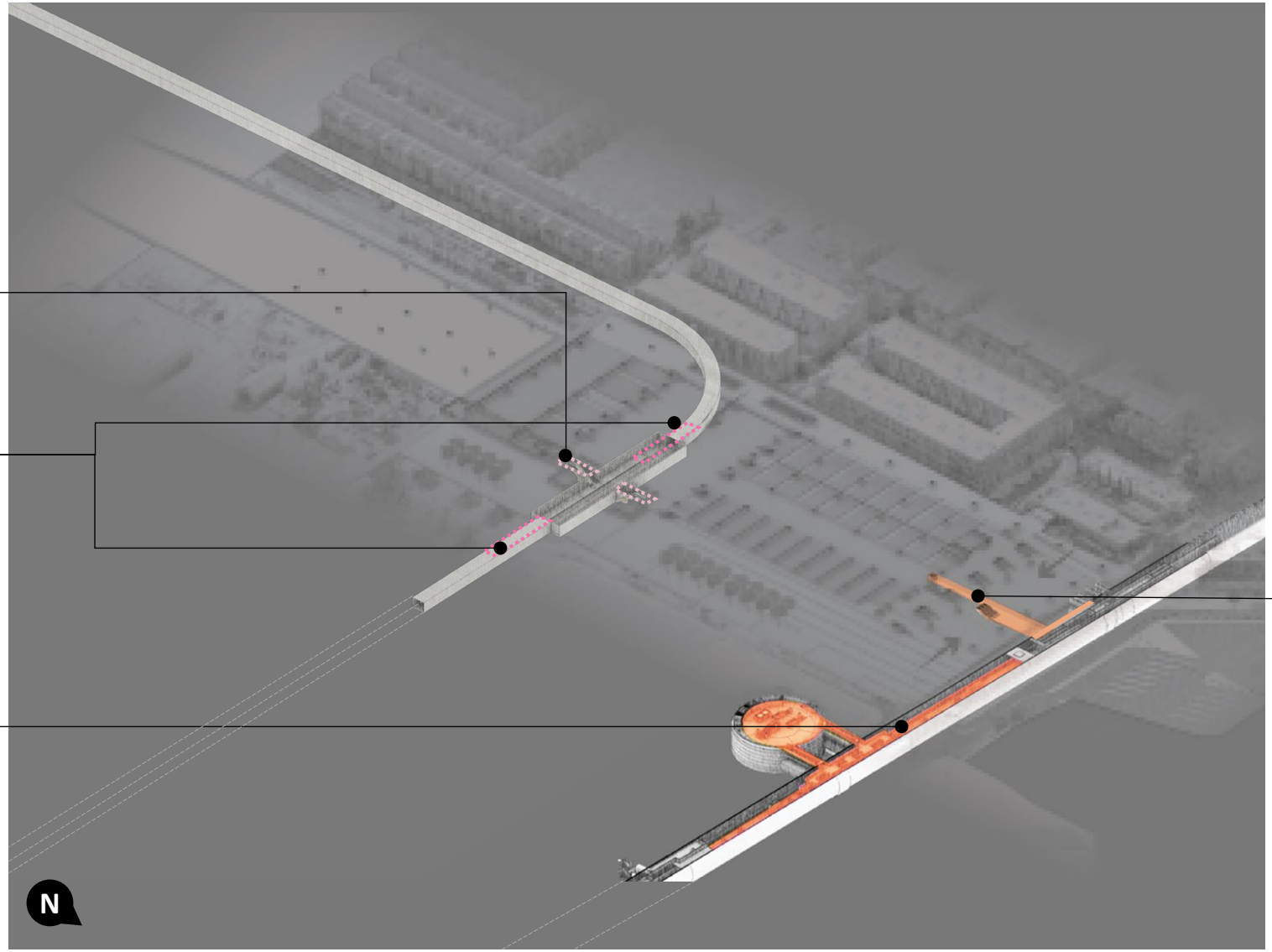
New Public Realm

Below Concourse – LRT + BSV Connections

At Grade –
LRT Platforms/
Station Location

Elevated –
LRT Platforms/
Station Location

BSV Platforms



BSV Entrance to Tunnel

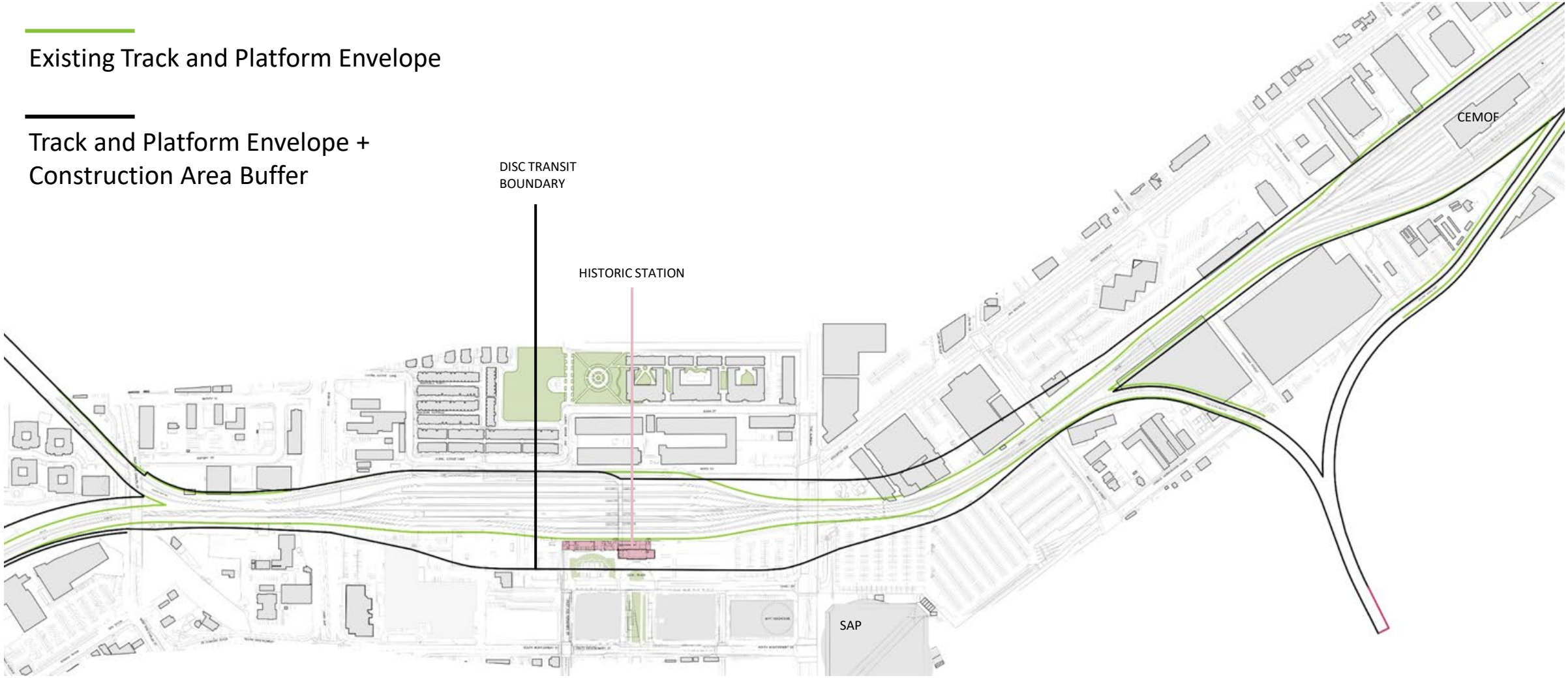
San Jose Diridon Station - Fly-Through of Station

North and South of Station

Existing and DISC Transit Boundary

Existing Track and Platform Envelope

Track and Platform Envelope +
Construction Area Buffer



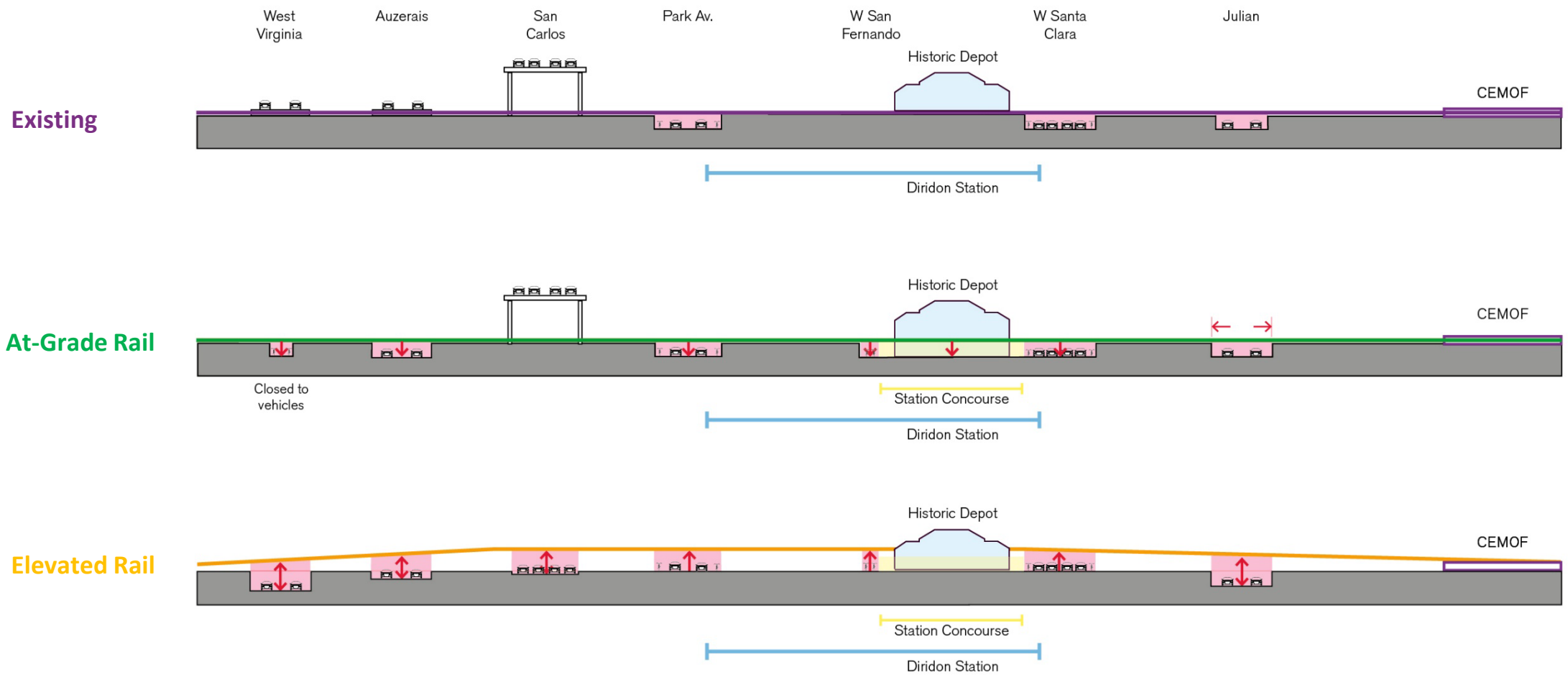
NOTE: BSV Western Vent Shaft location is still being assessed

Proposed Transit Boundary

Station Alternatives Key Findings:

- Based on conceptual design
- Immediate station area land use impact reduced
  - Preserve historic main hall and portion of annex
  - Ability to rebuild PG&E facility on site
- Track modifications north and south of station generally within DISC Transit Boundary
  - Additional technical work in select areas identified
- Additional areas temporarily needed for construction to be identified

Grade Crossings and Separations



Grade Crossings and Separations

Grey: Existing Condition

Green: Change

White: No Change

Station Alternatives	W. Virginia	Auzerais	San Carlos	Park Ave.	San Fernando	Santa Clara	Julian
Existing Conditions	*No*	*No*	*Yes (road over)*	*Yes (road under)*	*No*	*Yes (road under)*	*Yes (road under)*
At-Grade Station	*No (closure)**	*Yes New (road under)**	*Yes*	*Yes Improve*	*Yes New (road under)*	*Yes Modified (road under)*	*Yes Improve*
Elevated Station	*Yes New (road under)*	*Yes New (road under)*	*Yes Modified (road under)*	*Yes Improve*	*Yes New (road under)*	*Yes Modified (road under)*	*Yes Improve*

*Additional analysis needed and community discussion.

New Grade Separations / Street Closures

Benefits

- Separates train and auto traffic
- Improves traffic and circulation
- Reduces train horn noise
- Improves safety and reliability

Challenges

- Requires additional land beyond the station footprint
- Adds challenges to construction
- Adds project cost and time

Parcels Potentially Affected by Road Crossing Improvements (At-Grade Track Alternative)

SAN JOSÉ DIRIDON STATION

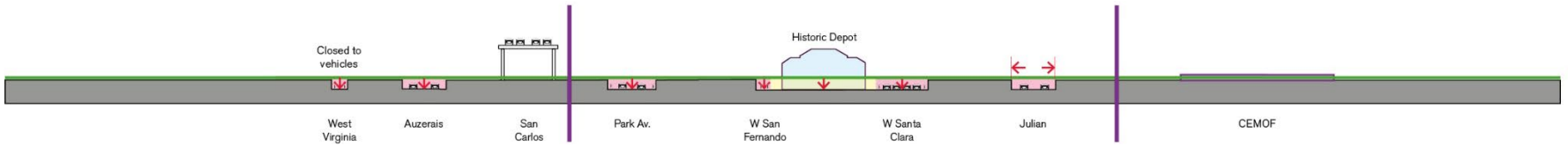
Note: Additional coordination and design work required with potentially impacted parcels / land owners.

Parcels Potentially Affected by Road Crossing Improvements (Elevated Track Alternative)

SAN JOSÉ DIRIDON STATION

Note: Additional coordination and design work required with potentially impacted parcels / land owners.

At-Grade Alternative Track Change Area



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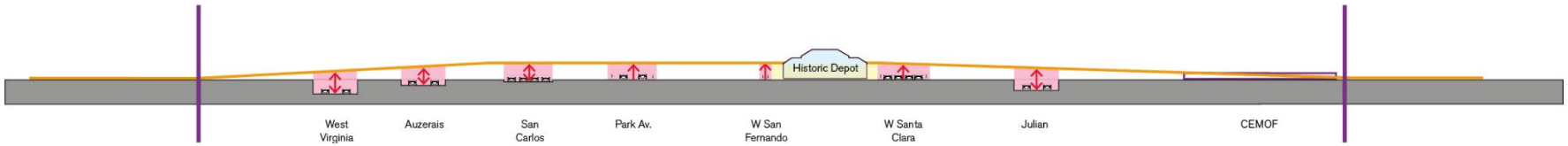
REVERT TO EXISTING CORRIDOR

AT GRADE TRACK CHANGE AREA

Elevated Alternative Track Change Area

SAN JOSÉ DIRIDON STATION



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REVERT TO EXISTING CORRIDOR

TRACKS SLOPING DOWN

ELEVATED TRACK CHANGE AREA


Trains & Buses
Departures
Departures
Departures
Departures

Costs

Conceptual Cost Ranges (2023$)

Station Alternative	Low Range	High Range
At-Grade	$3 b	$6 b
Elevated	$5 b	$10 b

- Costs are conceptual and subject to escalation of between 3-4% per year on average
- Industry best practices used to develop the ranges appropriate for conceptual stage:
  - Low end of ranges is 30% below estimate
  - High end of ranges is 50% above estimate
- The cost of the Elevated alternative is higher mainly due to:
  - increased quantities of materials in the approaches to the station from the north and south to get the tracks up to the elevated platforms
  - increased length of rail track and systems due to the elevation

Next Steps

Phase 2: Public Engagement

Goals

- Build on prior engagement
- Build awareness and momentum
- Seek feedback on station alternatives
- Inform the preferred alternative for environmental review

Engagement Strategies

- Public meetings
- Online open house
- Station exhibit
- Pop-up events

Stakeholder & CBO Engagement

- Historic Station Working Group
- Community and business groups, station area landowners, developers, non-profits

Upcoming Public Engagement

- August 12: Diridon Historic Working Group
- August 15: Alameda Business Association
- Early September: Stakeholder briefings
- September 8: Viva Calle tabling
- ***September 12: Community meeting #1***
- September 21: Caltrain Electrification kick-off pop-up
- September Transit Month pop ups
- Late 2024/Early 2025: Station exhibit
- January 2025: Community meeting #2

Next Steps

- August 14: JPAB
- August 16: City Council Study Session
- September 12: Community Meeting
- September-October: Partner Agency approval of Interim Agreement
- November JPAB:
  - Initial feedback from public engagement
  - Alternatives refinement
  - Environmental approach
  - 2025 lookahead
  - Funding approach for environmental

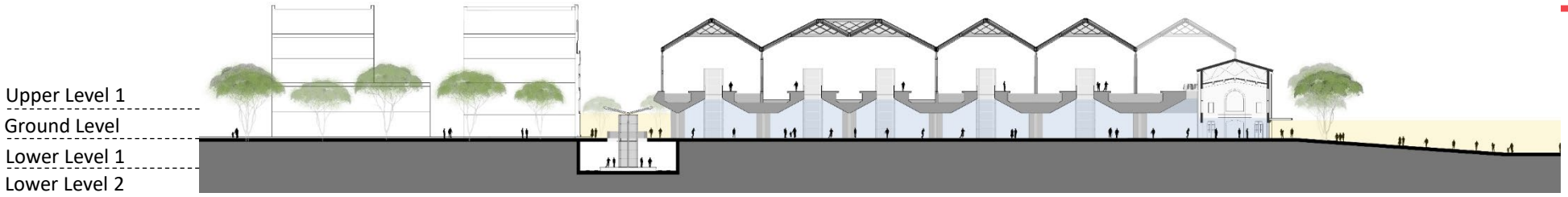
Thank You

Appendix –Drivers of Stacked Score

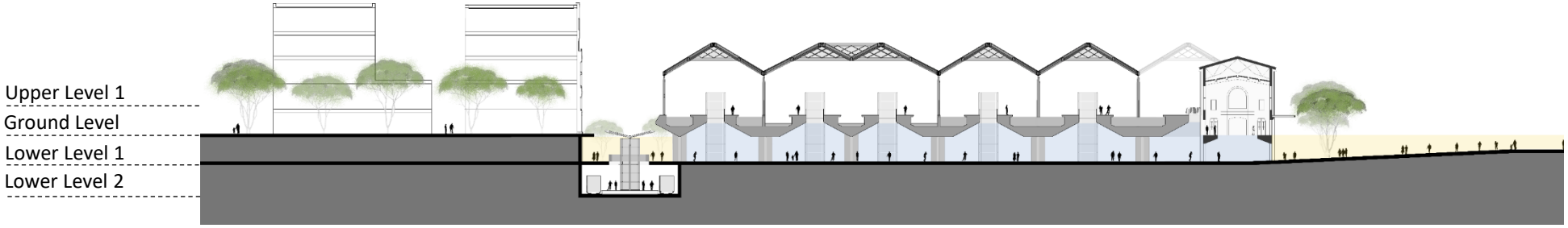
Station Alternative Overview

SAN JOSÉ DIRIDON STATION

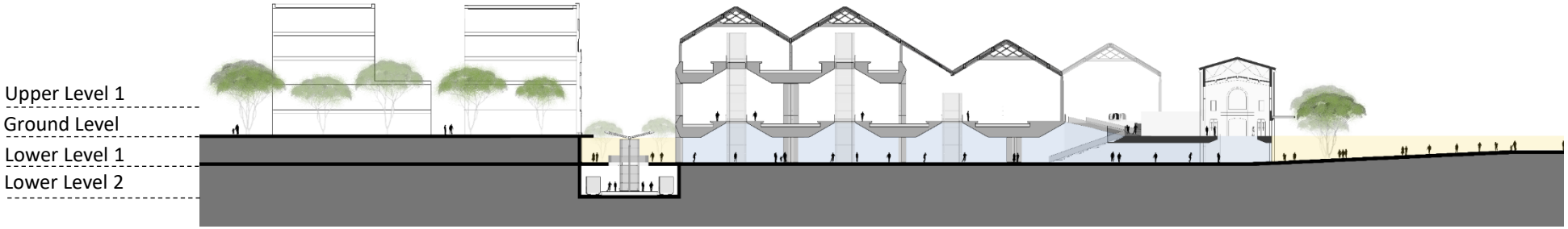
Elevated



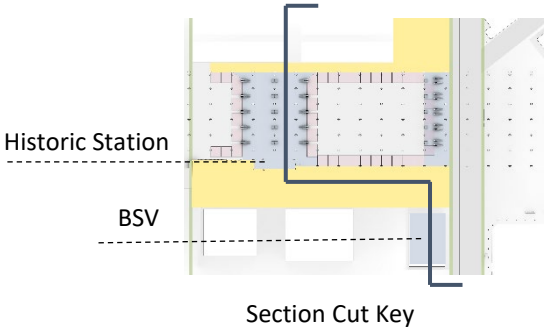
At-Grade

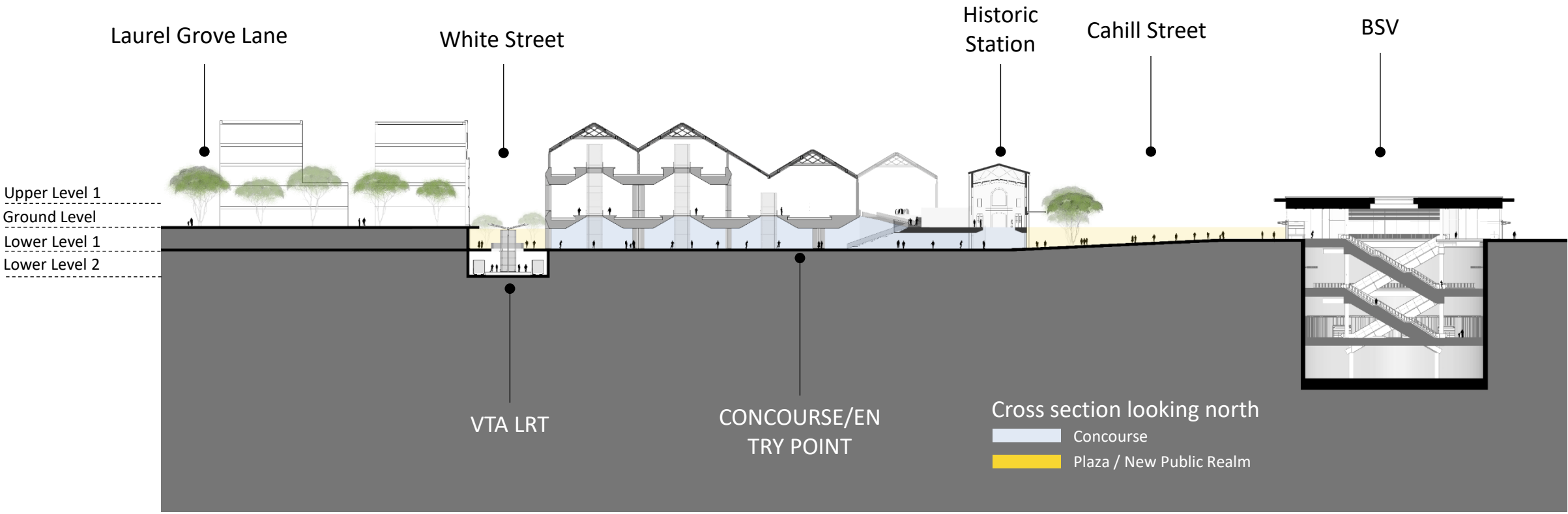


Stacked

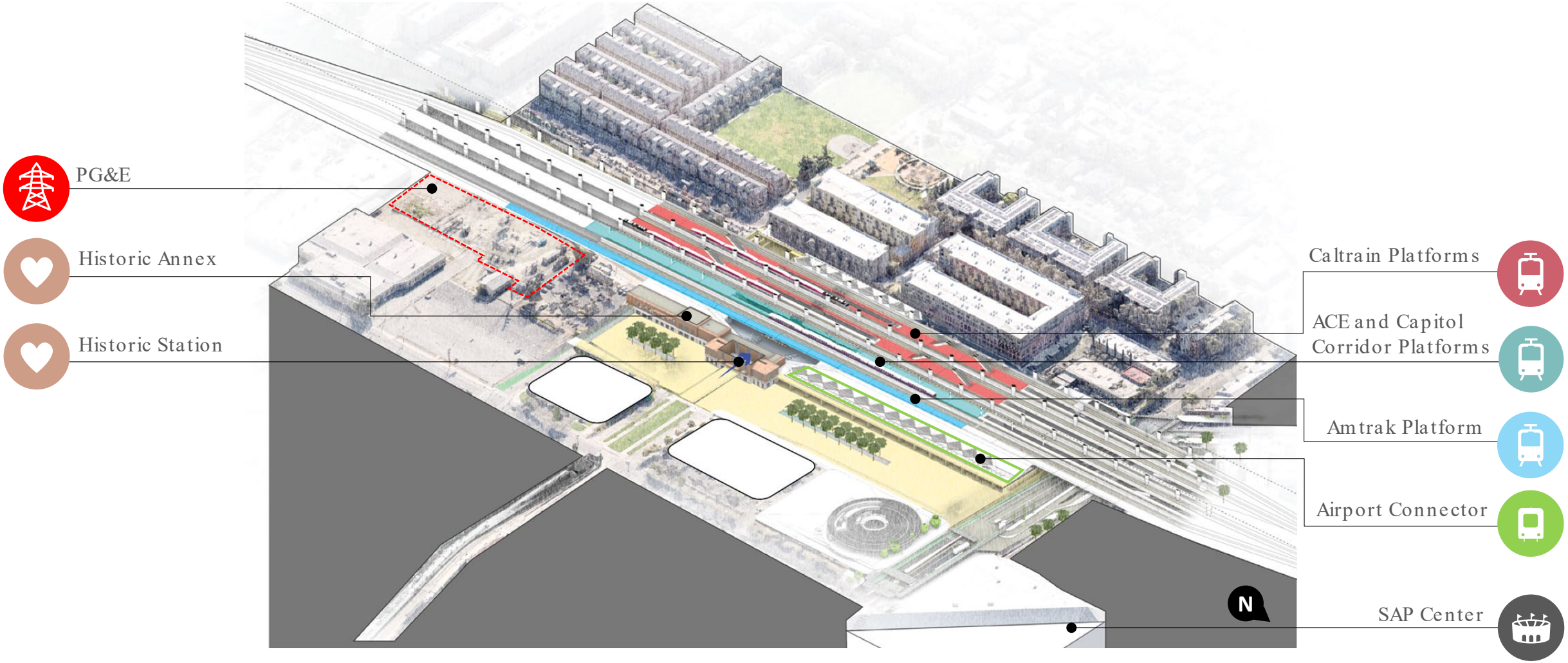


Stacked Alternative – Cross Section

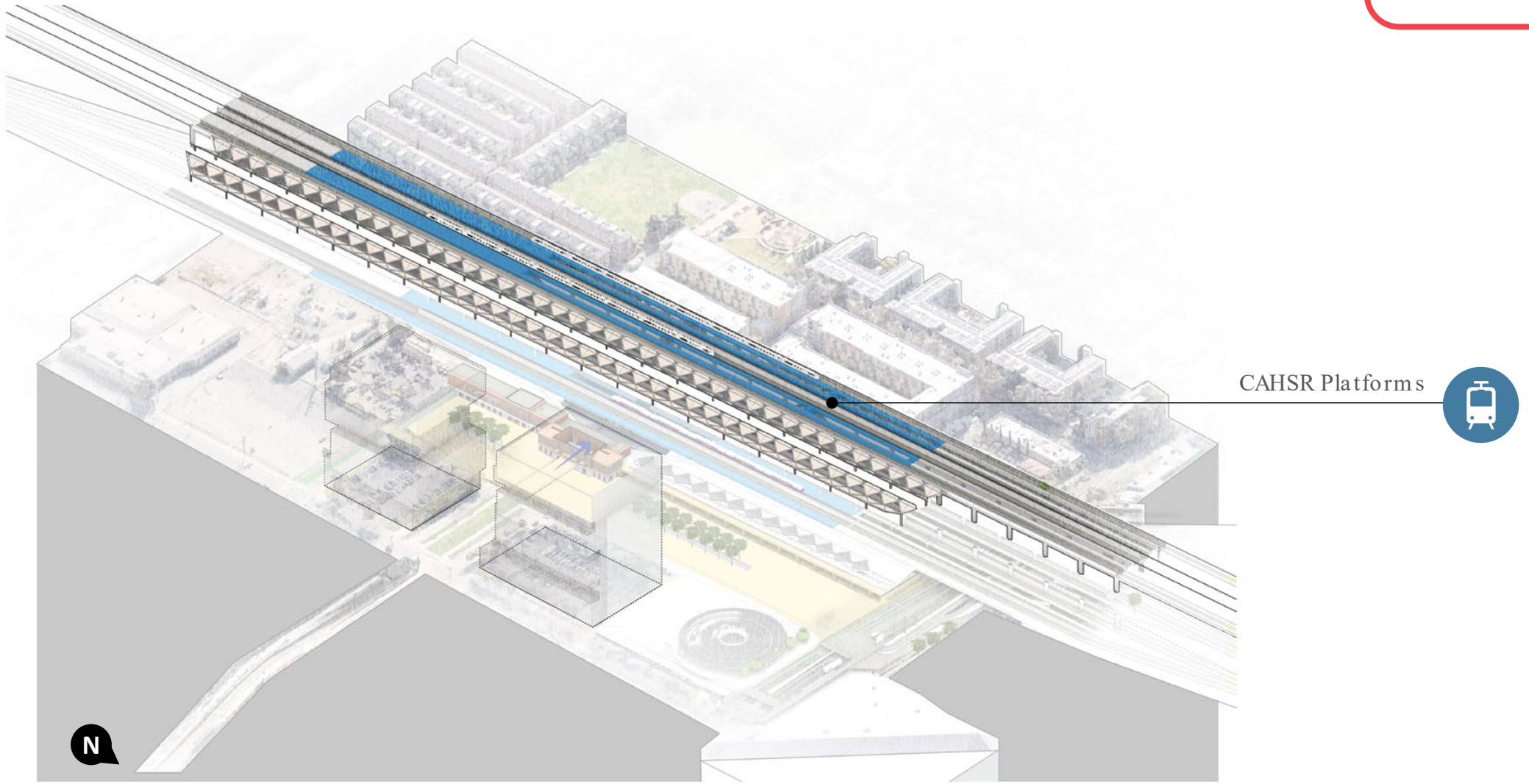




Stacked Alternative Main Platform Level



Stacked Alternative CAHSR Platform Level



Stacked Alternative

Looking west from SAP along Santa Clara Street

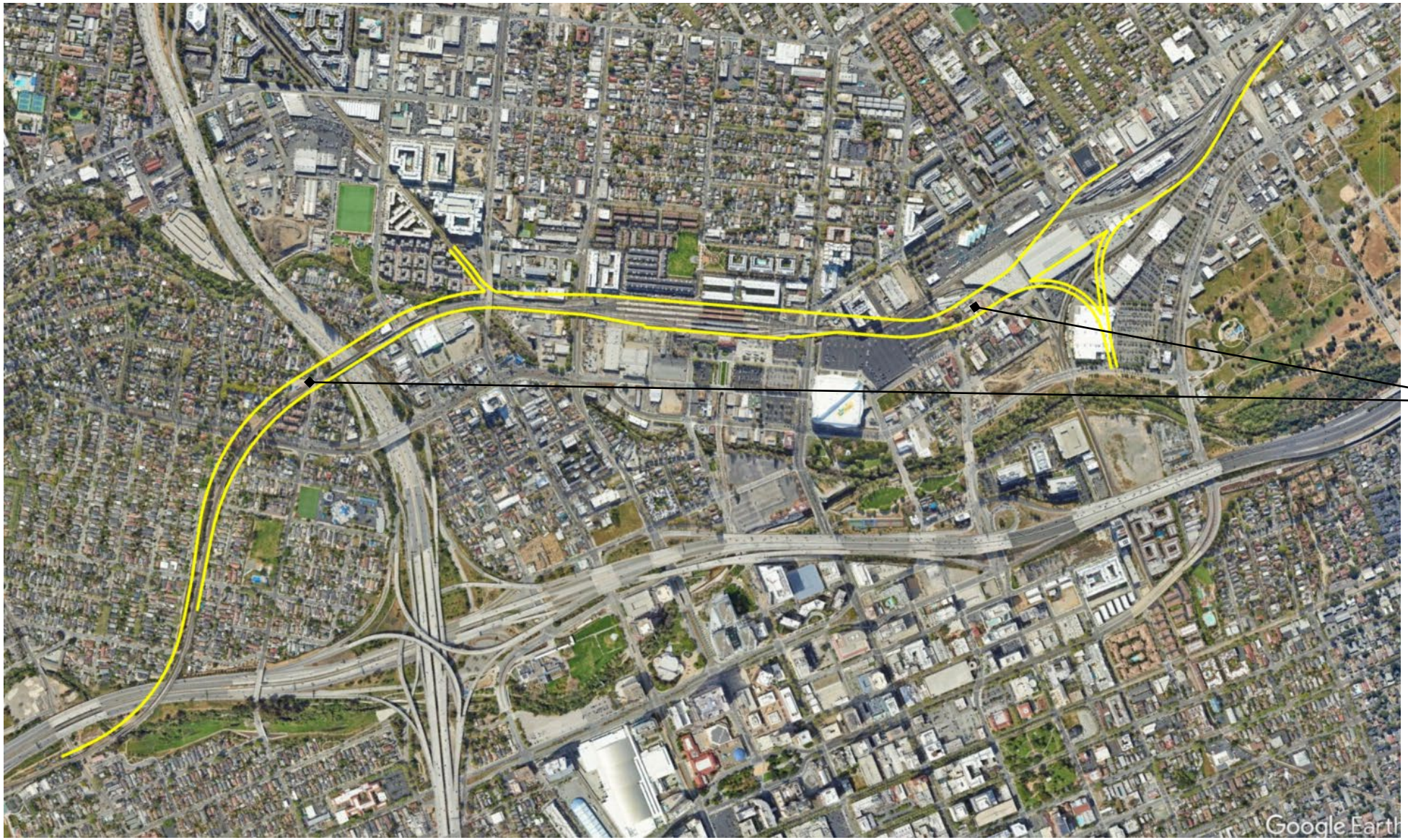
Stacked Alternative

Looking east along Santa Clara Street at Stockton Street

Stacked Alternative

Looking north at the Bus Parking / Pick-Up and Drop-Off
(Recently Added to Presentation)

Land Use Impact - Stacked



More property impacts than Elevated and At-Grade Alternatives

Preliminary Range / Relative Cost Estimate

SAN JOSÉ DIRIDON STATION

Range ~$2.5B – $13B for station alternatives in 2023 dollars (subject to change)

Station Alternative	Relative Cost	Cost Key Drivers / Differences *Note: ROW need TBD*
At-Grade	$	• Least concrete and steel • PG&E facility and Historic Building modification • CEMOF remain (expansion possible)
Stacked	$$	• Medium concrete and steel • No impact to PG&E facility and Historic Building • CEMOF remain (expansion constrained)
Elevated	$$$	• Most concrete and steel • PG&E facility and Historic Building modification • CEMOF relocation
Original Concept Layout	$$$$	• Most concrete and steel • PG&E facility and Historic Building relocation • CEMOF relocation

Appendix - Visuals

At Grade

View Looking West towards Cahill Plaza from the SAP Centre on Santa Clara Street

Elevated

View Looking West towards Cahill Plaza from the SAP Centre on Santa Clara Street

At Grade

View Looking West towards Cahill Plaza from the SAP Centre on Santa Clara Street

Elevated

View Looking West towards Cahill Plaza from the SAP Centre on Santa Clara Street

At Grade

View Looking South Towards Cahill Plaza from Santa Clara Street

Elevated

View Looking South Towards Cahill Plaza from Santa Clara Street

At Grade

View Looking East towards White Street from Wholefoods on Santa Clara Street

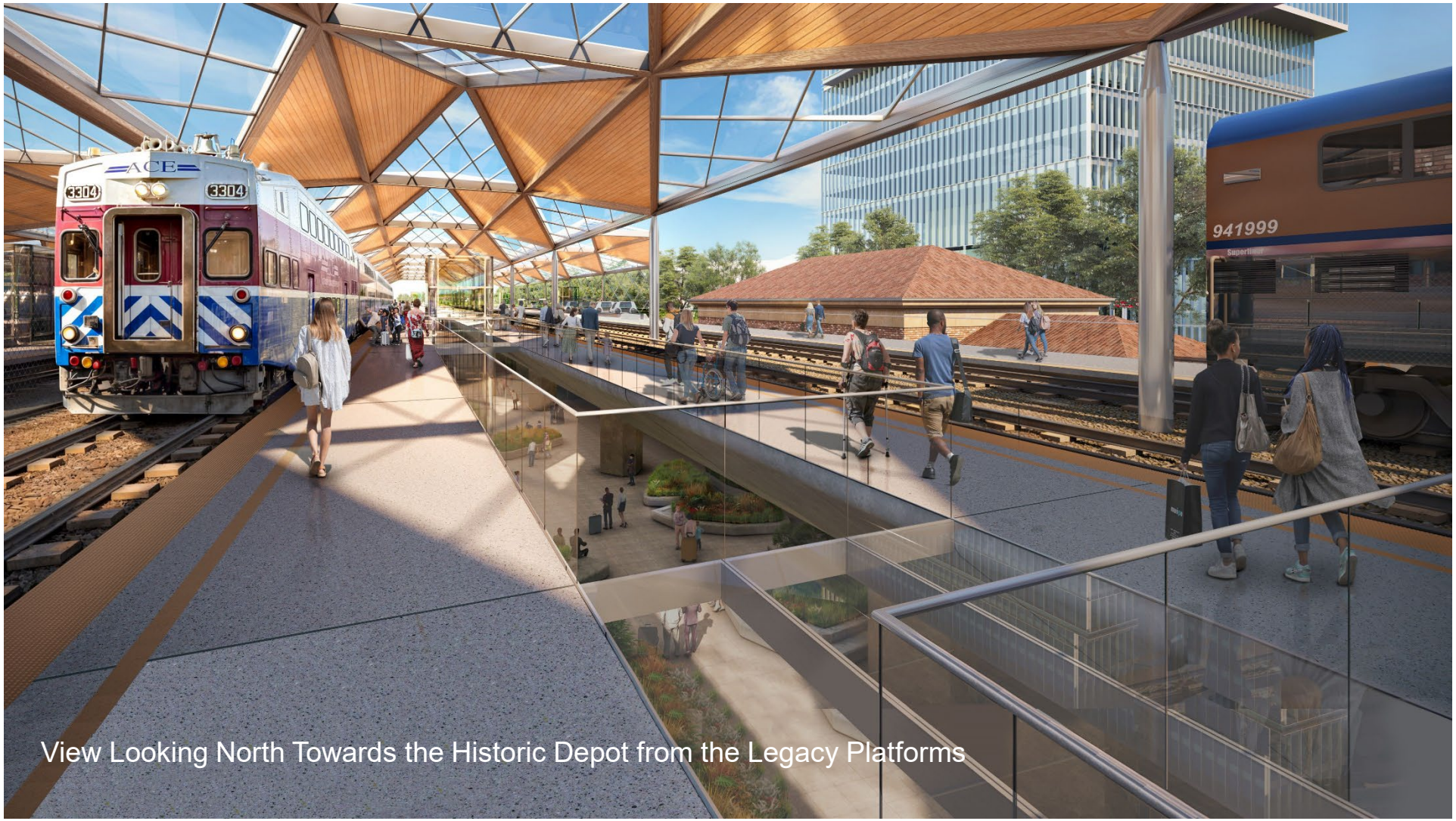
Elevated

View Looking West towards Cahill Plaza from the SAP Centre on Santa Clara

At Grade

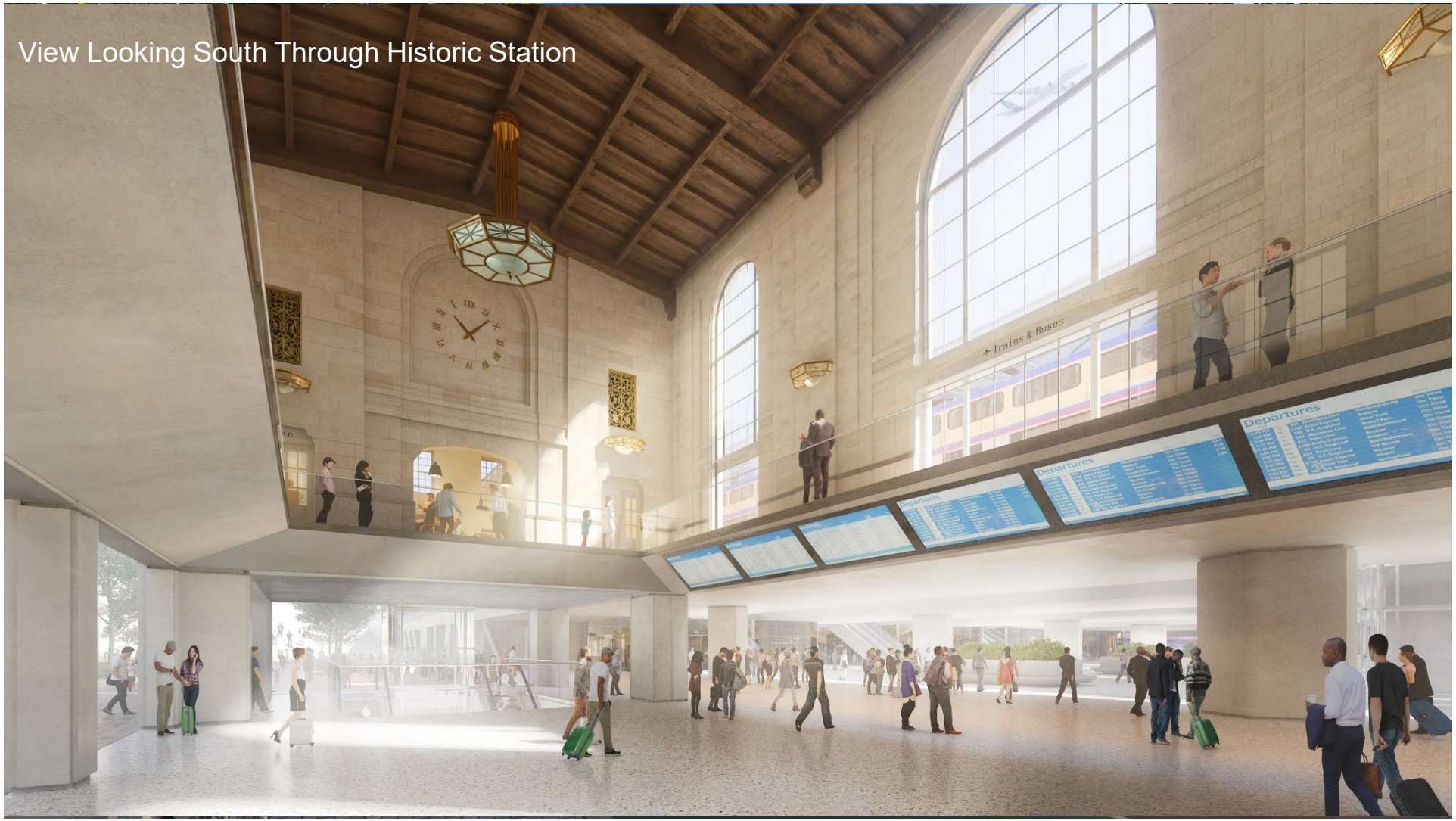
View Looking North Towards the Historic Depot from the Legacy Platforms

Elevated

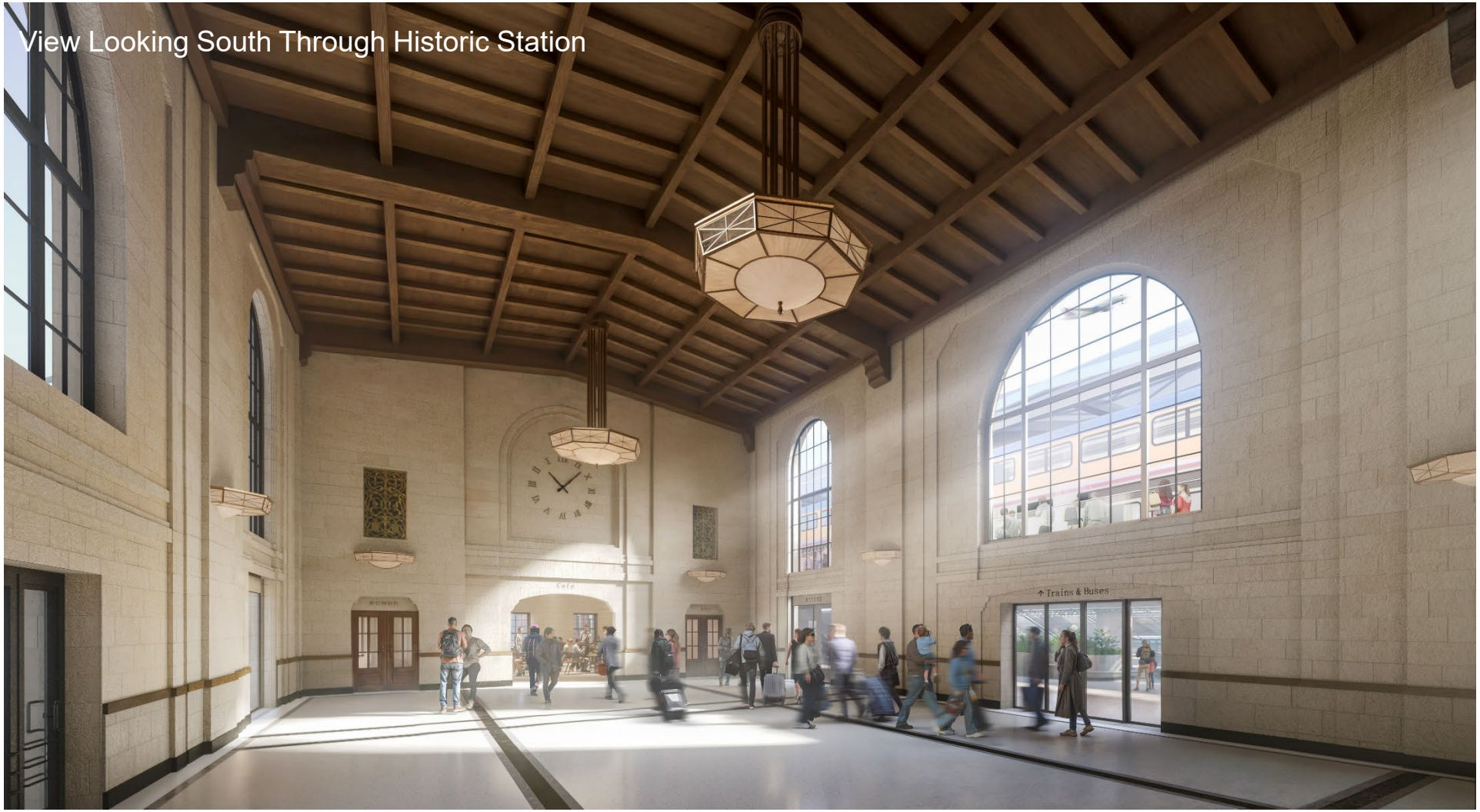


View Looking North Towards the Historic Depot from the Legacy Platforms

At Grade


View Looking South Through Historic Station
Trains & Buses
Departures
Departures
Departures
Departures

Elevated



At Grade

View Looking North Across Santa Clara towards the Drop-Off

Elevated

View Looking North Across Santa Clara towards the Drop-Off