

December 20, 2023



Advocacy and Major Projects (AMP) Committee Meeting Business Case Update



METROPOLITAN
TRANSPORTATION
COMMISSION

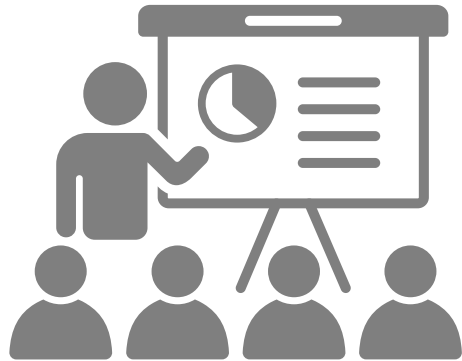


Today's Focus

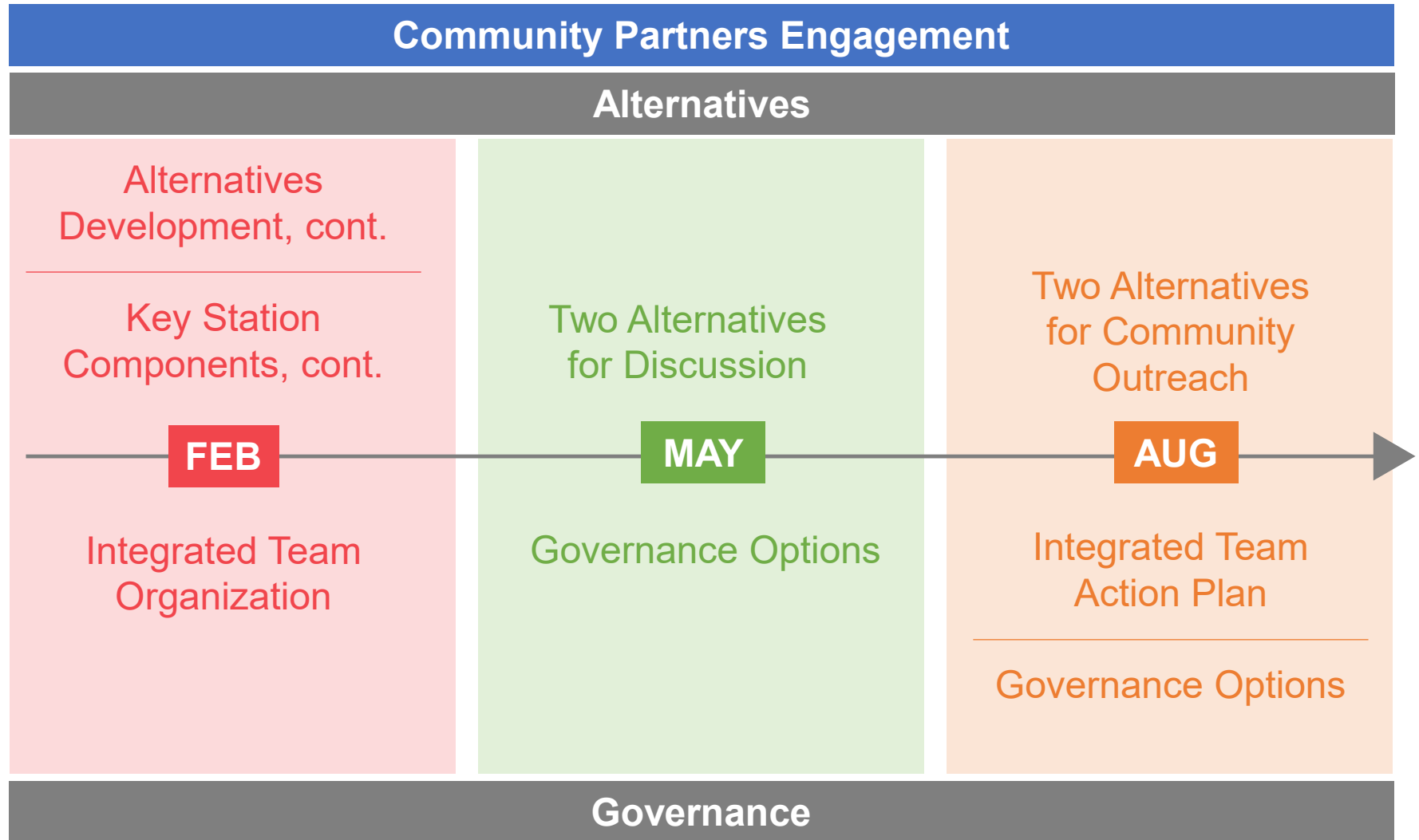


- Diridon Station Alternatives Development
 - Background and Process
 - Key Considerations (Historic Station)
- Governance Update
- Next AMP Meeting

Where We're Headed



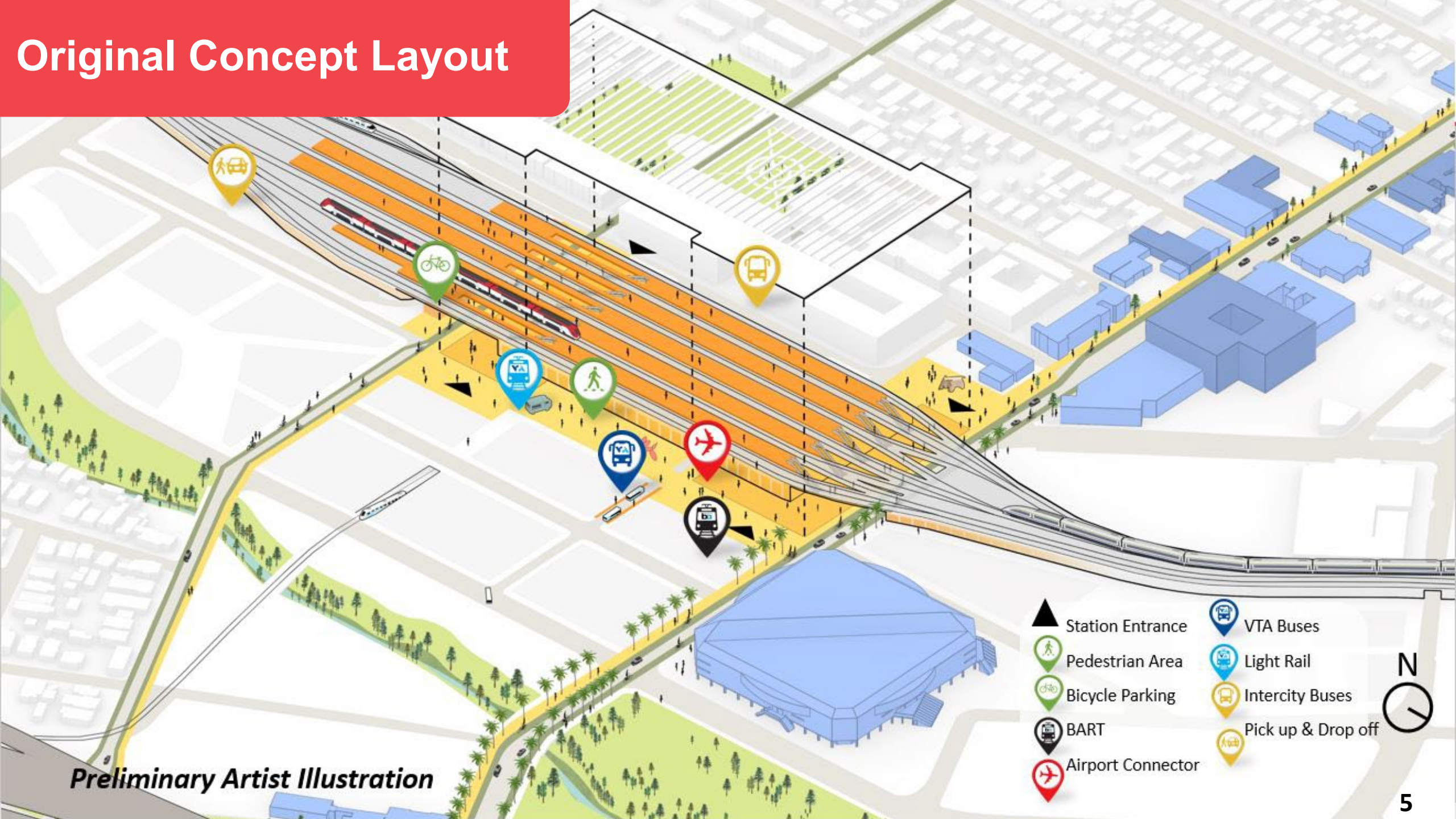
AMP Meetings



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



Alternatives Development Process



Assess

Station Components



Develop

Alternatives



Refine

Alternatives



Recommend

Alternatives

Station Core

- Future transit service need
- Track/platform configuration
- Current efforts:
 - Concourse locations
 - Passenger flow
 - Connectivity between modes



Key Station Components



**PG&E
Substation**



**BART
Entrances**



**Historic
Station**



**Light Rail
Station
Location/
Alignment**



**Caltrain
Maintenance
Facility**

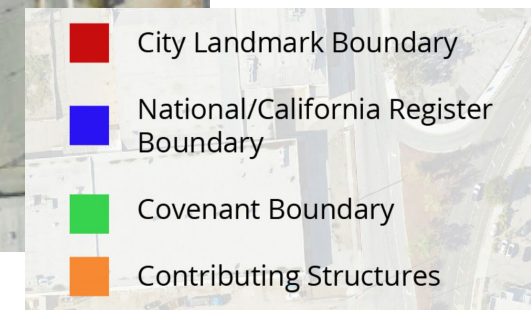


**Airport
Connector
Landing**

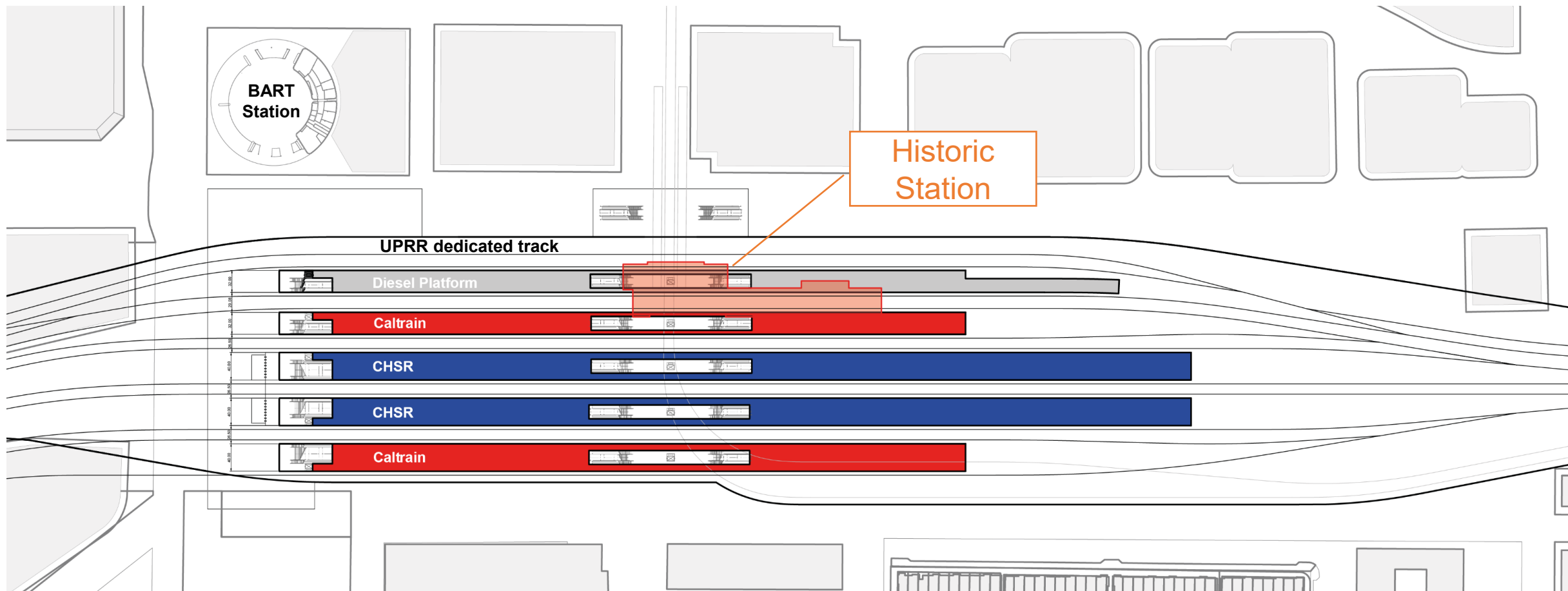
Historic Designation & Boundaries

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



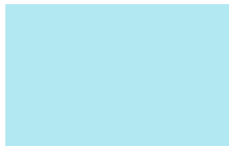
Adaptive Reuse





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

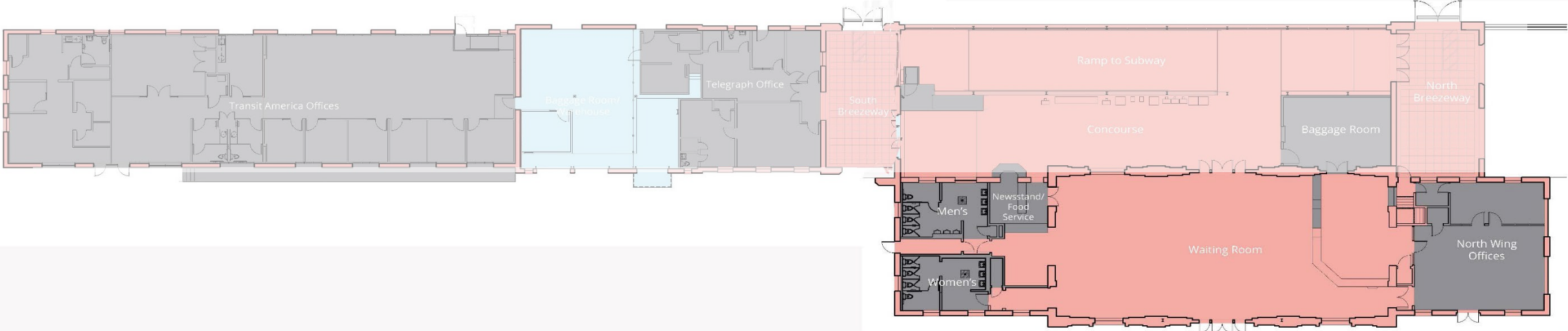
Features or spaces that date to the period of significance (1932-1935) and are characterized by a lesser degree of significance or are slightly altered elements. They cumulatively contribute to the overall historic character of the building.



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.

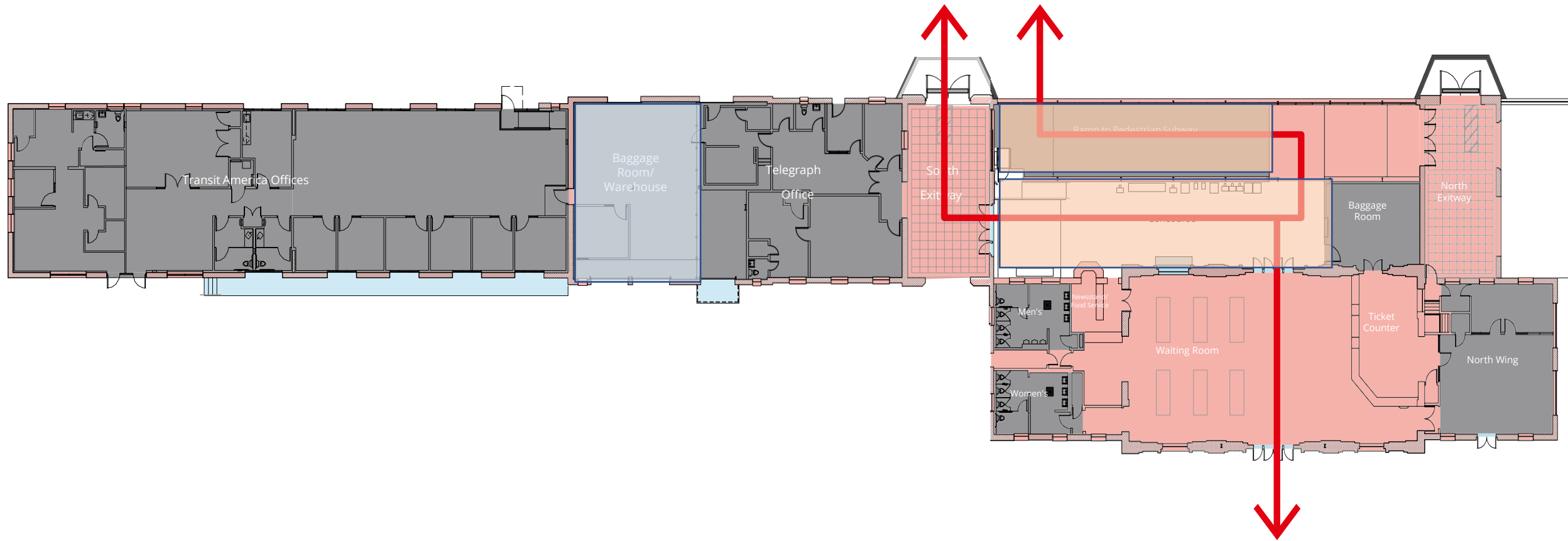
Prioritize Significance



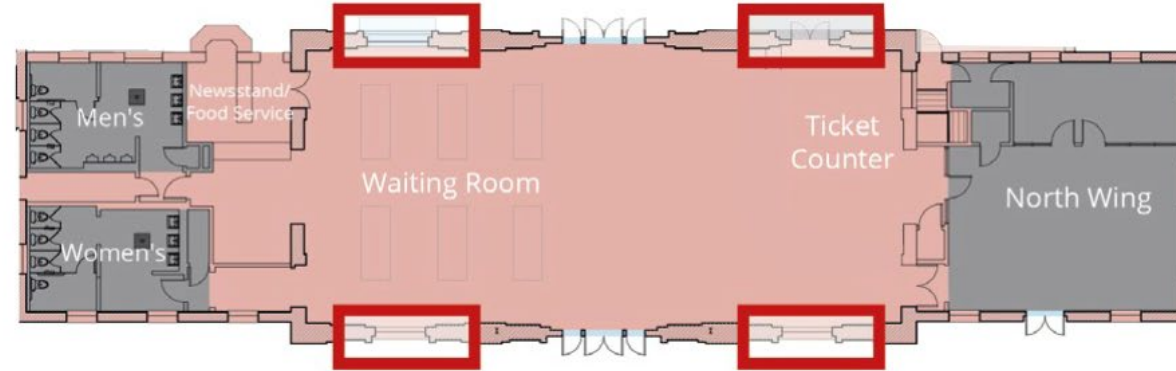
Station Hall as Centerpiece



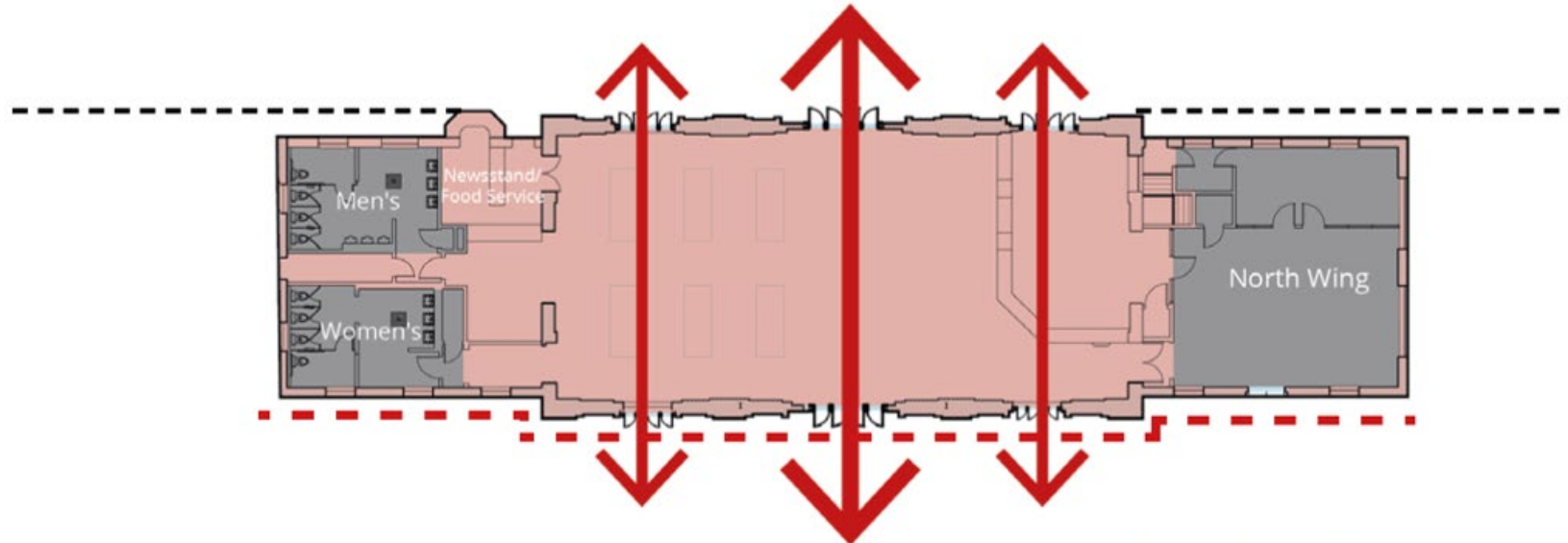
Adapt Circulation



Adapt Circulation



**Open up windows
into door ways**

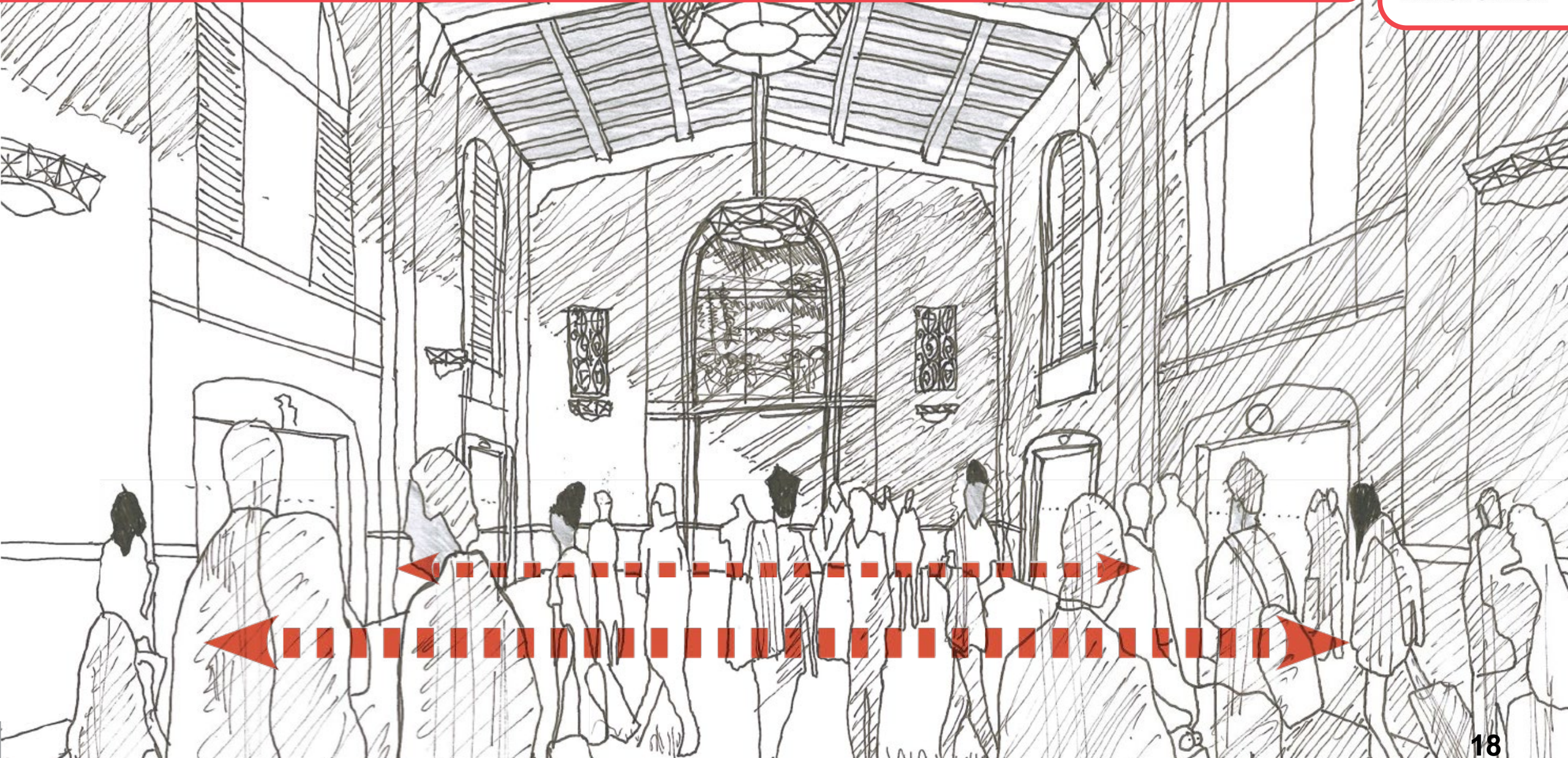


**Retain Iconic Depot
Building entrance**

Station Building – Existing



Station Building – Adapted



Community Conversations



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



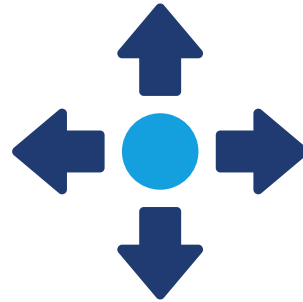
Assisting with design input and components



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

Project Administration to Date



Diridon Station Efforts	Lead Agency	Agency Partners
2018 - 2020 Concept Layout	VTA Administered	City of San Jose Caltrain CHSRA
2021 Transit Footprint	Caltrain Administered	City of San Jose VTA CHSRA MTC
2022 – 2024 Station Alternatives Governance Assessment	Caltrain Administered	City of San Jose VTA CHSRA MTC



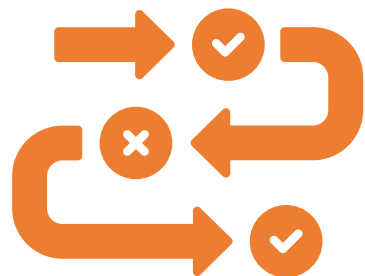
Project Organization Moving Forward



Diridon Station Area Efforts	Lead Agency	Agency Partners
<p>Station Design LPA Engineering CEQA/NEPA Clearance</p> <p>Long-Term Governance Planning & Funding Strategy</p>	<p>Interim Integrated Team</p> <p>TBD</p>	<p>Caltrain VTA City of San Jose CHSRA MTC</p>
<p>Final Design & Construction</p>	<p>Delivery Governance Organization</p> <p>TBD</p>	<p>TBD</p>



Next AMP



Alternatives

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



Governance

- Integrated Team Organization



Thank You