



July 24, 2024

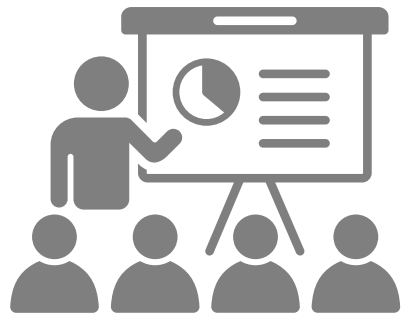
Diridon Station Business Case Three Station Alternatives



METROPOLITAN
TRANSPORTATION
COMMISSION



Where We're Headed



**JPAB
Meetings**



SUMMER 2025
10% Design and
Project Recommendation

1

Alternatives Overview

2

Station Alternatives / Elevations

3

Station Components and Locations

4

Renderings and Views

5

Key Findings / Next Steps

Goals

The Surrounding Community:

An anchor for economic & community development

Partners & Key Stakeholders:

Achieving strategic aims and optimizing benefits for Partners and key stakeholders



The Passenger Experience:

A connected, multi-modal and passenger-friendly station

Transit Operators & Operations:

Providing sufficient capacity, facilitating safe, integrated and reliable transit operations

The Station Building:

A sustainable, future-proof and resilient station

Planning for Future Service

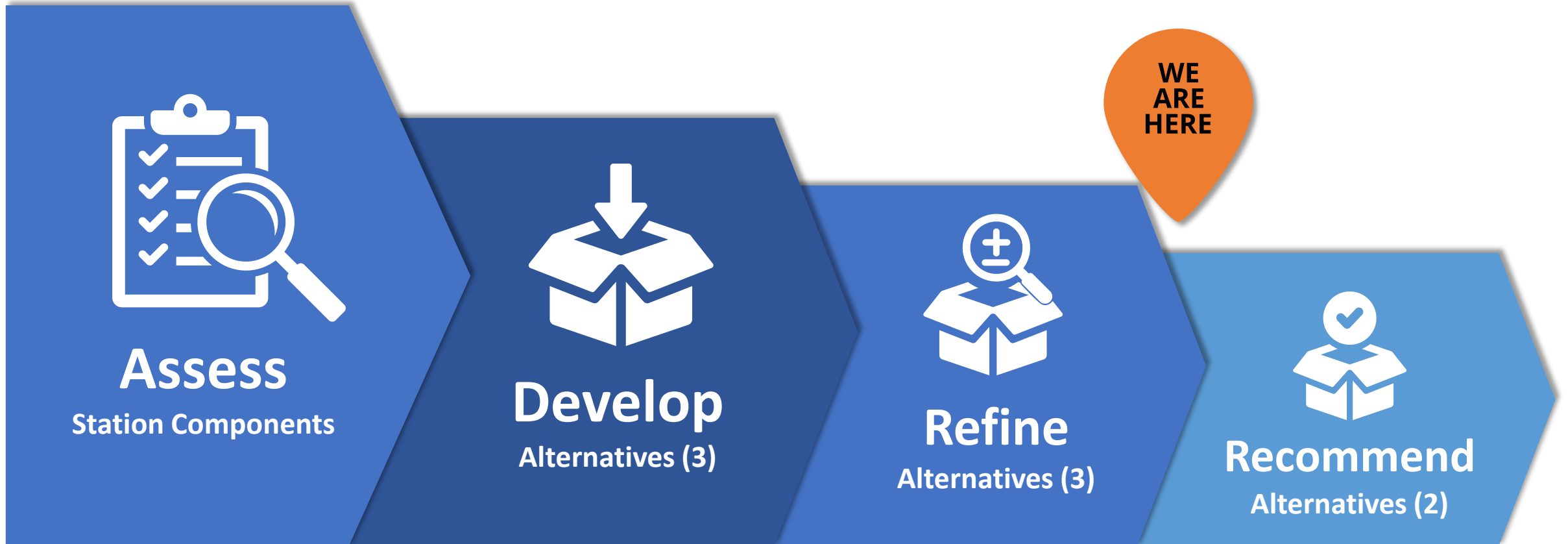


Operator	Current	Future
Caltrain	4 per hour per direction ¹	12 per hour per direction ¹
Capitol Corridor	6 per day	11 per day
ACE	4 per day	5 per day
Light Rail	4 per hour per direction ¹	6 per hour per direction ¹
VTA Buses (Layover)	32 per hour	36 per hour
Regional Buses	6 per day	8 per day
Amtrak	2 trains per day	No change
High Speed Rail		4 per hour per direction ¹ to/from SF, 1 turning
TAMC		4 per day to/from Salinas

Note: While BSV is not integrated in the station, efficient connectivity to/from the intermodal station is of primary importance.

(1) trains per hour per direction

Alternatives Development Process



How We Will Present



Station Alternatives / Elevations:

- Elevated
- At-Grade
- Stacked



Station component
locations and
connections

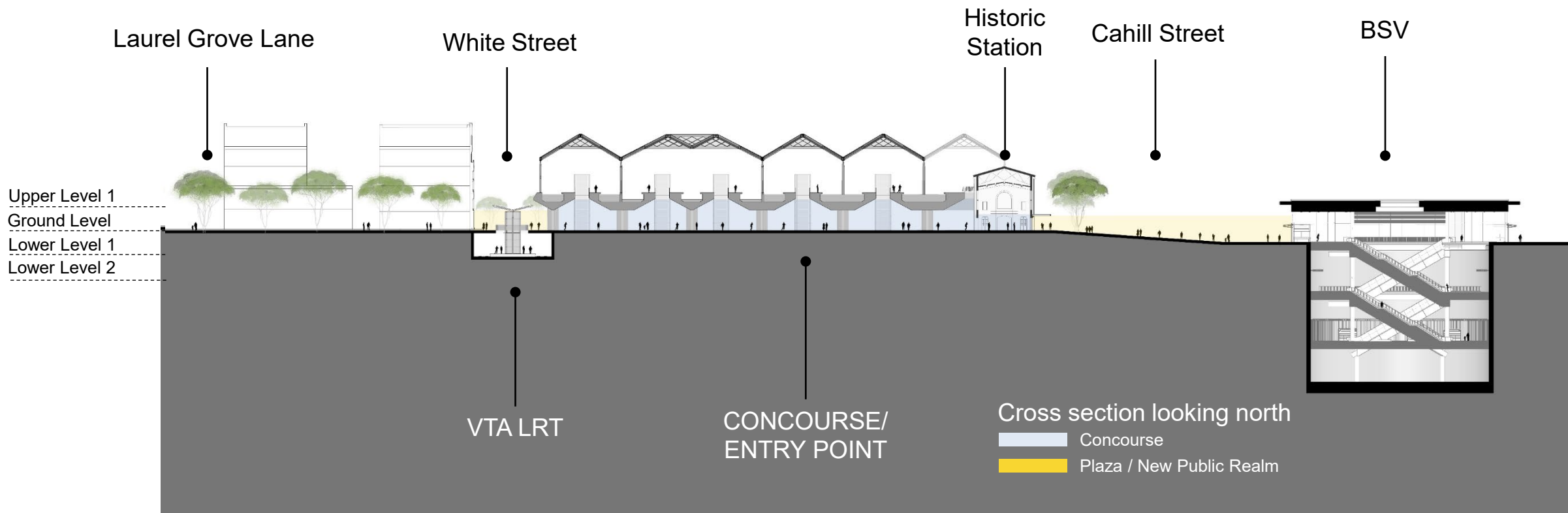
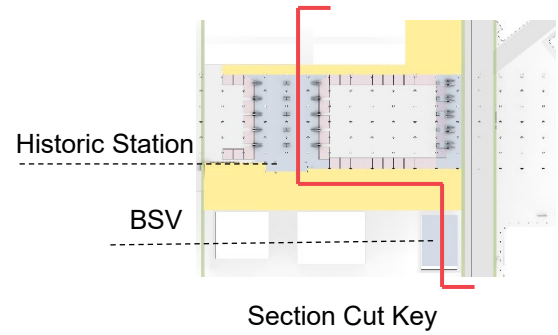


Renderings and Views

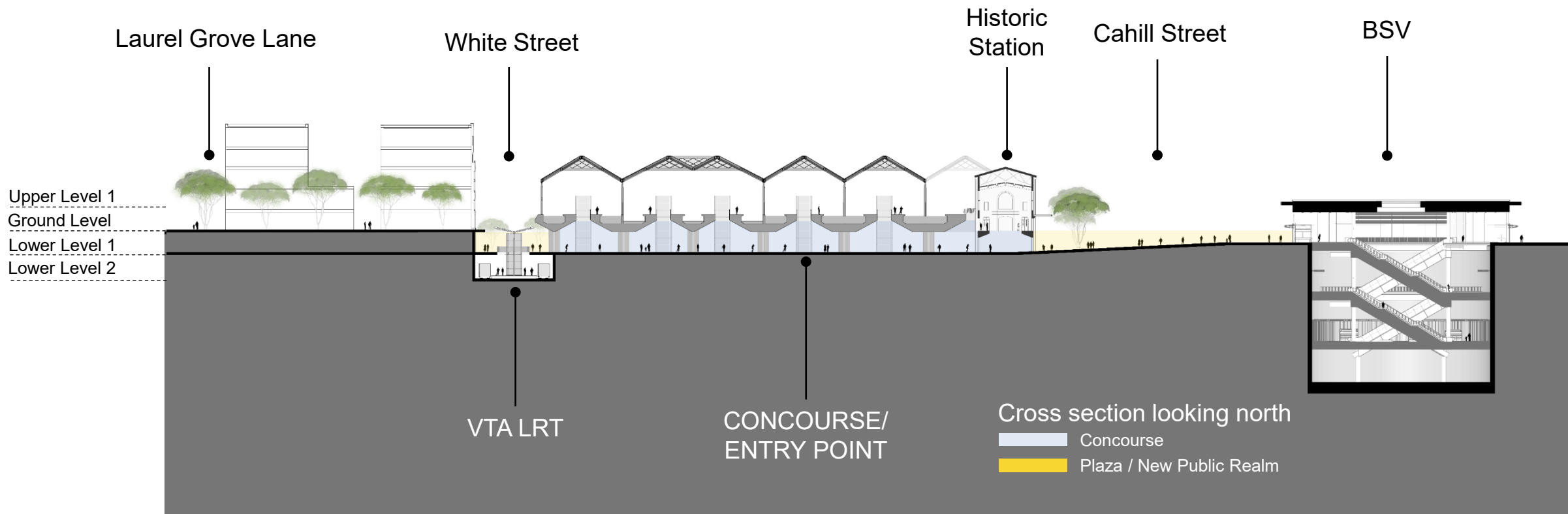
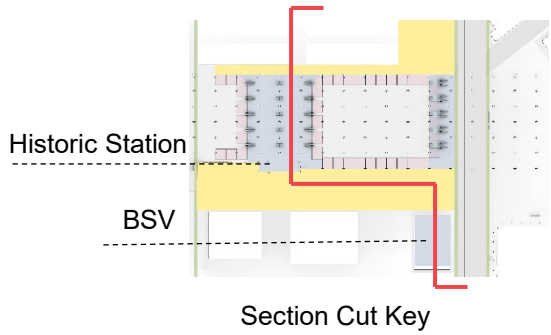


Station Alternatives /
Elevations

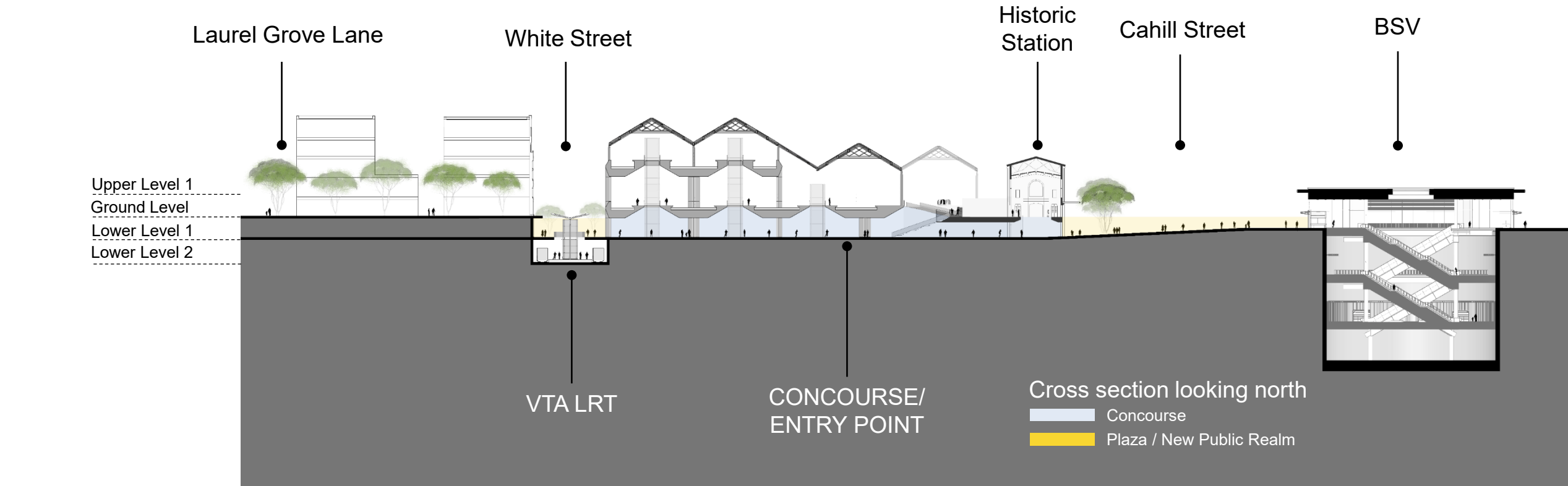
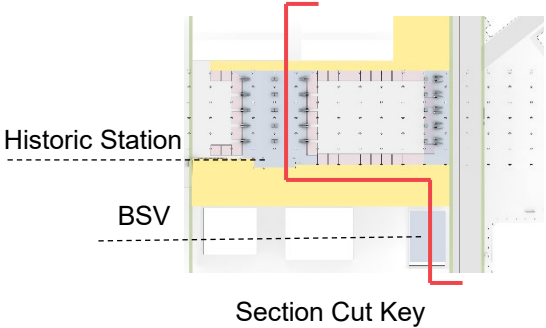
Elevated Alternative – Cross Section



At-Grade Alternative – Cross Section



Stacked Alternative – Cross Section

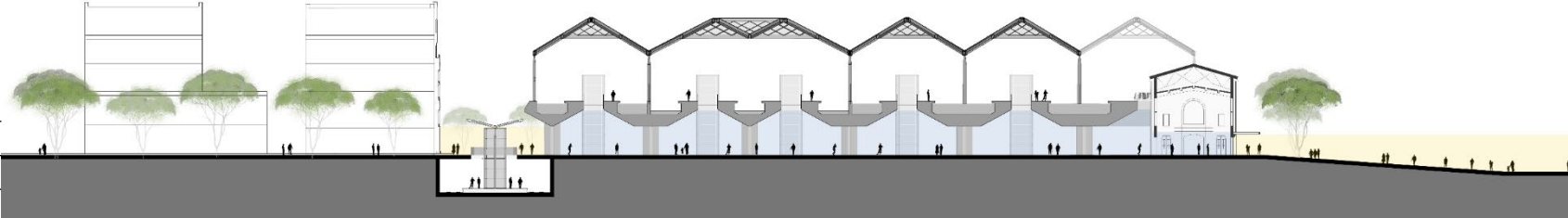


Station Alternative Overview



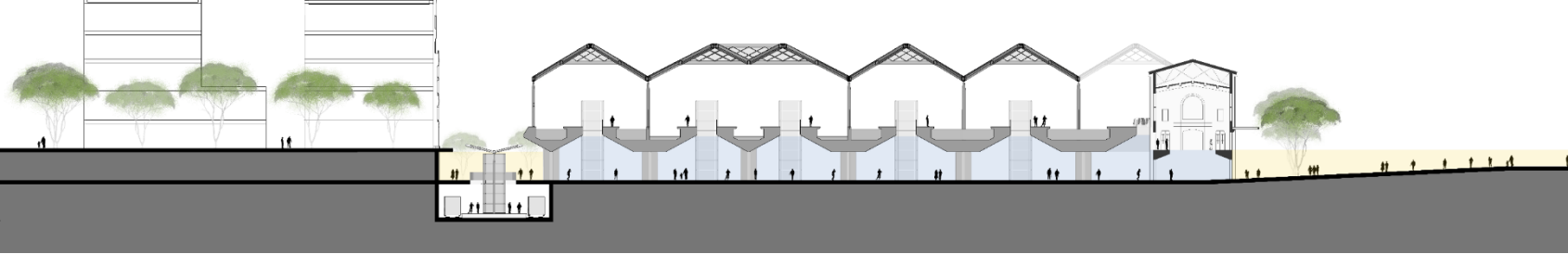
Elevated

- Upper Level 1
- Ground Level
- Lower Level 1
- Lower Level 2



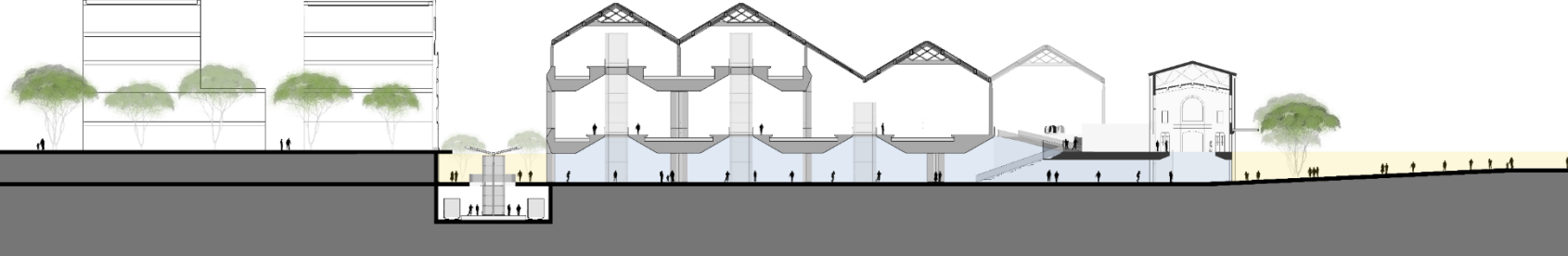
At-Grade

- Upper Level 1
- Ground Level
- Lower Level 1
- Lower Level 2



Stacked

- Upper Level 1
- Ground Level
- Lower Level 1
- Lower Level 2



Station Alternatives Overview

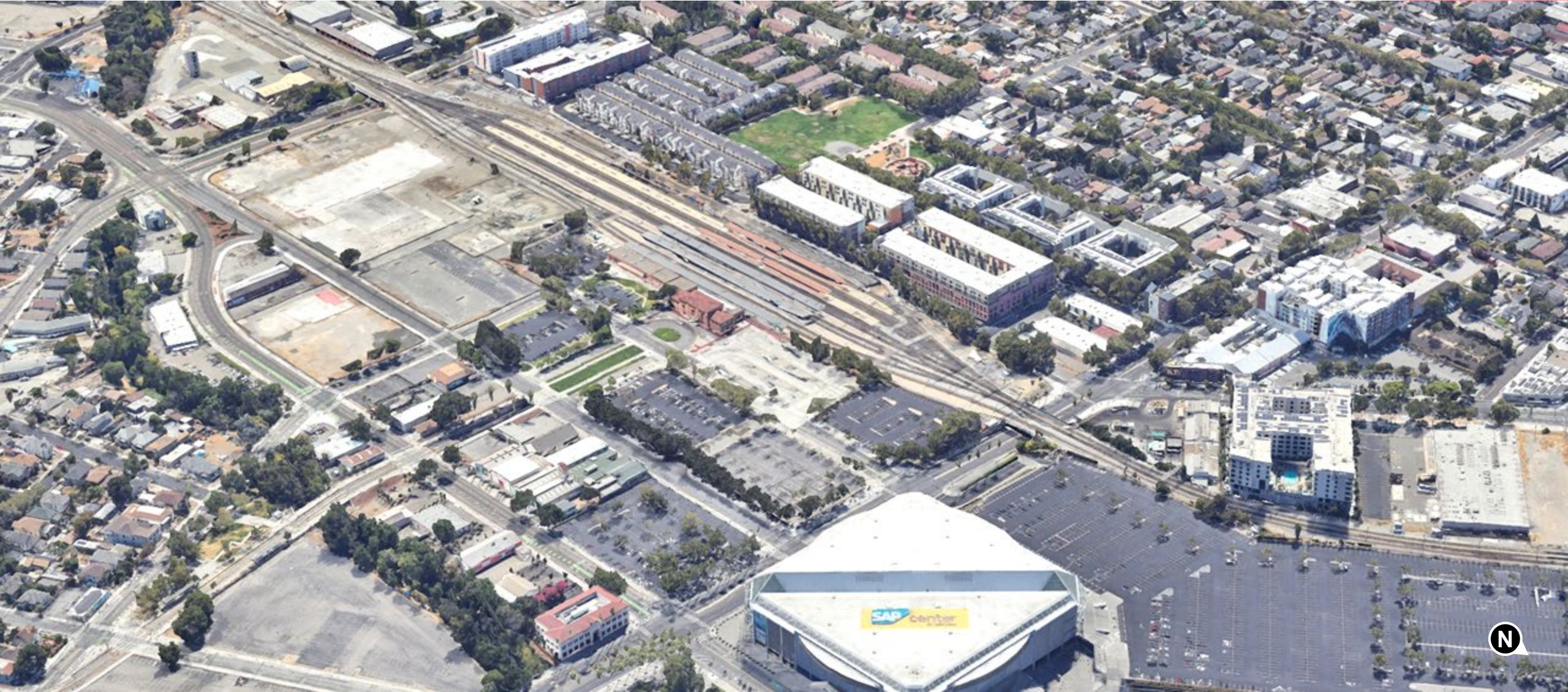


Floors	Elevated	At-Grade	Stacked
Upper Level 1	High Speed Rail Caltrain ACE, Capitol Corridor, Amtrak Airport Connector		High Speed Rail
Ground Level	Concourse Retail/ Commercial Access to rail, bus, drop-off/ pick-up	High Speed Rail Caltrain ACE, Capitol Corridor, Amtrak Airport Connector	Caltrain ACE, Capitol Corridor, Amtrak Airport Connector
Lower Level 1	Light Rail	Concourse Retail/ Commercial Access to rail, bus, drop-off/ pick-up	Concourse Retail/ Commercial Access to rail, bus, drop-off/ pick-up
Lower Level 2	BART (BSV)	Light Rail BART (BSV)	Light Rail BART (BSV)

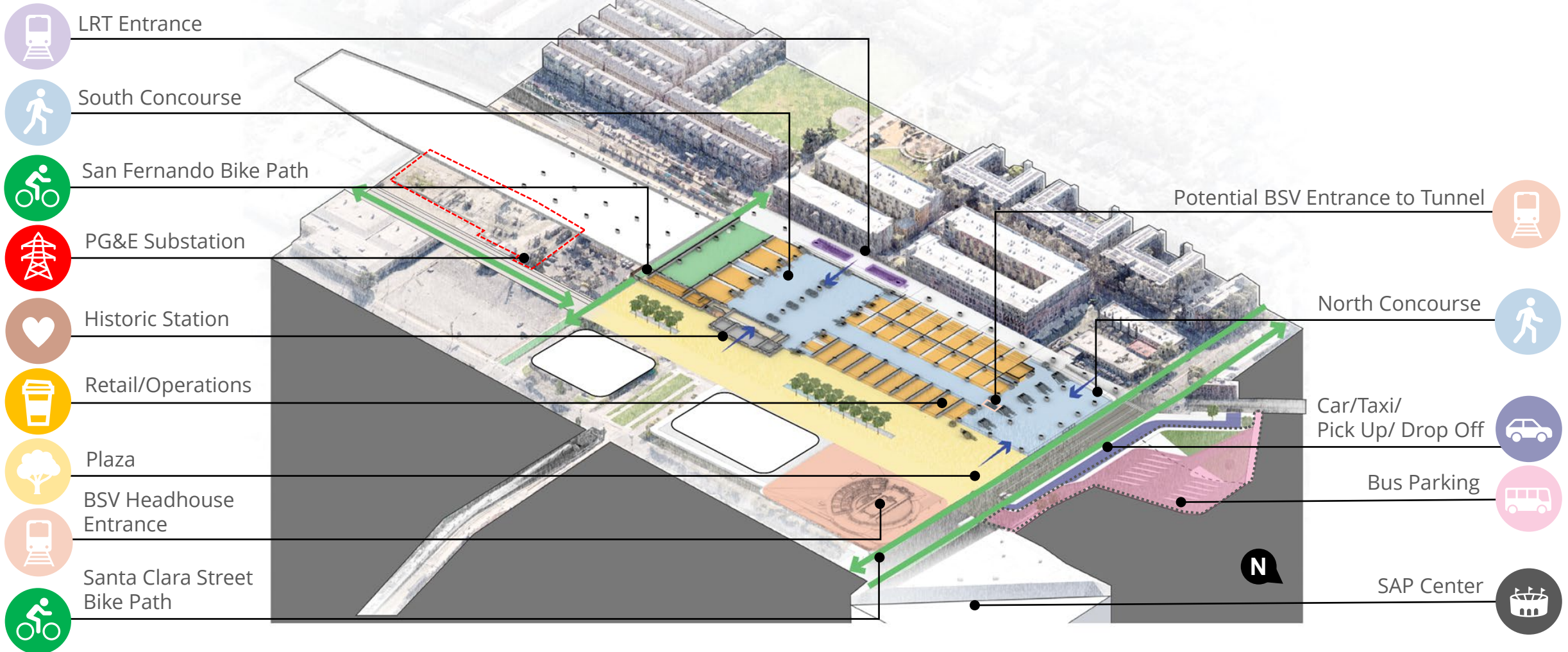


**Station Component Locations
and Connections**

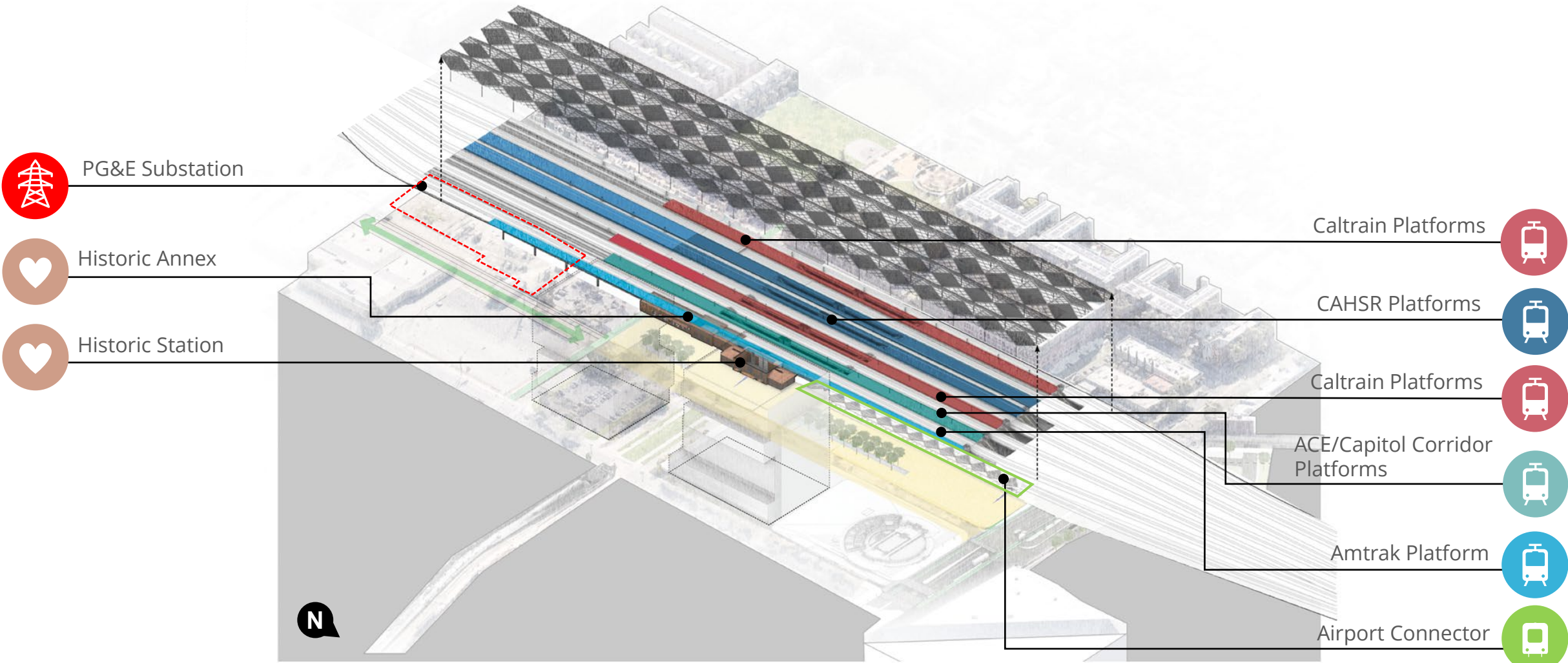
Diridon Station Aerial



Concourse Level



Platform Level



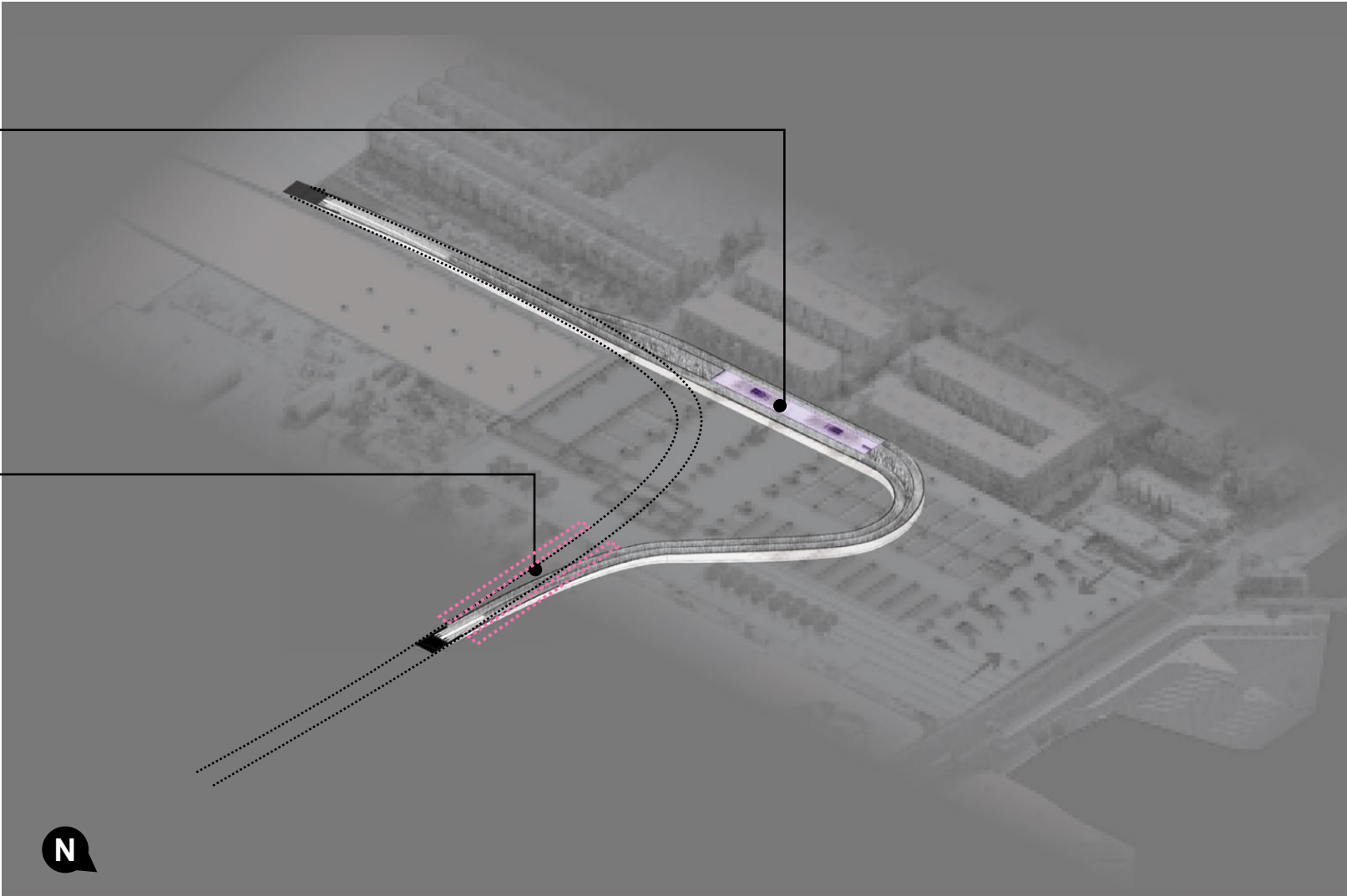
LRT Level (Below Concourse)



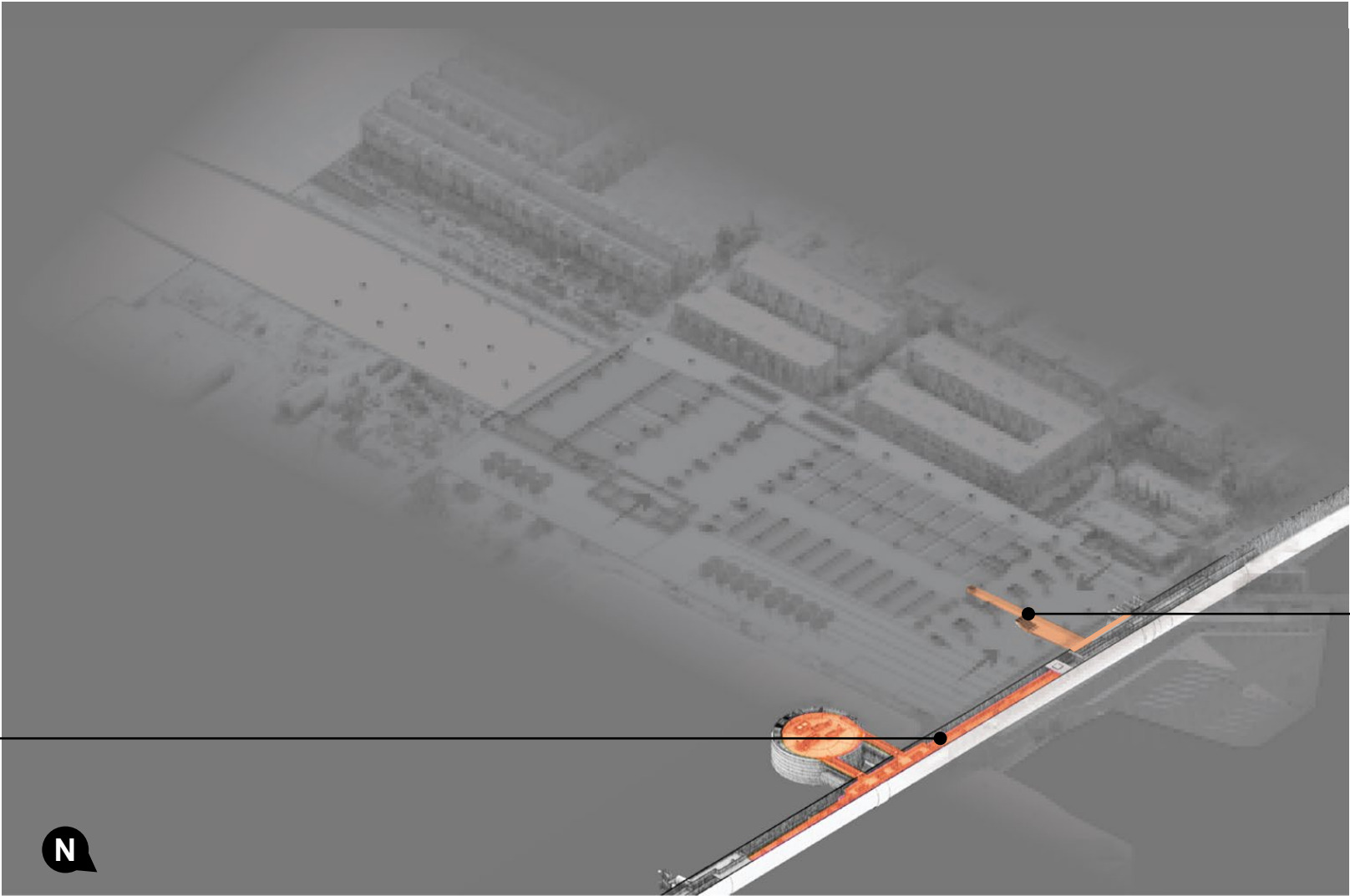
LRT Platforms/
Station Location



Potential Eastern
Platforms/Station Location



BSV Tunnel

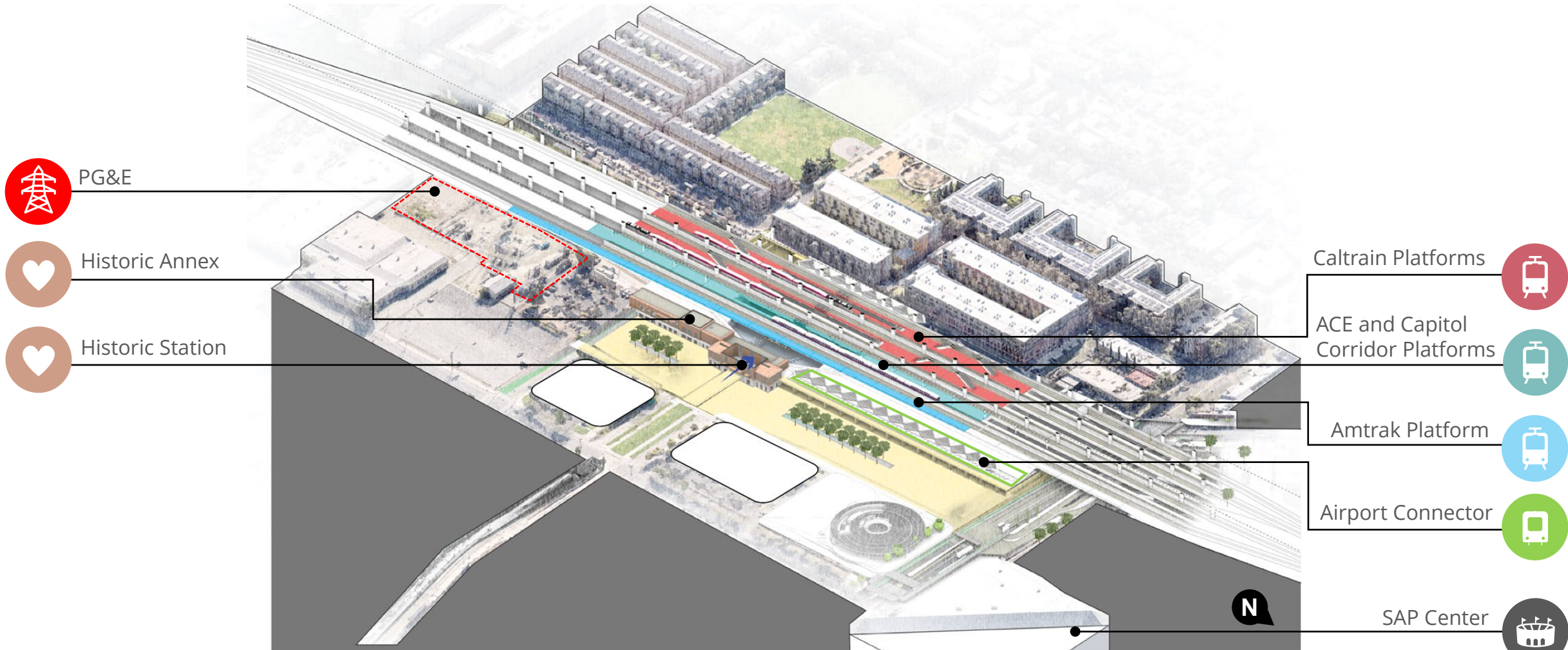


BSV Platforms

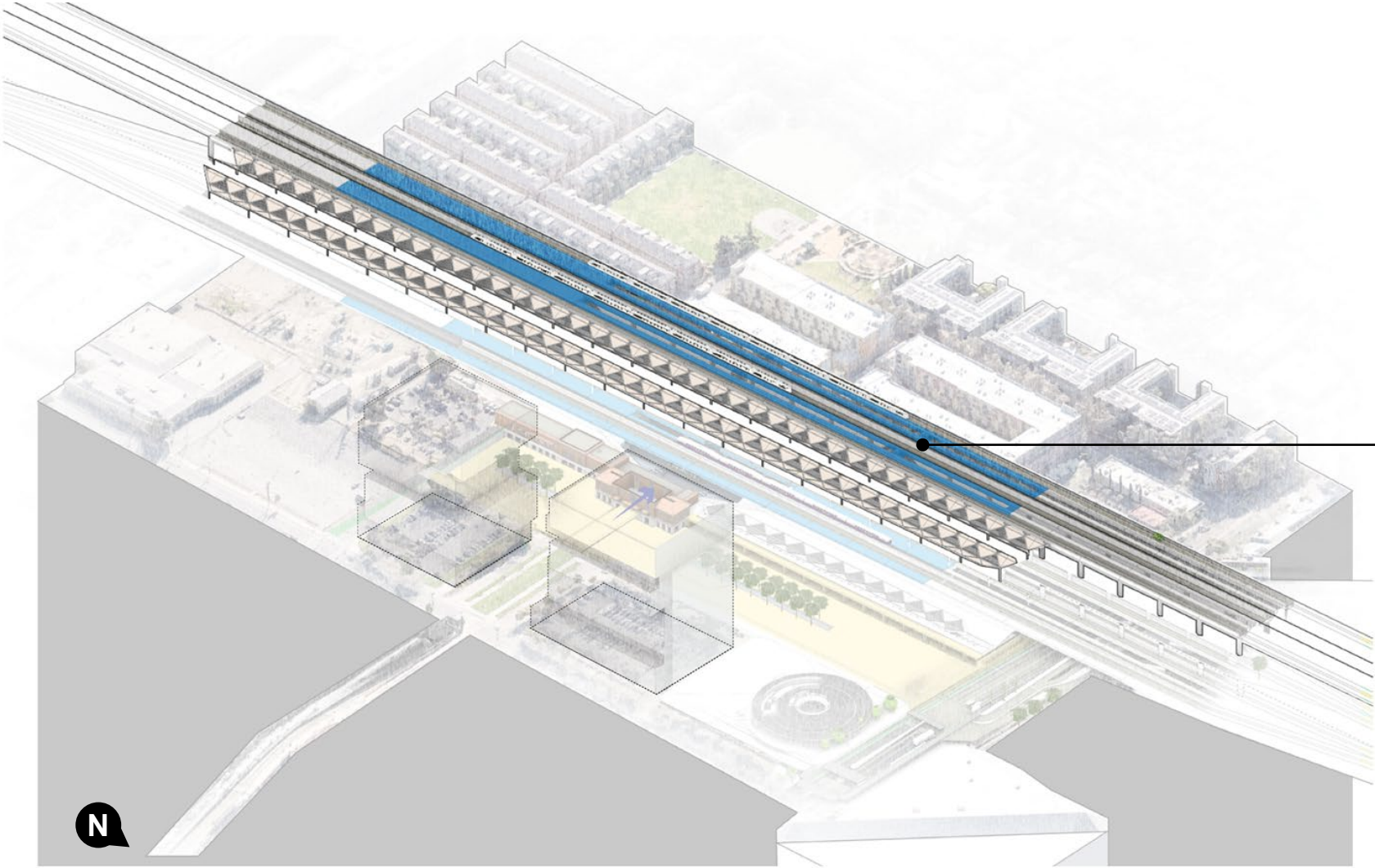


Potential BSV
Tunnel Connection

Stacked Alternative Main Platform Level



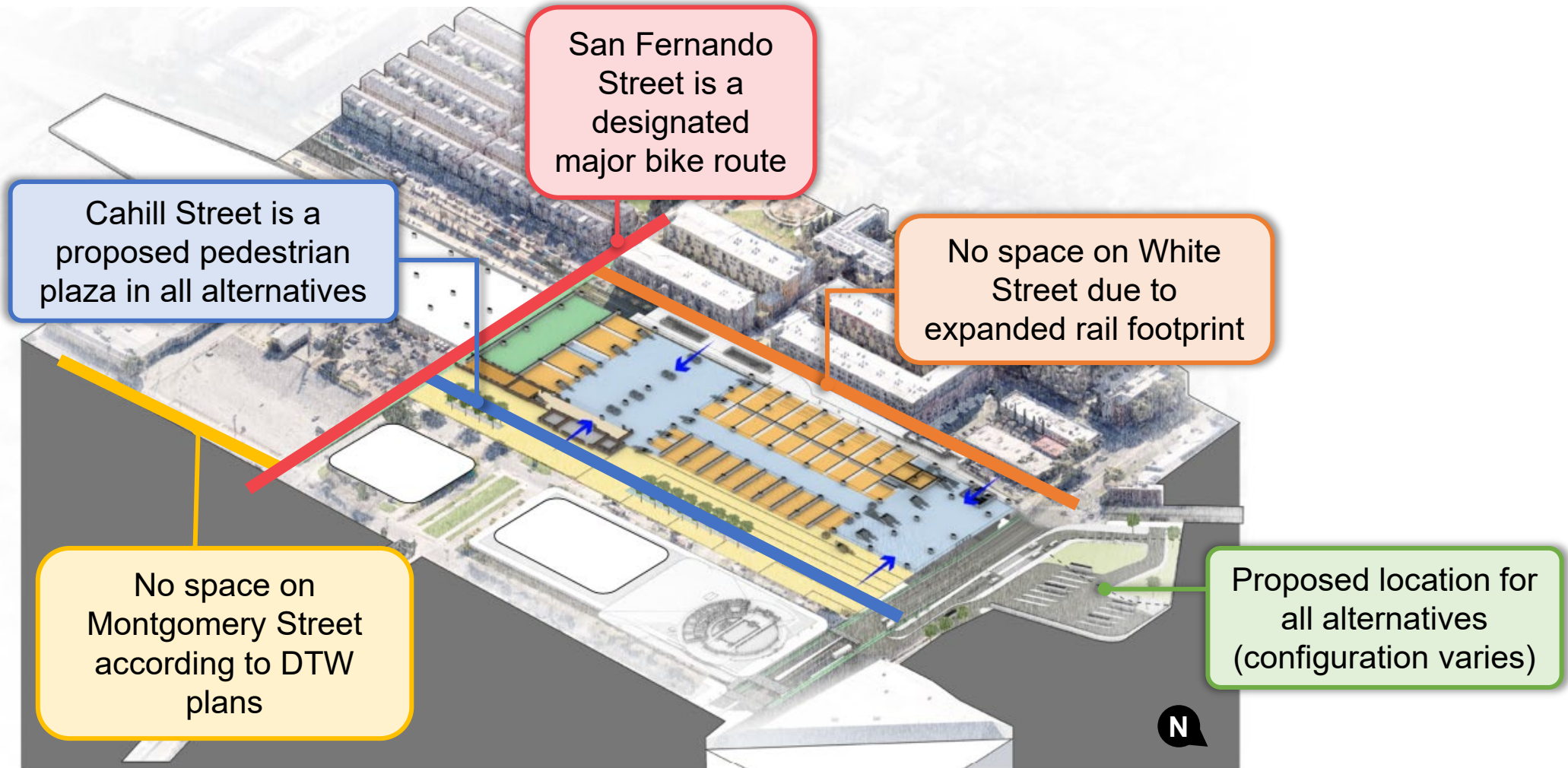
Stacked Alternative CAHSR Platform Level



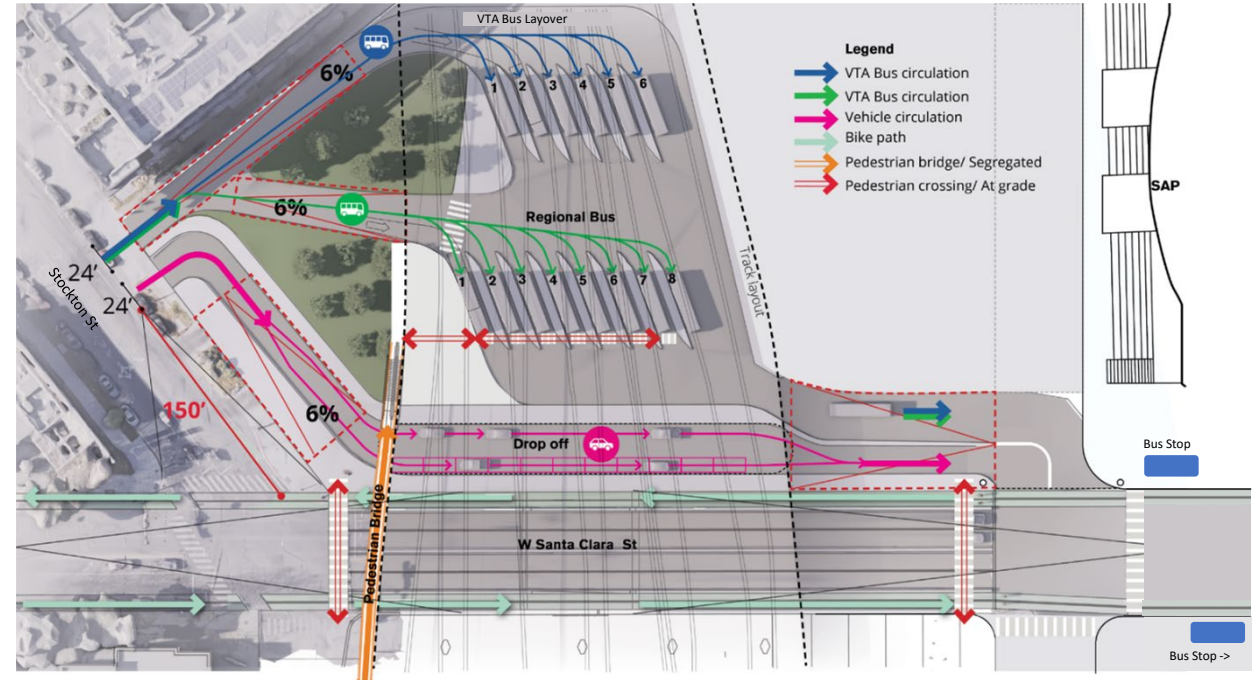
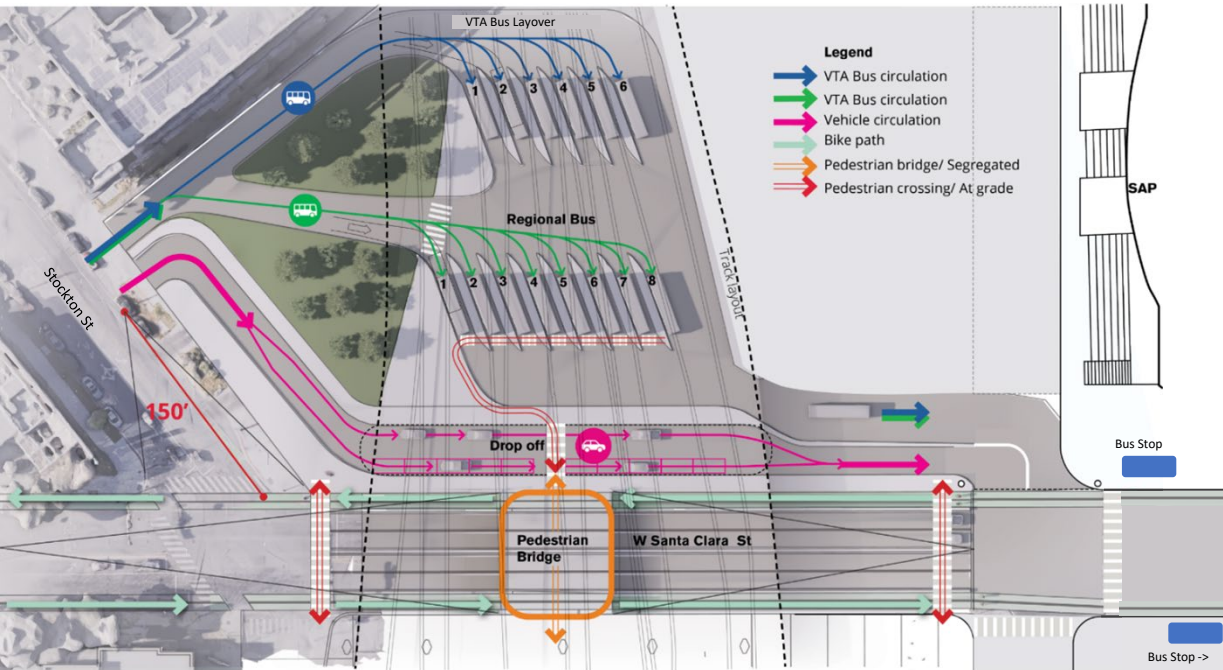
CAHSR Platforms



Siting Bus Layover and Pick-Up Drop Off



Connecting Bus Riders and Pick-up/Drop-off



Elevated Alternative
Bus and Pick-Up/Drop-Off
Ground Level

At-Grade and Stacked Alternatives
Bus and Pick-Up/Drop-Off
Lower Level 1





Renderings and Views

Elevated Alternative



Looking west from SAP along Santa Clara Street

At-Grade Alternative



Looking west from SAP along Santa Clara Street

Stacked Alternative



Looking west from SAP along Santa Clara Street

Elevated Alternative



Looking south across Cahill Plaza from Santa Clara Street

At-Grade Alternative



Looking south across Cahill Plaza from Santa Clara Street

Stacked Alternative



Looking south across Cahill Plaza from Santa Clara Street

Elevated Alternative



Looking west from Cahill Plaza

At-Grade & Stacked Alternative



Looking west from Cahill Plaza

Elevated Alternative



Looking northeast from ACE and Capitol Corridor Platforms

At-Grade



Looking northeast from ACE and Capitol Corridor Platforms

Stacked Alternative



Looking northeast from ACE and Capitol Corridor Platforms

Elevated Alternative



Looking east along Santa Clara Street at Stockton Street

At-Grade Alternative



Looking east along Santa Clara Street at Stockton Street

Stacked Alternative



Looking east along Santa Clara Street at Stockton Street

Elevated Alternative



Looking north across Cahill Plaza from San Fernando Street

At-Grade Alternative



Looking north across Cahill Plaza from San Fernando Street

Stacked Alternative



Looking north across Cahill Plaza from San Fernando Street

Elevated & At-Grade Alternative



Looking south from California High-Speed Rail platforms

Stacked Alternative



Looking south from Caltrain platforms

Stacked Alternative



Looking south from California High-Speed Rail platforms

Elevated Alternative



Historic Station

At-Grade & Stacked Alternative



Historic Station

Elevated Alternative



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

At-Grade Alternative



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

Stacked Alternative



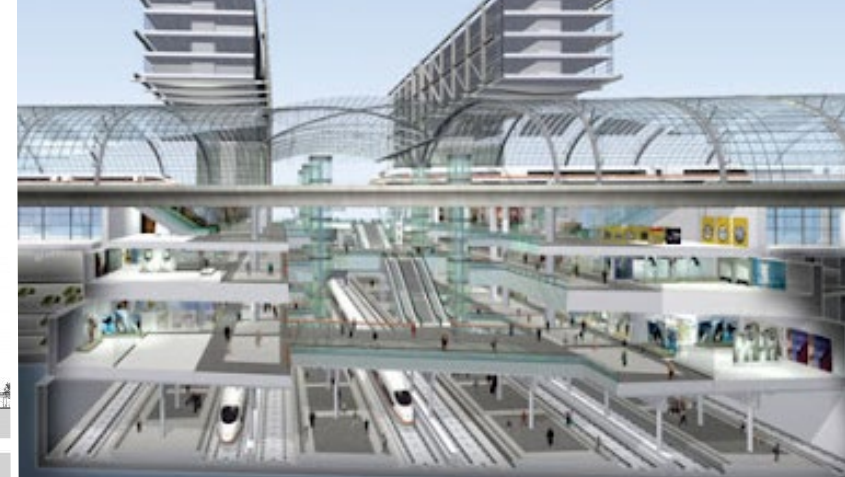
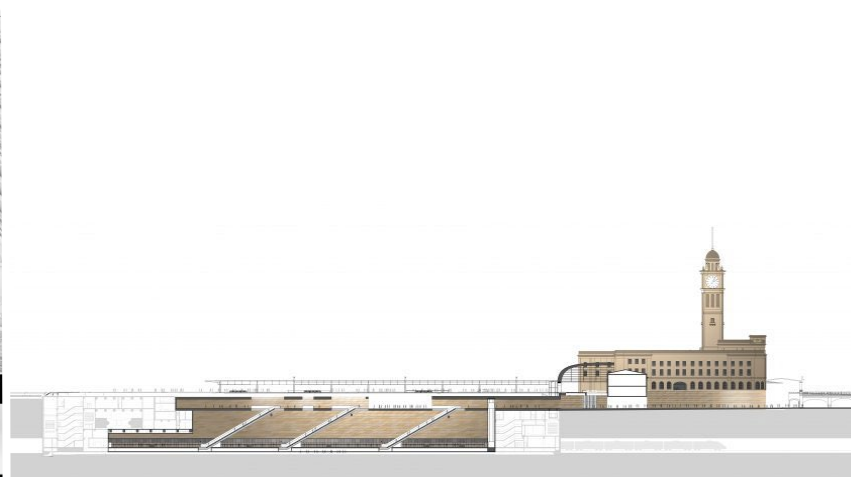
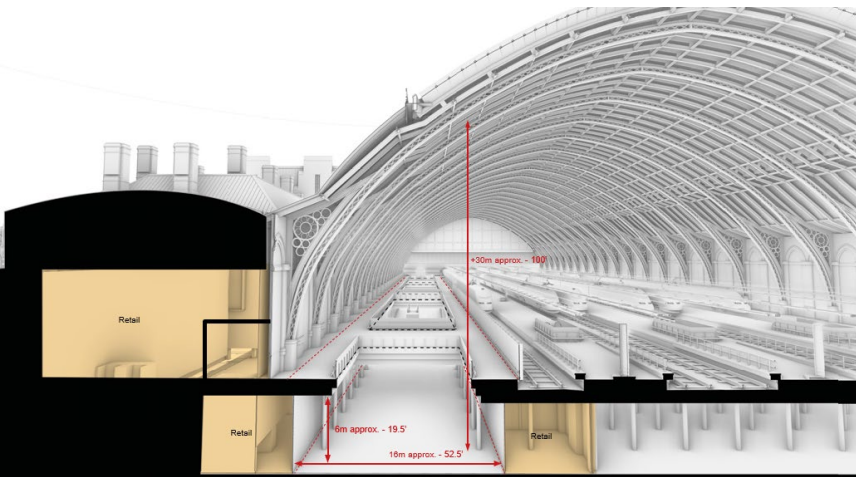
Looking north at the Bus Parking / Pick-Up and Drop-Off
(Recently Added to Presentation)

Design Ideas

St Pancras | Elevated Tracks



Sidney Station | At grade tracks- Sunken Concourse Berlin Central | Stacked tracks

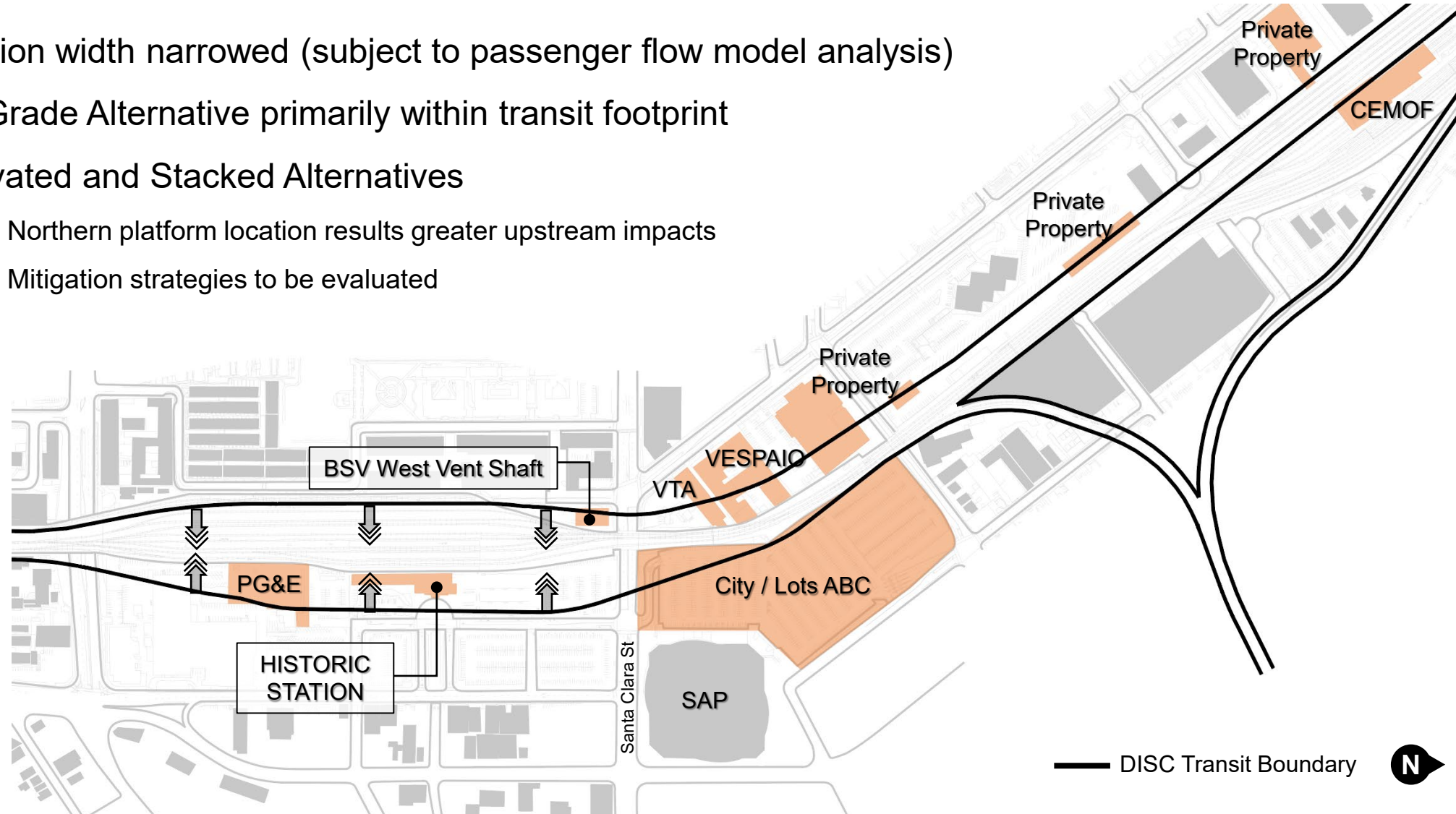


Key Findings / Next Steps



Reducing Footprint and Impact from DISC

- Station width narrowed (subject to passenger flow model analysis)
- At-Grade Alternative primarily within transit footprint
- Elevated and Stacked Alternatives
 - Northern platform location results greater upstream impacts
 - Mitigation strategies to be evaluated



Preliminary Range / Relative Cost Estimate



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

Station Alternative	Relative Cost	Cost Key Drivers / Differences <i>Note: ROW need TBD</i>
At-Grade	\$	<ul style="list-style-type: none"> Least concrete and steel PG&E facility and Historic Building modification CEMOF remain (expansion possible)
Stacked	\$\$	<ul style="list-style-type: none"> Medium concrete and steel No impact to PG&E facility and Historic Building CEMOF remain (expansion constrained)
Elevated	\$\$\$	<ul style="list-style-type: none"> Most concrete and steel PG&E facility and Historic Building modification CEMOF relocation
Original Concept Layout	\$\$\$\$	<ul style="list-style-type: none"> Most concrete and steel PG&E facility and Historic Building relocation CEMOF relocation

Next Steps



August JPAB will deliver:

- Selection of two refined alternatives
 - Commercial and retail opportunities
 - Vertical circulation, bike paths, etc.
- Additional information
 - Rail alignment and land use impacts
 - BSV tunnel connection and infrastructure (Western Vent Shaft)
 - LRT station location
- New discussion items
 - Grade separation program
 - Visual impacts of elevated infrastructure along approaches



Thank You



May 15, 2024

Joint Policy Advisory Board Meeting – Governance & Funding



METROPOLITAN
TRANSPORTATION
COMMISSION



Governance & Funding

Case Studies

Funding & Financing

Desirable Governance Features

Next Steps

Potential Governance Entity Types



**Joint Powers
Authority**



**State-
Chartered
Entity**



**Transit District/
Transportation
Commission**



**Development
Corporation**




**Existing
Partner Agency**

New Governance Entities

Evaluating Three Case Studies

Reviewed **10+ transit and station development projects**, both domestic and international.

Three **new** case studies relevant for Diridon:



**Salesforce Transit
Center – Phase 1
\$2.7B (2024\$)**



**Denver Union Station
\$710M (2024\$)**



**LA Metro Gold Line
Phase 2A/2B
\$2.9B (2024\$)**

Case Study Governance Insights

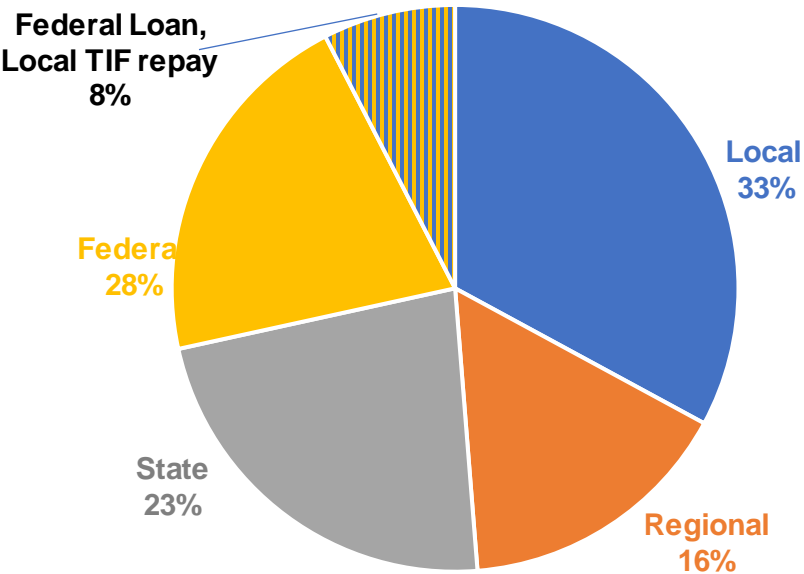


- **Critical importance of project champions:** credible, committed, consistent team of advocates
- Value of delivery entity with **project-specific focus** and dedicated board and staff
- **Upfront agreement on partner agency roles** in entity planning and decision-making: contribute, review, approve, etc.
- Value of **State-enabling legislation:** ensure clear charge and powers, serve as reference in future
- In advance, **specify future operational hand-off**
- Delivery entity's staff should provide **strong facilitative leadership** of board/partner agencies
- Partner agencies should expect to **give up something** important to advance shared vision

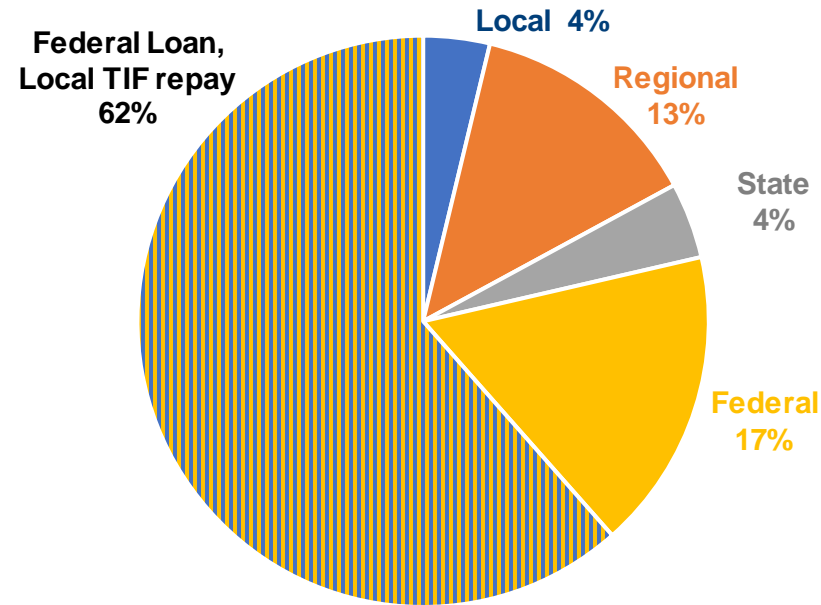
Funding Case Study Megaprojects



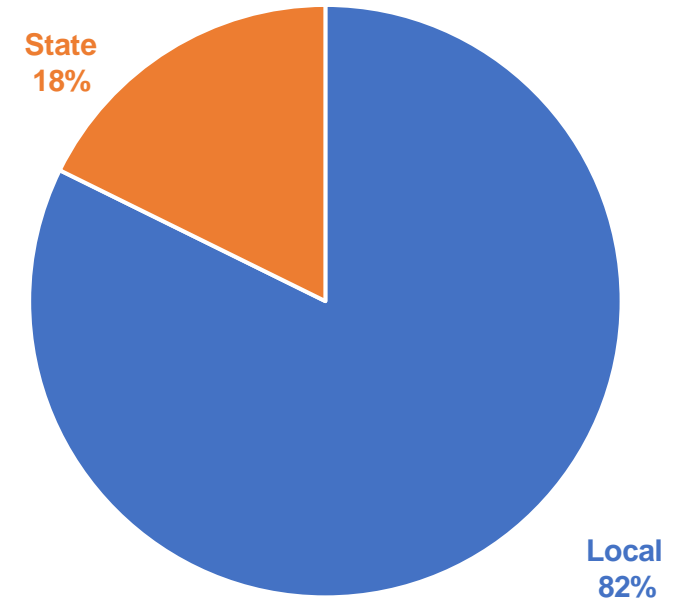
Salesforce Transit Center Phase 1



Denver Union Station



Gold Line Phase 2B (as of April 2024)*



**Project is awaiting funding approvals from CalSTA SB 125 capital allocations to fully fund completed extension to Pomona. If awarded, this would drastically increase state contributions dedicated to Phase 2B completion.*

Diridon Has Unique Strengths



Compared with Case Studies, we have some unique strengths.



Station Area Plan already in place



Station already in **public ownership**



Dense, high-quality private development anticipated in Station Area



Project is of **regional** and **statewide significance**

Diridon Has Much Greater Challenges

We have much greater challenges than case studies.



Much **greater scale** (*2X-7X case studies*)



Much **greater complexity**



Less potential for traditional **value capture tools** (*see next Section*)



More ongoing operations and existing agreements to navigate

Governance & Funding

Case Studies

Funding & Financing

Desirable Governance Features

Next Steps

Potential Local Funding Sources

Direct contributions
from local agencies
and transit operators

Dedicated tax
measures approved by
voters

Public-private
partnership (P3)

Land value capture
(e.g., TIF,
assessments)

For today:
Potential private sector
roles

For today:
Initial analysis on
EIFD potential

Potential P3 Roles

Private sector could play a role in:



Design & Engineering



Delivery/Construction



Funding



Financing



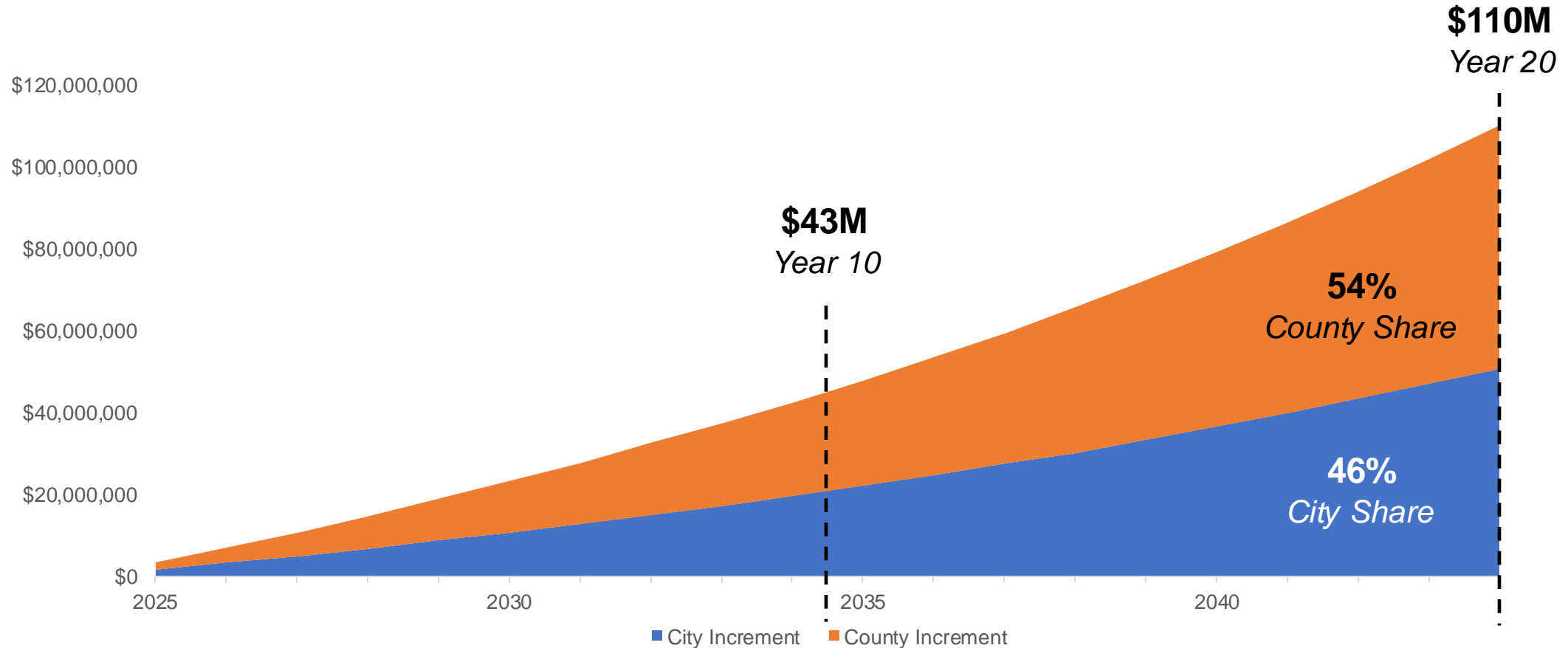
Operations & Maintenance

- P3 is **less likely to be a capital funding source** since there is a lack of revenue-producing assets.
- Private sector engagement **likely during O&M** given new revenue streams added from retail, concessions, and other ancillary revenues.

Illustrative EIFD Yield



Incremental Revenue from New Development Property Tax and Associated MVLFF *Diridon Station 1-Mile Radius, Base Year 2024*



*Total City and County tax increment shown. This chart represents preliminary analysis using known San Jose development pipeline and assuming 20-year straight-line absorption. **Detailed analysis is currently underway about potential bond yield for capital purposes.***

1

Diridon Station Area/Downtown entitlements, if realized, could generate **significant new tax increment**. Certainty about the Station project will accelerate nearby development and increase overall property values.

2

County contribution would **more than double the impact** of a Diridon EIFD.

3

City and County would have to consider what percentage of future increment to contribute to the Diridon project.

4

Bonding capacity will be contingent on **actual development pace**; bonds would be **underwritten conservatively** until developments happen.

5

Other **creative financing strategies to leverage or layer increment financing**:

- Leverage EIFD as local match for federal programs
- Use TIFIA or RRIF as a financing mechanism instead of local bond issuance
- Overlay EIFD with other assessments like a CFD

Governance & Funding

Case Studies

Funding & Financing

Desirable Governance Features

Next Steps

High-Priority Governance Features (draft)



Entity Features	Description
Accountability	Clear accountability for project advancement; clear, binding, and enforced roles, responsibilities, and rules
Authority	Has all needed authorities and capacities to deliver ; ability to assume and manage risk
Decision-making	Timely, robust decision-making ; well-defined, agreed upon process for decision-making
Focus	Singular purpose to drive project progress
Funding	Strong capacity and credibility to attract funding
Integration	Ability to influence projects in Station Area to align with vision ; clearly established rules of coordination
Leadership	Dedicated executive leadership and staff; board of project champions
Legitimacy	Recognized and entrusted by partner agencies and their public leaders

Governance & Funding

Case Studies

Funding & Financing

Desirable Governance Features

Next Steps

Milestones for August 2024



Recommend **1 to 2 long-term governance models** for detailed development



Present **initial, high-level Funding Framework** to begin capital planning effort