

***Receive Update
Regarding Diridon
Business Case***

**JPB AMP Committee
March 26, 2025**



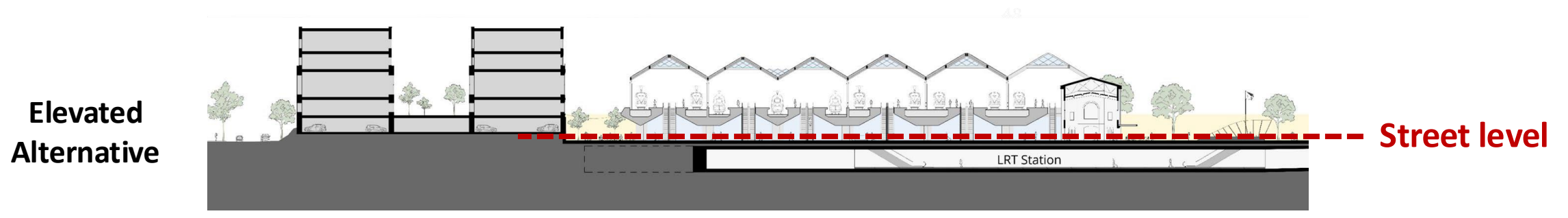
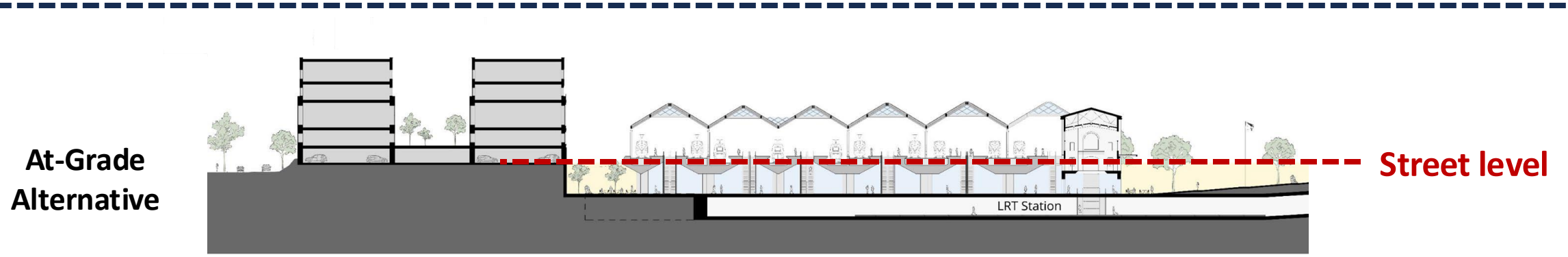
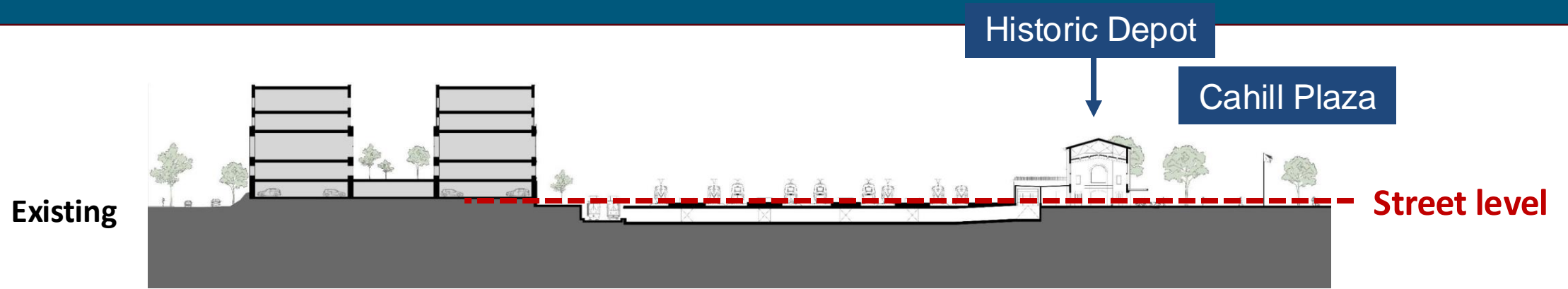
Station Alternatives

Construction Analysis and Community Engagement







Context

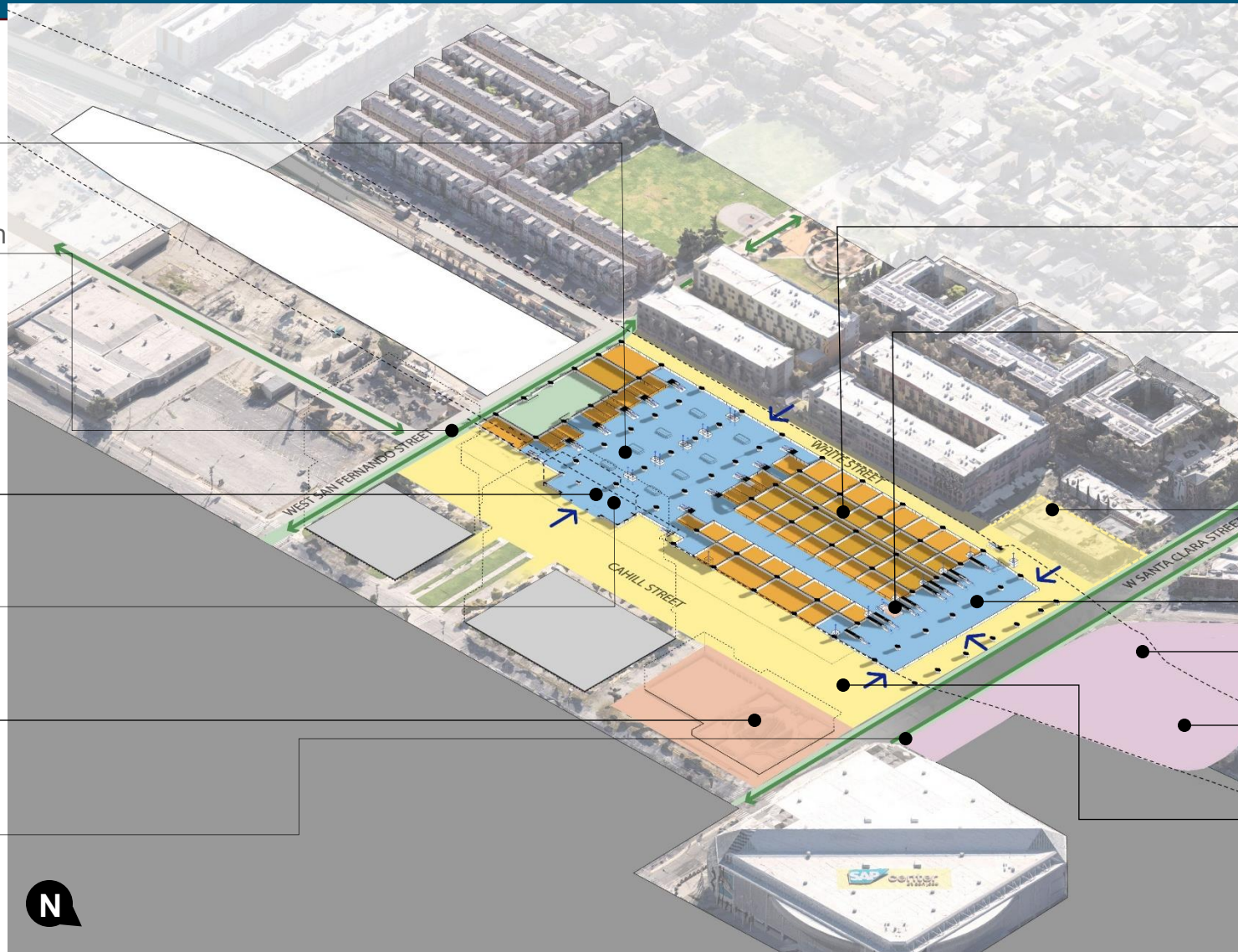
- **2020** *Vision*
- **2021-2022** *Momentum*
 - Station Area Plan and Google Downtown West Development
 - HSR Environmental Clearance
- **2023-2024** *Alternatives Development*
 - Engineering feasibility and cost containment
 - Minimize land use impact
 - Continued community engagement








Continued Evaluation of 2 Alternatives



Concourse Level



-  South Concourse
-  San Fernando Bike Path
-  Historic Station
-  VTA Light Rail
-  BART Station
-  Santa Clara Street Bike Path



-  Retail / Operations
-  BART Entrance
-  Potential New Public Realm
-  North Concourse
-  Car/Taxi/Pick Up/Drop Off
-  Bus Parking
-  New Public Realm



At-Grade Alternative Limits



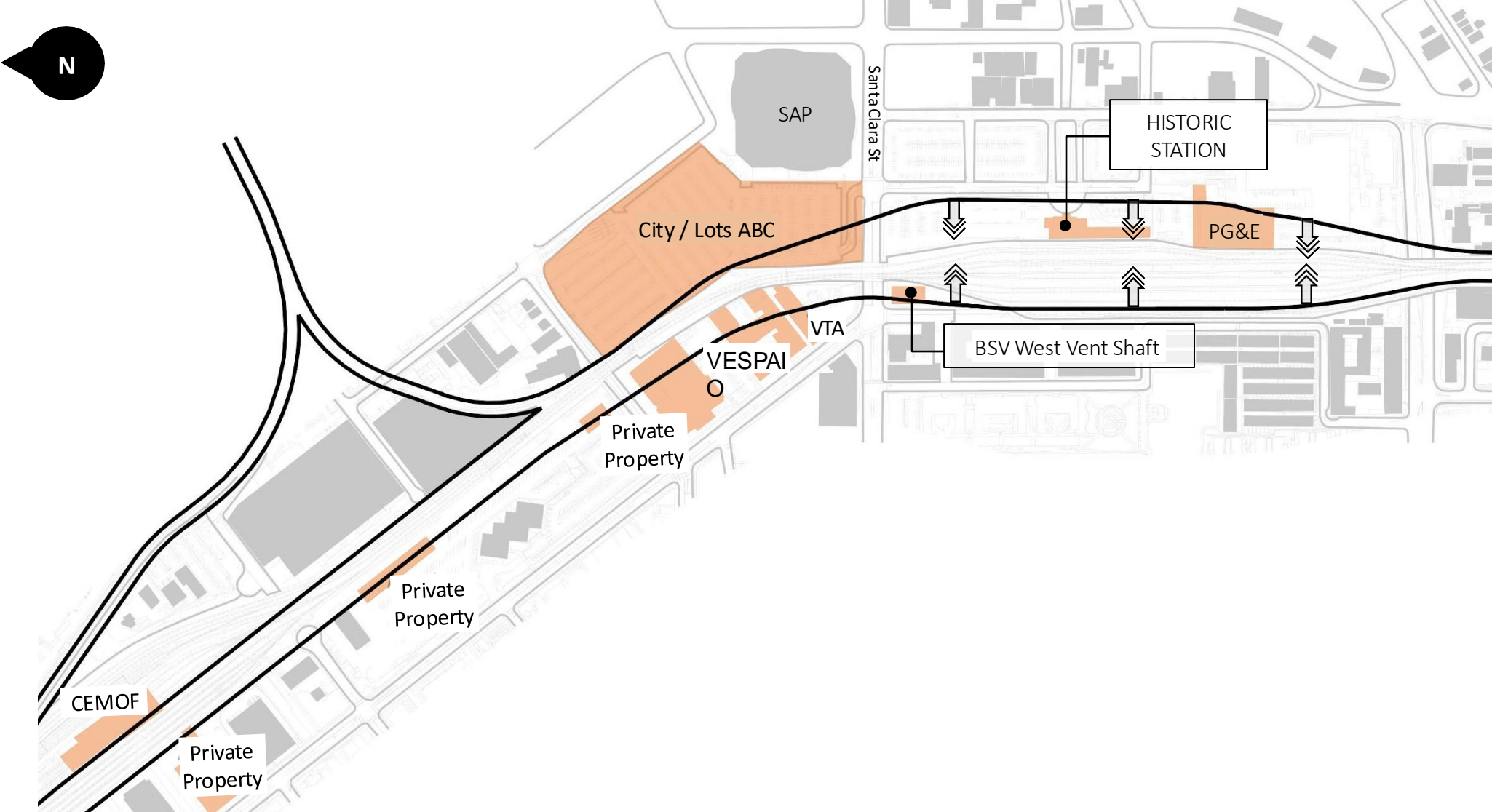
-  REVERT TO EXISTING GRADE
-  AT GRADE TRACK EXTENTS

Elevated Alternative Limits



-  REVERT TO EXISTING CORRIDOR
-  ELEVATED TRACK CHANGE AREA

2020 Vision Project Boundary



Construction and Operations Analysis



Based on
10% design



Maintain rail service
during construction



Stay within the project
boundary defined in 2020
and Caltrain rail corridor

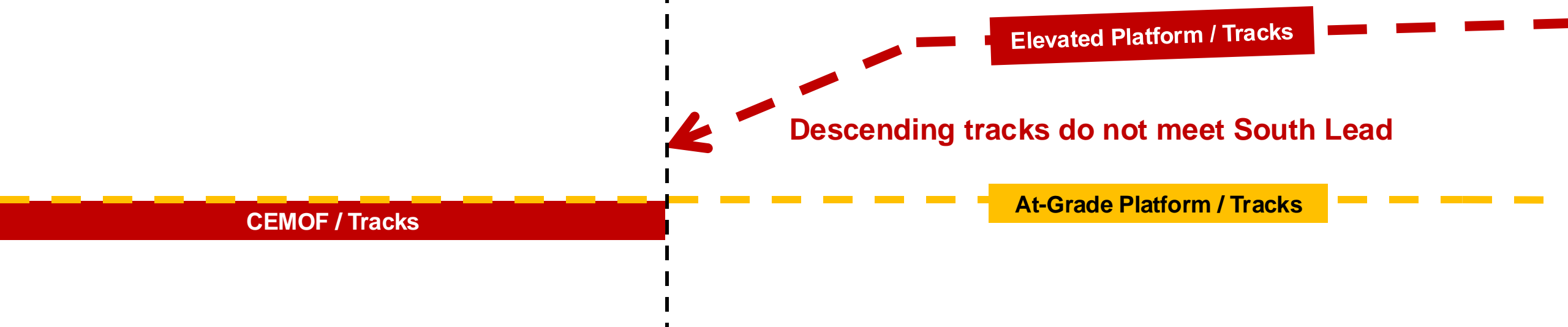


Ensure safe distance from
active tracks to protect
workers and rail operations

Construction Analysis Key Findings

Considerations	At-Grade	Elevated
Construction Period & Rail Service Impacts	7 – 10 Years	10 – 12 Years
Cost (\$2023)	\$3B-\$6B	\$5B-\$10B
Existing Rail Corridor	Modest encroachments	Significant encroachments
Caltrain Maintenance Facility (CEMOF)	Maintains access to CEMOF	FATAL FLAW Loses access to CEMOF

Access to Maintenance Facility

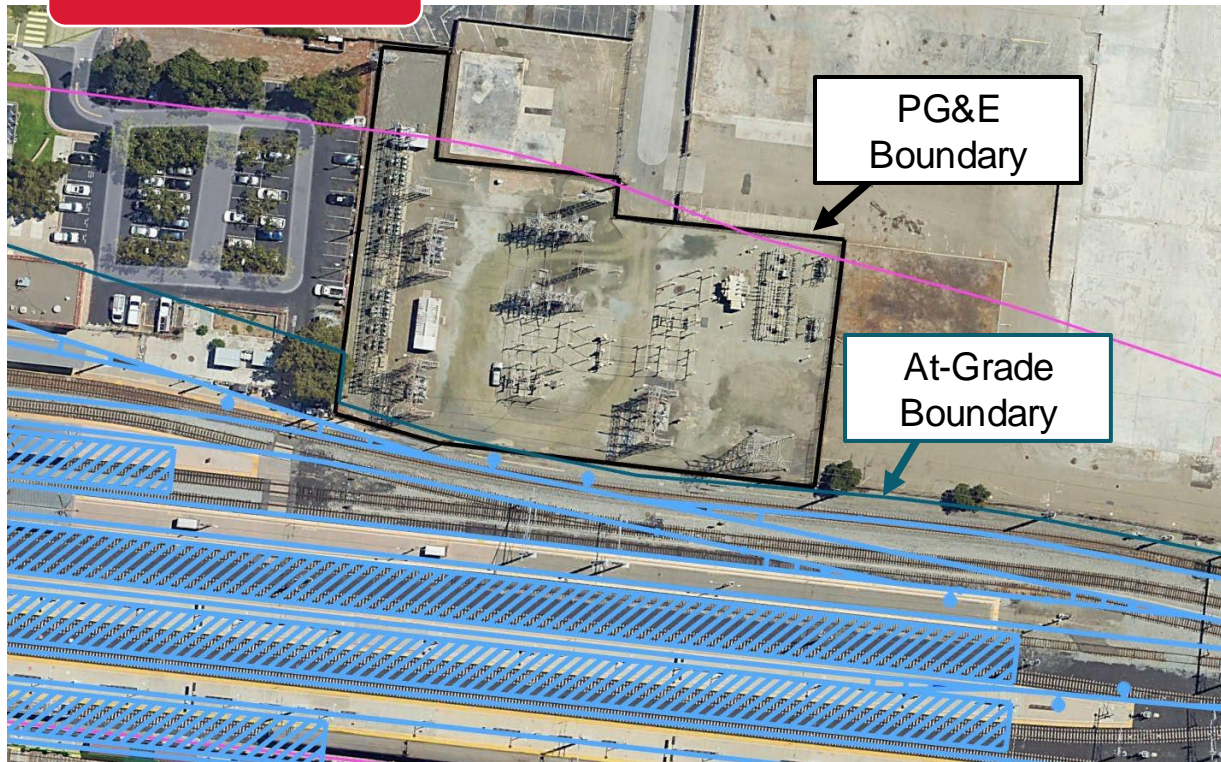


Key Findings, cont.

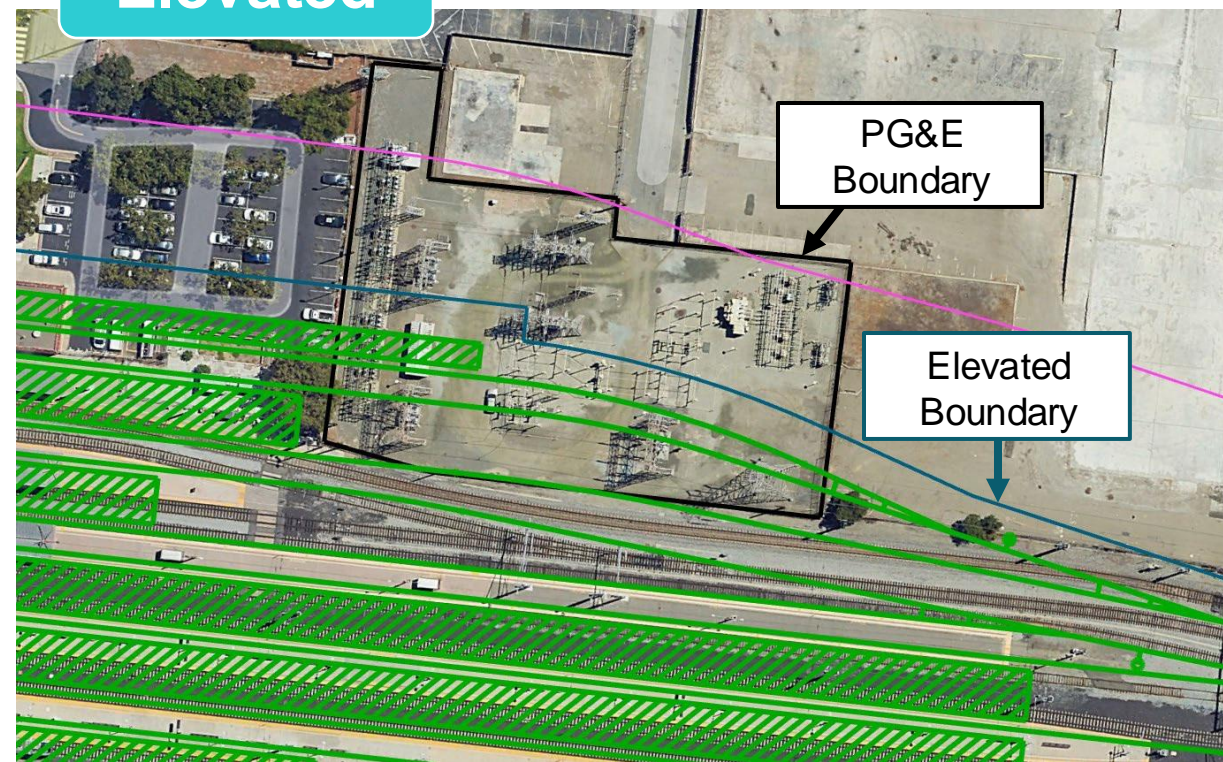
Considerations	At-Grade	Elevated
Historic Building	Preserves with modification	Preserves with modification
PG&E Facility	Does not encroach	Encroaches / Relocation
San Carlos Bridge	Not impacted by track work (Bridge replacement needed)	Rebuild road bridge
Auzerais Rail Crossing	Not impacted by track work (Recommend road below rail - land use / street circulation impact)	Rail above road (Land use impact)
W. Virginia Rail Crossing	Not impacted by track work (Recommend road closure – street circulation impact)	Road closure (Street circulation impact)

PG&E Facility

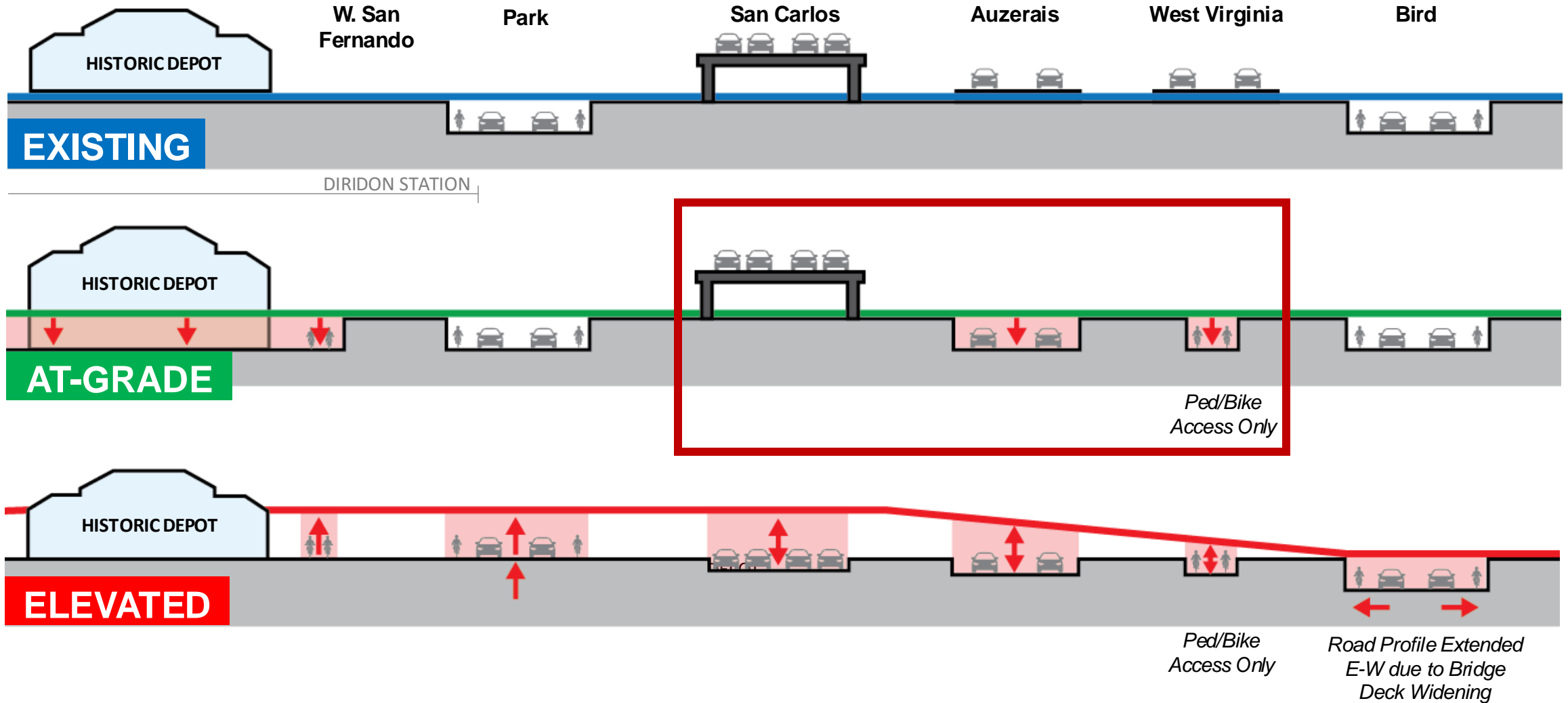
At-Grade



Elevated



Rail Crossings



Next Steps

- **Community Engagement Continued:** March/April
- **Additional Technical Work:** March/April
- **Recommended Alternative Action:** May 21, Steering Committee Meeting
- **Partner Agency Meeting(s):** Summer
- **Initiate Environmental Review:** Summer 2025 (RFP issued 1/29/25)

3-Year Work Scope Budget, and Funding

Work Scope

2024 - 2025

Pre-Environmental Phase

- Develop and select station design alternative
- Community engagement
- Recommend long-term governance option
- Develop funding and advocacy strategies

2025 – 2028

Environmental Phase

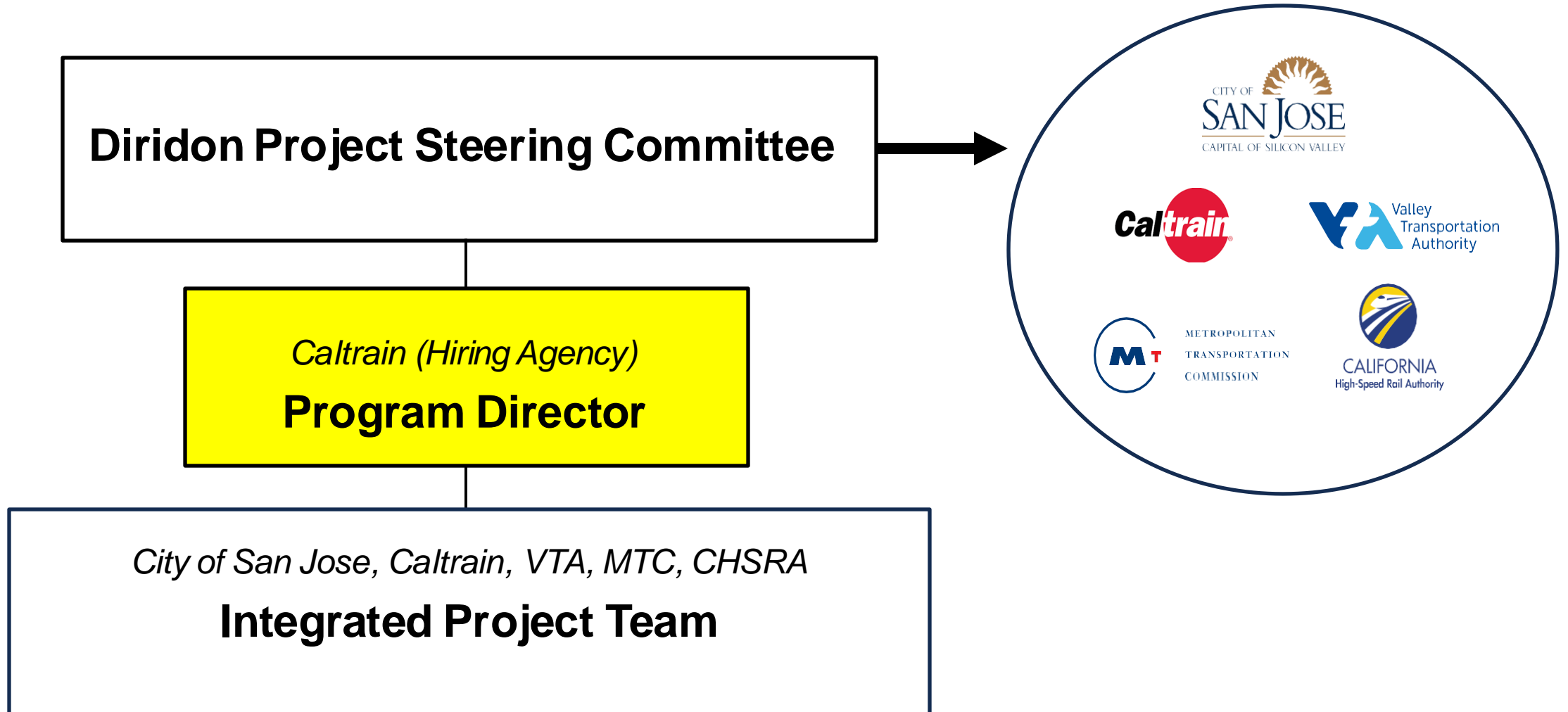
- **Hire Program Director**
- **NEPA and CEQA environmental review**
- **Set up long-term governance organization**
- **Prepare funding and advocacy plan**

Preliminary Funding Plan

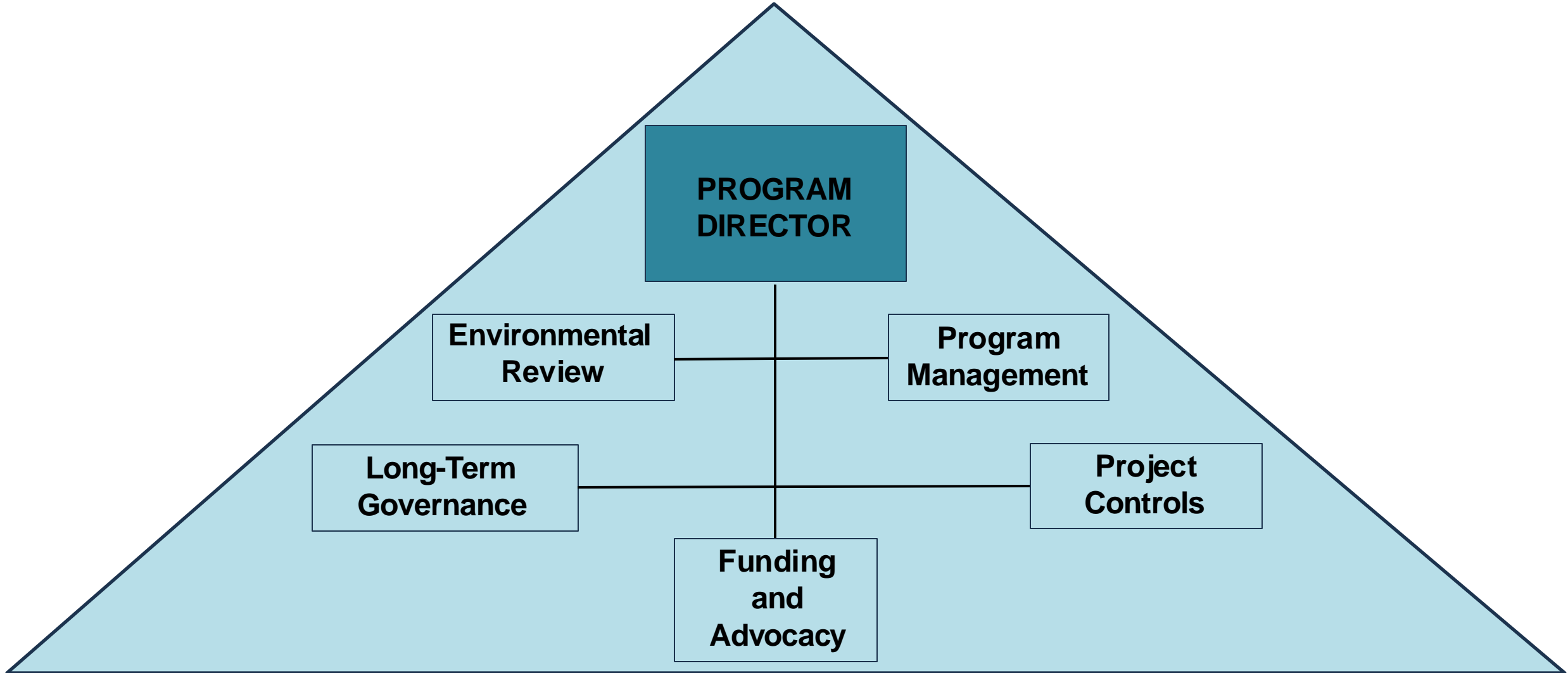
Funding Source	Estimated Amount	Source Jurisdiction
VTA Measure B (Caltrain)	\$ 6M	Local
City of San Jose	\$.5M	Local
MTC Regional Measure RM3	\$ 20.4M	Regional
Designated Federal Request*	\$ 1.5M	Federal
FRA Corridor ID*	\$ 31M	Federal
TOTAL	\$ 59.4M	

*** Federal funding high risk. If federal funding commitments do not materialize, additional RM3 funding may be needed to fill the funding gap and/or work scopes phased.**

Hire Program Director



Program Director Role



Next Steps

- Finalize budget and funding plan
- Prepare for Program Director recruitment
- Present at May Steering Committee for approval
- Summer - Partner Agency Meetings

FOR MORE INFORMATION

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