



## (d)3. At-Grade Station Alternative and Diridon Program

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Dept. of Transportation

Transportation and Environment Committee  
June 2, 2025



# 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

# Visioning and Alternatives Development



**Assess**  
Station  
Components



**Develop**  
Alternatives (3)



**Refine**  
Alternatives (3)



**Recommend**  
Alternatives (2)

**WE  
ARE  
HERE**



**Recommended  
Alternative (1)**

2024

May 2025

# Constructability 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 outside existing corridor	Significant encroachments outside existing corridor
Caltrain Maintenance Facility (CEMOF)	Maintains access to CEMOF	<b>FATAL FLAWS</b> Loses access to CEMOF during construction and permanently



# Constructability Analysis Key Findings



Considerations	At-Grade	Elevated
<b>Historic Building</b>	<b>Preserves depot and façade of Annex</b>	<b>Preserves depot and façade of Annex</b>
<b>PG&amp;E Facility</b>	<b>Does not encroach</b> (Buffer TBD)	<b>Encroaches and may require relocation</b>
<b>San Carlos Bridge</b>	<b>Not impacted by station/track construction</b> (Bridge replacement needed)	<b>Rebuild road</b>
<b>Auzerais Rail Crossing</b>	<b>Grade separation road below rail</b> (Land use / street circulation impact)	<b>Rail above road</b> (Land use impact)
<b>W. Virginia Rail Crossing</b>	<b>Road closure</b> (Street circulation impact)	<b>Road closure</b> (Street circulation impact)

# Community Engagement Recap



## At-Grade

### + Pros

- Improved station experience
- Appealing reuse of historic station
- Lower costs
- Lower construction impacts

### – Cons

- Property impacts at Auzerais, West Virginia, and Stockton
- Quality access across tracks

## Elevated

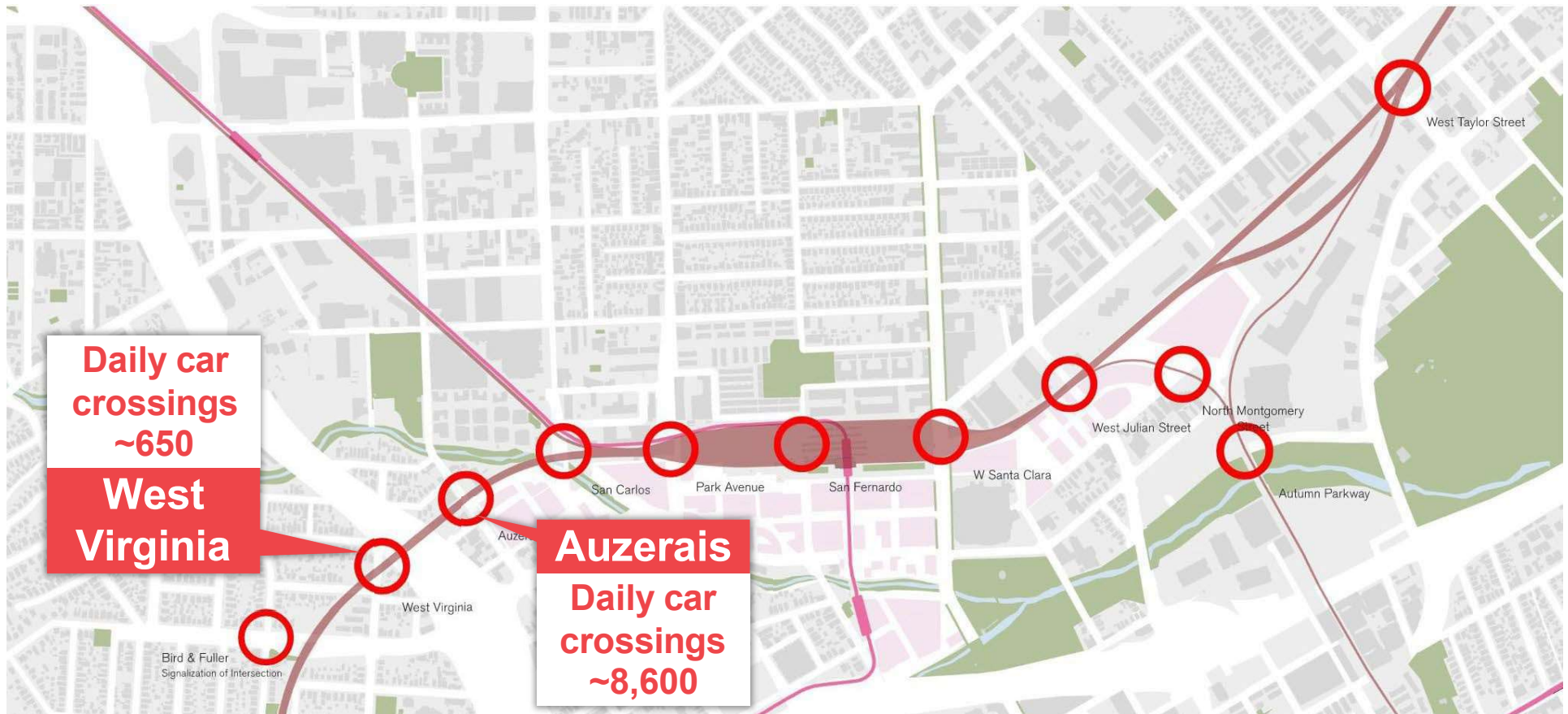
### + Pros

- Improved station experience
- Improved local connections for people walking, biking, and rolling, as well as for emergency vehicles
- Neighborhood reconnected

### – Cons

- Visual impacts of elevated tracks
- Concerns about maintenance and programming for space under elevated tracks

# Grade Crossings Overview



# Staff Recommendation

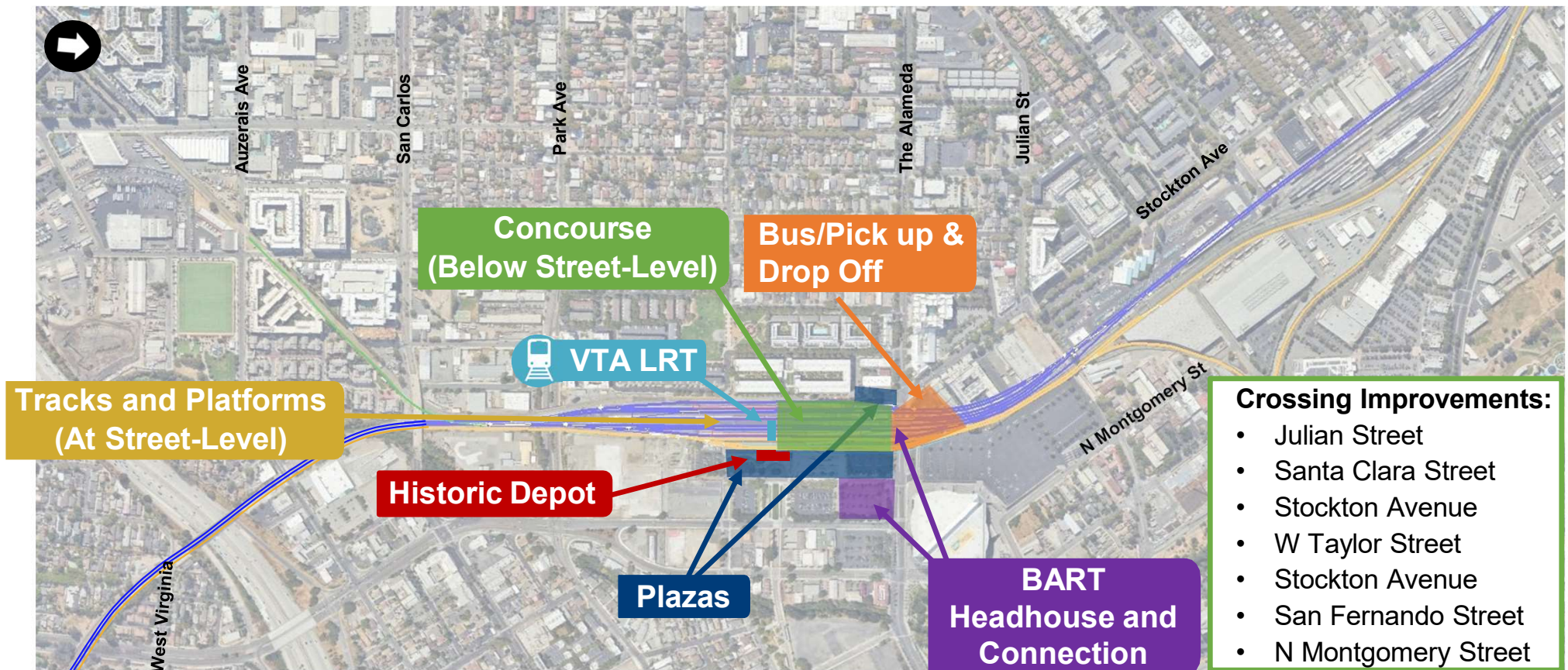


Approve:

- Recommended At-Grade Station Alternative and
- Diridon Program of Projects for Environmental Review



# At Grade Station Project Elements





# Diridon Program of Projects



## Program Elements

1. **At-Grade Station Alternative**
2. San Carlos Auto Bridge Replacement
3. Ped and Bike Undercrossing W Virginia (incl. Bird/Fuller improvements)
4. Full Grade Separation Auzerals
5. Narrow Park Avenue
6. Reconfigure Stockton/Alameda
7. Noise / Sound Barriers (location TBD)

## Next Steps



- Partner agencies actions: Recommended station design alternative and program of projects for environmental review
- Select and award environmental consulting contract (Caltrain procurement)
- Additional environmental technical work:
  - Follow-up community engagement
  - Construction impact strategies/phasing
  - Project delivery options
  - Project definition



# Discussion

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