



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** John Ristow

**SUBJECT:** SAN JOSE DIRIDON STATION  
INTEGRATED CONCEPT PLAN

**DATE:** June 8, 2020

Approved

Date

**6/23/2020**

**COUNCIL DISTRICTS: 3, 6**

## RECOMMENDATION

Adopt a resolution authorizing the City Manager or designee to negotiate and execute:

- (a) A first amendment to the Cooperative Agreement with the Santa Clara Valley Transportation Authority, Caltrain, and the California High Speed Rail Authority related to the Diridon Integrated Station Concept Plan (DISC) to include the Metropolitan Transportation Commission (MTC) as a participating agency.
- (b) A funding agreement for this collective effort allowing the City to contribute an amount not to exceed \$1 million.

## OUTCOME

Approval of a revised cooperative agreement for continued work on the Diridon Integrated Station Concept Plan (Concept Plan) and associated Program of Projects, expansion of the partnership to include the MTC, and future funding agreements related to this effort, as needed.

## BACKGROUND

When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, Diridon Station will support more high-capacity transit connections than any other place in the Bay Area. In order to plan for the substantial growth of Diridon Station, the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB), Santa Clara Valley Transportation Authority (VTA), and the California High-Speed Rail Authority (the “Partner Agencies”) formed a public agency partnership via a Cooperative Agreement in July 2018. The Metropolitan Transportation Commission (MTC) has also provided significant support to the Concept Plan, both in financial terms and also on matters of governance and organizational matters. The City has contributed \$750,000 to the Concept Plan through the above-referenced Cooperative Agreement. The agreement expires on June 30, 2020.

The initial stage of the DISC planning efforts produced a preferred “Concept Layout” for the station in late 2019, which City Council adopted in January, 2020. The next stage of the DISC Program will advance work in three separate areas:

1. Specifying the relationship between the station and track approaches with the surrounding urban neighborhoods.
2. Detailing a “program of interrelated projects” on which realization of the Concept Layout depends, ranging from rail maintenance facility to right-of-way needs and designs. Rail corridor planning and infrastructure needs – including critical elements like grade separation and maintenance facilities – are included within this program of projects.
3. Developing a unified model for organization and governance to carry the project forward through environmental review and project delivery. This combined effort is anticipated to take approximately 18 months.

## **ANALYSIS**

The expansion of the Cooperative Agreement adds time, geography, and scope to the DISC process. The current cooperative agreement expires in June 2020.

Through the first phase of the process, the Partner Agencies determined that realizing the potential of Diridon Station and the Concept Layout requires implementing a full “program of interrelated projects.” This program of projects includes both comprehensive rail corridor planning for San Jose and the South Bay, as well as site-specific design and engineering work relating to individual facilities, such as the existing historic depot and a PG&E electrical substation that will be impacted by a future redesign of Diridon Station. The program of projects and the revised Cooperative Agreement incorporate the key elements of the Rail Corridor Plan identified by the City and partners in May of 2019, including critical elements such as grade separation and new maintenance facilities.

The recommended action will enable the participating agencies to develop an effective organizational structure for the development and implementation of the DISC program. This organizational structure is needed to prepare the participating agencies to make explicit arrangements for environmental and other regulatory compliance, and to support the development of a practical full funding plan. This organizational work will also detail how DISC work within the immediate station area will relate to and interface with broader rail corridor planning efforts, both citywide and regionally. Additionally, the Partner Agencies believe that adding MTC to the partnership will heighten the project’s standing as an effort of regional and statewide significance.

This amended cooperative agreement also stipulates that each Partner Agency shall designate an authorized official to execute future funding agreements, as needed, for continued work on the

project. City staff recommend that this individual should be the City Manager or authorized designee.

## **CONCLUSION**

Staff supports amending the Cooperative Agreement to allow for critical work on the Diridon Integrated Station Concept Plan to continue.

## **EVALUATION AND FOLLOW-UP**

The Partner Agencies will continue to provide periodic updates to the Transportation and Environment Committee and/or City Council at key milestones in the Concept Plan's development.

## **CLIMATE SMART SAN JOSE**

The recommendation in this memo aligns with one or more Climate Smart San José energy, water, or mobility goals.

## **PUBLIC OUTREACH**

The Partner Agencies have carried out significant public outreach as part of this project, including many public meetings and regular presentations to the decision-making bodies of each of the Partner Agencies. Regular presentations to the Joint Policy Advisory Board and Station Area Advisory Group have been a key part of this endeavor. It also included pop-up booths at Diridon Station, a community survey, and a Virtual Town Hall meeting.

As a result of the coronavirus pandemic and Santa Clara County's associated shelter-in-place order, public engagement activities since March have changed in format. Online and pre-recorded meetings have taken the place of in-person events. This will continue to be the case during the shelter-in-place order. Additional information on past and upcoming engagement activities can be found at <https://www.diridonsj.org/disc>.

## **COORDINATION**

This memorandum has been coordinated with the City Manager's Budget Office, and City Attorney's Office.

**COMMISSION RECOMMENDATION/INPUT**

No commission recommendation or input is associated with this action.

**COST SUMMARY/IMPLICATIONS**

Under the current Cooperative Agreement, VTA has agreed to perform related procurement actions for professional services on behalf of the participating agencies, and the participating agencies would strive to share costs and provide funding equally. Actual costs incurred for professional services are subject to limits agreed among the participating agencies as provided in specific funding agreements related to such activities.

The City executed a funding agreement with VTA on May 22, 2018 and committed \$750,000 to the Concept Plan through that action. This amount will be fully expended on the first phase of work on the Concept Plan. With the current action, the City commits to a not-to-exceed amount of \$1 million for a second phase of work on the Concept Plan for a total amount not to exceed \$1.75 million. Additional funding would require City Council action.

**BUDGET REFERENCE**

Fund #	Appn #	Appn. Name	Total Appn	Amt. for Contract	2020-2021 Proposed Capital Budget Page*	Last Budget Action (Date, Ord. No.)
429	406S	San José Regional Transportation Hub	\$1,000,000	N/A	N/A	2/11/2020, 30361
465	406S	San José Regional Transportation Hub	\$750,000	N/A	N/A	10/22/2019, 30325

\* The 2020-2021 Capital Budget is scheduled to be reviewed and approved by City Council on June 16, 2020, and adopted on June 23, 2020.

**CEQA**

Not a Project, File No. PP17-003, Agreements/Contracts (New or Amended) resulting in no physical changes to the environment.

/s/  
 JOHN RISTOW  
 Director of Transportation

For questions, please contact Eric Eidlin, DOT Station Planning Manager, at (408) 795-1638.