



Memorandum

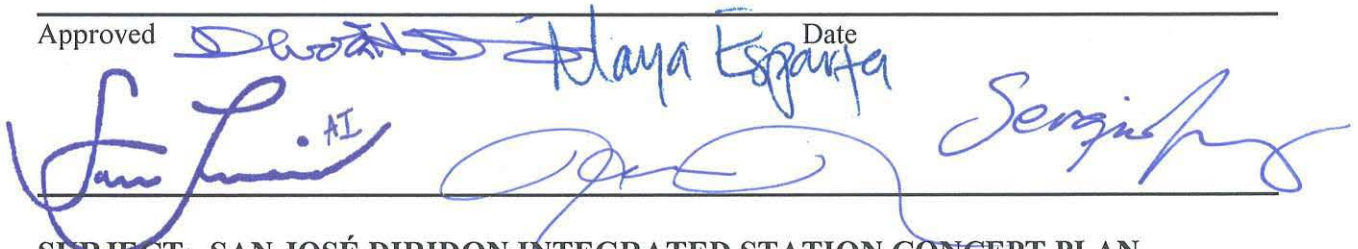
TO: CITY COUNCIL

FROM: Mayor Sam Liccardo
Councilmember Sergio Jimenez
Councilmember Raul Perez
Councilmember Dev Davis
Councilmember Maya Esparza

SUBJECT: SEE BELOW

DATE: February 1, 2019

Approved

 Date

SUBJECT: SAN JOSÉ DIRIDON INTEGRATED STATION CONCEPT PLAN

RECOMMENDATIONS

- 1) Accept the report on the progress of the San José Diridon Integrated Station Concept Plan (DISC).
- 2) Direct staff to explore an inter-agency effort to comprehensively design a safe and efficient rail network through San José expanding on the partnership that has been formed through the DISC planning process. This effort should prioritize the issues identified and discussed in **bold** in the Background portion of this memorandum.
- 3) Set a City Council study session in April to allow for a thorough discussion of the DISC plan, High-Speed Rail throughout San José, the Caltrain Business Plan, and BART.

BACKGROUND

We appreciate the detailed and collaborative work to date to reimagine and redesign Diridon Station into a world-class transit hub – the only location in the Bay Area where BART, commuter rail, high-speed rail, and light rail will converge. As the 10th largest city in the U.S., the largest in Northern California, we embrace the need for major transportation projects such as California High-Speed Rail and the Caltrain 2040 Service Vision that will bring economic, mobility, and environmental benefits to the city and region. We also recognize that these projects must be conceived and designed to travel to – and through – San José without compromising the safety, connectivity, and integrity of our communities.

Work on the DISC to date, alongside the Caltrain 2040 Service Vision and High-Speed Rail project, highlights the opportunity and need for integrated rail planning throughout San José. We have the ability to significantly grow rail as a sustainable and reliable mode of transportation within the City and region. If each agency's service ambitions for 2040 are met, we will have ten

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times the rail and transit ridership, and potentially a commensurate increase in rail service. In order to realize this high-quality rail service, we need to design our infrastructure comprehensively and compatibly with surrounding communities.

Agency partners should pursue an expanded interagency agreement to tackle the opportunities and challenges presented by the expanding rail service in San José. Future discussions among agency partners should prioritize the following issues:

Grade Separations: With future service increases, many more passenger trains will be operating at rapid speeds through our City. Experience throughout the country and the world show that the only way such volumes can operate safely and reliably, and be compatible with the communities they go through, is by being fully grade separated. Designing and building grade separations should remain strongly at the forefront of all discussions, as should a comprehensive approach to Monterey Corridor.

Highway 280/87 Overpass Alignment: Any future rail alignments should prioritize developing an alternative that avoids the Gardner/North Willow Glen community and preserves employment land, such as going along the Highway 280/87 overpass as outlined by the city generated option. The only fair process is one that includes a full evaluation of at least one alternative that does not go through the Gardner/North Willow Glen neighborhood. We have communicated the proposed direction to the Diridon Joint Policy Advisory Committee (See letter attached).

“San José’s Grand Central” Station: Rail alignments should enable development of a world-class transit station at Diridon that will facilitate the convergence of multiple lines, seamless passenger experience, and the multi-modal needs of the entire region.

Monterey Corridor: All existing rail alignments along Monterey Road should be highly sensitive to residential properties and pedestrian and traffic safety. The latter is essential to mitigate the impact of the increased number of trains along the corridor. In the event that City consultants complete the grade separation studies along the Monterey Corridor, we request that staff present the cost analysis for the three large intersections on Monterey road (Skyway, Branham Lane, and Chynoweth) at the April Study Session.

Given the range of complex issues that transformative infrastructure projects present, as well as heightened community interest in rail planning in San José, we further recommend an April study session that allows for an in-depth treatment of the DISC process, High-Speed Rail, the Caltrain Business Plan, and BART.

Brown Act Disclaimer

The signers of this memorandum have not had, and will not have, any private conversation with any other member of the City Council, or that member’s staff, concerning any action discussed in the memorandum, and that each signer’s staff members have not had, and have been instructed not to have, any such conversation with any other member of the City Council or that member’s staff.

January 30, 2019

Dear Diridon Joint Policy Advisory Board (JPAB) members,

As Mayor and the City Council representatives of the districts through which future rail lines will traverse, we are writing to share our appreciation of the work to date, the potential for our communities, and to ensure that the process is adequately comprehensive in its scope. As the 10th largest city in the country and the third largest in California, we embrace the need for major transportation projects such as California High Speed Rail (CAHSR) and Caltrain 2040 Service Vision that will bring economic, mobility, and environmental benefits to the City and region.

More importantly, we recognize that these projects must be conceived and designed to travel to and through San José without compromising the safety, connectivity, and integrity of our communities. This is why the City of San José is among the four major partners in the Diridon Integrated Station Concept (DISC) along with CAHSR, Caltrain and VTA. We appreciate the detailed and collaborative work to date to reimagine and redesign Diridon Station into a world-class transit hub – the only location in the Bay Area where commuter rail, high-speed rail, and light rail will converge.

Work on the DISC to date, alongside the Caltrain 2040 Service Vision and High Speed Rail project, highlights the opportunity and need for integrated rail planning throughout San José. We have the ability to significantly grow rail as a sustainable and reliable mode of transport within the City and region – if each agency's service ambitions for 2040 are met, we will have ten times the rail and transit ridership, and potentially a commensurate increase in train volume. In order to realize this high-quality rail service, we need to design our infrastructure comprehensively and in a way that is compatible with surrounding communities. Therefore, we ask the partners to thoughtfully design rail infrastructure that functions in the best interest of our City and rail operators over the long term.

Future discussions should prioritize:

1. **Grade Separations:** With future service increases, many more passenger trains will be operating at rapid speeds through our City. Experience throughout the country and the world show that the only way such volumes can operate safely, reliably, and compatibly with surrounding communities. Designing and building grade separations should remain strongly at the forefront of all discussions, and included as a project cost.
2. **Highway 280/87 Overpass Alignment:** Any future rail alignments should prioritize developing an alternative that avoids the Gardner/North Willow Glen community, such as going along the Highway 280/87 overpass. The only fair process is one that thoroughly vets

and includes a full evaluation of options including at least one alternative that does not go through the Gardner/North Willow Glen neighborhood.

3. **"San José's Grand Central" Station:** Rail alignments should enable development of a significant transit center at Diridon that will facilitate the convergence of multiple lines, seamless passenger experience, and the multi-modal needs of the entire region.
4. **Monterey Corridor:** All existing rail alignments along Monterey Road should be highly sensitive to residential properties, and pedestrian and traffic safety. The latter is essential to mitigate the increased number of trains along the corridor.

Additionally, we have invested our own local resources to provide some preliminary study of options that satisfy these basic elements, and meet California High Speed Rail's objectives, and we'd appreciate further analysis and review of those City-generated options.

In the coming weeks, we request the partners further explore an inter-agency effort to comprehensively design a safe and efficient rail network throughout our City. We encourage that all partners and stakeholders work diligently together to put forth a process, service, and infrastructure that we can all be proud of, maintaining high-quality communities while becoming a statewide model for sustainable mobility.

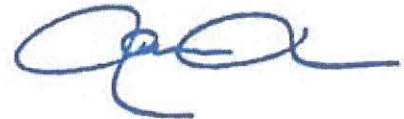
Sincerely,



Sam Liccardo
Mayor
City of San José



Sergio Jimenez
Councilmember, District 2
City of San José



Raul Perez
Councilmember, District 3
City of San José



Devora "Dev" Davis
Councilmember, District 6
City of San José



Maya Esparza
Councilmember, District 7
City of San José

CC: Nuria Fernandez, *General Manager, Valley Transportation Authority*
Brian Kelly, *CEO, California High Speed Rail*
Jim Hartnett, *CEO & General Manager, Caltrain*