



## Diridon Station Joint Policy Advisory Board

Friday, March 19, 2010

### MINUTES

#### CALL TO ORDER

The Regular Meeting of the Diridon Station Joint Policy Advisory Board (JPAB) was called to order at 2:07 p.m. by City of San Jose Mayor Chuck Reed in Wing Rooms 119-120, San Jose City Hall, 200 East Santa Clara Street, San Jose, California.

#### 1. ROLL CALL

Attendee Name	Title	Status
Jim Beall	Ex-Officio	Present
Tom Blalock	Member	Absent
Rod Diridon, Sr.	Member	Present
Ash Kalra	Member	Present
Sam Liccardo	Member	Present
Pierluigi Oliverio	Member	Present
Chuck Reed	Member	Present
Ken Yeager	Member	Present

A quorum was present.

#### 2. INTRODUCTIONS

Received the following introductions from PAB Members: Chuck Reed, representing City of San Jose; Sam Liccardo, representing VTA; Rod Diridon, Sr., representing California High Speed Rail Authority (CHSRA); Pierluigi Oliverio, representing City of San Jose; Ken Yeager, representing Metropolitan Transportation Commission (MTC); Jim Beall, Ex-Officio Member representing the State of California; and Ash Kalra, representing Caltrain.

Received the following introductions from staff members: Jim Lawson, Staff Liaison, VTA; Hans Larsen, Department of Transportation, City of San Jose; Dan Leavitt, CHSRA; Gary Kennerley, Regional Manager for the San Jose – San Francisco segment of CHSRA, and Mark Simon, Peninsula Corridor Joint Powers Board (Caltrain).

Mayor Reed noted he and Ex-Officio Member Beall founded the Diridon Station JPAB because of its huge potential. He noted the importance of organizing efforts within the station area to find funding and be able to build the station with maximum benefits to all parties involved. Mayor Reed noted he expects this to be a long-term effort and stressed the value of bringing all the stakeholders to the table.

**3. ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON**

Member Diridon nominated Chuck Reed for Chairperson and Ken Yeager for Vice Chairperson.

**M/S/C (Diridon/Liccardo)** to close nominations and elect Chuck Reed as Chairperson and Ken Yeager as Vice Chairperson.

Chairperson Reed noted Agenda Item #7, Adopt the Work Plan and Agenda Item #8, Adopt the Meeting Schedule will be considered after Agenda Item #5.

**4. PUBLIC PRESENTATIONS:**

Mary Pizzo, Interested Citizen, suggested communication materials distributed to the public regarding the project must be more reader-friendly so that the average person can understand the reading materials and be able to participate.

Jean Dresden, Interested Citizen, expressed concern that the vision, mission, and goals do not include the people. She suggested the statements should focus on the people such as creating an “experience for travelers, residents, business community a portal into San Jose.”

**5. Mission and Vision of the Diridon Station Joint Policy Advisory Board**

Deborah Arant, Shasta / Hanchett Park Neighborhood Association, expressed concern the residents and local businesses are not included in the mission statement. She requested an edit of the mission statement to include residents and local businesses.

Bill Rankin, North Willow Glen Neighborhood Association, requested expanding the mission statement to reflect and protect the people and neighborhood surrounding the Diridon Station Planning area. He noted the project will have impacts to the neighborhood.

Member Kalra commented there should be explicit language regarding neighborhood engagement since the goal is to create a station area that will improve the quality of life for the region and the people who live close to the station.

**M/S/C (Liccardo/Diridon)** to approve the Mission and Vision statements as amended:

**Mission Statement of the Diridon Station Joint Policy Advisory Board**

To review and make recommendations on the Goals, Financing, Governance and Operation of the station through a coalition of local and state officials.

To leverage existing relationships and establish priorities promoting the interests of the Diridon Station as well as the residents, local businesses, visitors, and adjacent neighborhoods around the Diridon Station Planning Area.

The JPAB will actively engage with those state, federal and local entities that can promote the goals of the Diridon Station Planning area through monetary and other forms of assistance.

### **Vision Statement of the Diridon Station Joint Policy Advisory Board**

To design and build a world class station for the future of Silicon Valley and the region. To create a station that accommodates all forms of transportation centered at the station creating a “Grand Central Station of the West” that can last for one hundred years.

### **The Agenda was taken out of order.**

## **7. & 8. Diridon Station Joint Policy Advisory Board Work Plan and Meeting Schedule**

Jim Lawson, Staff Liaison, briefly discussed the future meeting dates and the topics of discussion as noted in the staff report. He noted the addition of Best Practices to encourage Transit-Oriented Development and Smart Growth Strategies (including possible legislation) for the June 18, 2010 meeting.

**M/S/C (Liccardo/Oliverio)** to approve the work plan and meeting schedule as amended.

The Committee agreed to add the following topics for the June 2010 meeting: 1) report on the current planning efforts for the expanded Diridon Station including the land-planning within the ½ mile radius of the station and the City of San Jose General Plan; and 2) update on legislative activities, legislation on HSR, and various government institutions.

Member Diridon noted the importance of identifying who will be responsible for obtaining the environmental clearance for the actual station site. Mr. Leavitt noted the HSR environmental clearance will cover the station itself. Mr. Lawson added the BART Extension Project will also have an environmental analysis associated with the Diridon Station. Mr. Larsen added the City of San Jose’s effort will include an environmental clearance for the massing of the station and the envisioned project footprint.

## **6. Overview of the Diridon Station**

### **a. High Speed Rail (HSR)**

Dan Leavitt, CHSRA, provided an update on the HSR efforts and noted the public meetings scheduled for April 7-8, 2010 in San Jose. Mr. Leavitt stated the CHSRA released the Bay Area to Central Valley Revised Draft Program Environmental Impact Report (EIR) Material and public comment period will conclude on April 26, 2010. CHSRA staff will forward the public comment results to their Board for consideration after the comment period.

Gary Kennerley, CHSRA, reviewed the proposed California High-Speed Train System, the Northern California Network, Environmental Review Schedule and Alternatives Analysis Process, Alternative Analysis Evaluation and its Risk Factors, Refined Program Alignment and its Simulation, I-280/SR-87 Alignment and its

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Simulation, Aerial Station Photo Simulation, Tunnel Alternatives, Station Area Planning, and Station Program Requirements.

Vice Chairperson Yeager inquired why there is no mention of Memorandum of Understanding (MOU) between HSR and BART and the Redevelopment Agency (RDA). Mr. Larsen responded the City of San Jose and the RDA are working together but an MOU might be something that can be explored in the future. Mr. Leavitt added the CHSRA is considering more than one MOU in the future but the first one will be with the City of San Jose.

Member Liccardo inquired about the cut and cover alternatives. Mr. Kennerley discussed the options and considerations for cut and cover locations and noted they will work with VTA to identify the impacts to BART project and come up with solutions.

Upon inquiry of Ex-Officio Member Beall, Mr. Kennerley responded the connectivity to other modes of transportation is one of the ranking criteria in the selection of the design.

**b. BART**

Dennis Ratcliffe, Deputy Director, Silicon Valley Rapid Transit Project (SVRT), presented the SVRT (BART Extension) and its interface with the Diridon Station and HSR. Mr. Ratcliffe reviewed the SVRT Project Status, first 10 miles of the project (Warm Springs to Berryessa), next 6 miles (Berryessa to Santa Clara), Support and Funding for Project, and the next steps. Mr. Ratcliffe also discussed the Diridon BART Station plans, projections, and costs.

Member Kalra inquired if it is feasible to do a shared underground station between BART and HSR. Mr. Ratcliffe responded that intermodality at the station between BART and the HSR is important to VTA but the platforms have to be in different elevations (mezzanine type) due to the different type of rail and alignment. Mr. Ratcliffe noted VTA staff is ready to work with the City of San Jose and the HSR to evaluate the mezzanine options.

**c. Caltrain**

Mark Simon, Caltrain, provided an overview of the history of Diridon Station noting that the station is in the National Register of Historic Places and was designated as a place of historical importance. Mr. Simon reviewed the current rail operations and future improvement programs for the Diridon Station.

Mr. Simon noted Caltrain is participating in the Diridon Station Area Planning Group, which will determine the appropriate land-uses on the properties surrounding the station. He also stated there is a MOU between Caltrain and HSR to advance programs that will benefit both Caltrain's Electrification Plan and HSR. There is also the South Terminal Operators Working Group that will focus on the future operations of the Diridon Station. Members of that group include: Altamont Commuter Express (ACE), Caltrain, Amtrak, Caltrain, Capitol Corridor, HSR, Union Pacific, Peninsula

Rail Corridor, VTA and the City of San Jose. Mr. Simon added the Joint Powers Board of Directors supports the Pacheco Pass and the use of the Caltrain corridor from San Jose to San Francisco as the main conduit for HSR.

Member Diridon provided a historical background of the Diridon Station and stated the corridor where the Diridon Station is located was the first railroad line in the West Coast built by Santa Clara and San Francisco Counties in 1863. In 1982, Jim Beall, Zoe Loefgren and he started the San Jose Station area study. The station was reconstructed with the surrounding parking area after the earthquake in 1989. Ex-Officio Member Beall the land surrounding the station was purchased because of Proposition 16 and 108 bonds.

**d. VTA &  
e. Other Transportation Services**

Jim Unites, VTA Operations Deputy Director, presented the VTA Transit Services that serve the Diridon Station hub including bus, light rail, and future Bus Rapid Transit (BRT) line. Mr. Unites noted the need to have a well-located bus transit facility at the Diridon Station to accommodate the planned future developments in the area. Other Transit Services include commuter trains, and express buses.

Chairperson Reed commented that the pedestrian tunnel that currently connect the light rail to the Caltrain station has to be considered and evaluated in terms of its relationship to the HSR Alignment.

Vice Chairperson Yeager inquired if there will be changes to the current platforms used by the commuter rail once the HSR is constructed and operational. Mr. Simon noted those are issues that need to be resolved to make sure the tracks of the HSR do not disrupt the services of the ACE or Capitol Corridor trains.

Member Diridon commented that Transit-Oriented Development must be seriously considered to improve the tax base as well as improve the ridership.

Chairperson Reed inquired how the Union Pacific Railroad (UPRR) is involved in this process. Mr. Simon responded that the UPRR has track rights to operate freight on the Caltrain right-of-way. Mr. Lawson stated that the Caltrain Board is in discussions with UPRR. Member Diridon added that the CHSRA is also in discussions with UPRR including the right-of-way between San Jose and Gilroy.

**f. Airport People Mover - Automated Transit Network (ATN)**

Hans Larsen, City of San Jose, provided a presentation regarding the ATN – a system that is being considered around the Mineta San Jose International Airport. This provides the opportunity to consider extending this type of system to the Diridon Station to create a connection between the station and the airport. Mr. Larsen reviewed the potential routing and potential HSR-Airport connectivity, San Jose ATN project status, and pod car interests in the country and internationally.

Member Oliverio left the meeting at 3:41 p.m.

Member Liccardo inquired if there is a possibility to prioritize the ATN connection between the Airport and Diridon station over the airport to First Street or to the Santa Clara connection. Member Diridon commented that this quieter and cheaper system should also be considered to connect to the San Jose State University, City Hall, and business centers. He added there should be an effort to find funding to construct and operate this system.

Mr. Lawson responded the 2000 Measure A ballot language specifically calls out a connection from the Mineta San Jose International Airport to Caltrain, BART, and Light Rail, and therefore, the Measure A dollars must be used for that purpose. However, this provides an opportunity to look at the system and evaluate whether it can be extended to connect to Diridon through other funding sources.

Members Liccardo and Kalra noted the importance of easy transit connections. They commented the ATN system should be kept on the table and be considered if the opportunity arises.

**9. ANNOUNCEMENTS**

There were no Announcements.

**10. ADJOURNMENT**

**On order of Chairperson Reed** and there being no objection, the meeting was adjourned at 3:50 p.m.

Respectfully Submitted,

Elaine F. Baltao, Board Assistant  
VTA Office of the Board Secretary