Carsie Bonner

Subject: September 10 Programming & allocations Item 3a RM3 funding for Diridon Station project

From: Roland Lebrun [redacted]
Sent: Tuesday, September 9, 2025 4:45 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Cc: Caltrain Board <board@caltrain.com>
Subject: September 10 Programming & allocations Item 3a RM3 funding for Diridon Station project

External Email

Dear Chair Fleming and Commissioners,

Further to my October 22, 2023 letter (attached for your convenience) which highlighted multiple issues with VTA's expenditure of RM3 revenues and ultimately resulted in the retirement of VTA's Director of real estate (https://www.linkedin.com/posts/ron-golem-7b1846a_i-pleased-to-announce-my-retirement-from-activity-7142703651852009472-50-k), I appreciate the opportunity to share multiple concerns about VTA's continued mismanagement of precious RM3 dollars as follows:

- Caltrain is the lead agency for the Diridon redevelopment project. Why is VTA allowed to continue mismanaging RM3 funds earmarked for this project?
- How did Caltrain end up with the same Kimley Horn/MMD cast of characters responsible for the **$16.5B** BART to Silicon Valley debacle instead of the Google team who delivered the Downtown West EIR in 18 months?
- The attached Putting Diridon Back On Track presentation highlights the extent of the catastrophe as designed by VTA and its consultants:

- The so-called "at grade" alternative regrades the entire Downtown West area down to the Santa Clara underpass level, impacting 8 historical resources identified in the Downtown West EIR and exposing the entire station to 20 feet of flooding the next time the Guadalupe river and/or Los Gatos creek go over their banks.
- The entire station is redesigned as a terminus instead of a thru-station (the southern half of the station is completely missing),
- The VTA consultants redesigned the entire southern half of the stations around the existing PG&E air-insulated substation even though Google adopted a community-developed gas-insulated substation (GIS) concept and integrated it into the Downtown West EIR. This redesign caused the entire station to be shifted 500 feet further north and resulted in impacts on the 169-unit Vespaio Apartment block on Stockton Street.
- **There is a complete lack of integration between BART, the VTA light rail, buses and TNCs**. Specifically, the bus depot was relocated to the wrong (north) side of Santa Clara and the light rail station was relocated one block south of the BART station when both light rail and BART could (and should) be integrated into a single station modeled after one of the Market Street stations in San Francisco.

- The light rail tunnel realignment resulted in violating the Downtown West EIR by bisecting the Downtown West area including the Historic Depot building.
- The I-280 viaduct is completely missing **resulting in a single electrified track south of Diridon.**

Please consider deferring approval of this RM3 appropriation and directing staff to refer the matter back to the Diridon Executive Steering Committee for further guidance.

Thank you in advance for your leadership in putting this megaproject back on track.

Roland Lebrun

From: Roland Lebrun
Sent: Tuesday, October 24, 2023 5:55 AM
To: MTC Commission <info@mtc.ca.gov>
Cc: Caltrain Board <board@caltrain.com>; Caltrain CAC Secretary <cacsecretary@caltrain.com>
Subject: Item 7b RM3 funding for Diridon Station project

Dear Chairperson Pedroza and members of the Commission,

The intent of the attached letter is to alert the Commission to multiple issues with the proposed allocation of $30M RM3 Capital funds for the San Jose Diridon Station Project to Santa Clara Valley Transportation Authority (VTA) as follows:

- **VTA is NOT the lead agency for the project**

- **The parcels in question are not (and cannot possibly be) required for the project**

- **The City of San Jose artificially inflated the value of the parcels** through a CEQA determination that the Diridon Station Area Plan (DSAP) takes precedence over the Diridon Integrated Station Concept (DISC)

- VTA, Santa Clara County and the City of San Jose have a **TOJD funding plan** in place

- **The agreed sale price is $23.8M, not $30M**

The letter concludes with a recommendation that the Commission direct VTA, Santa Clara County and the City of San Jose to proceed with their original **TOJD** funding plan and preserve RM3 funds until a lead agency responsible for delivering the project has been identified.

Sincerely,

Roland Lebrun

CC

Caltrain Board

Caltrain CAC