



Downtown-Diridon Community Working Group Meeting

Date of Meeting: May 13, 2025 (4:00 p.m. to 5:30 p.m.)

Location: San Jose Chamber of Commerce, Zoom

Attendees:

Members in Attendance: Alan Williams, Bert Weaver, Anne Marie Todd, James Duran, Jose Magana, Martin Flores, Tony Mirenda, Kohar Scott, Elizabeth Chien-Hale

Members not in Attendance: Adina Levin, Annie Jones, Carol Austen, Chris Morrissey, Chris Shay, Dana Grover, David Fenster

Speaker Attendees: Ngan Nguyen (VTA), Adriano Rothschild (VTA), Erica Roecks (VTA), Brent Pearce (VTA)

Other Project Team in Attendance: Angela Chan (VTA), Brandi Childress (VTA), Tiffany Nguyen (VTA), Adriano Rothschild (VTA), Erin Sheelen (VTA)

Meeting Agenda:

- Welcome & Recap
- CWG Member Report-Out
- Transit-Oriented Development & Communities
- Phase II Update
- Construction Update
- Thriving Business Program Update
- Upcoming Meetings

Follow-Up Items:

N/A

Comments, Issues, and Questions	Response
Welcome & Recap	
I received the stakeholder toolkit, but I do not do anything with it. It gets lost in my email. I don't repost from other accounts.	Feel free to provide any feedback should you use the stakeholder toolkits in the future.
CWG Member Report Out	
I'm curious about the financial viability of this project and Trump cutting funding for	The answer is yes, but it's complicated, and I will talk about it shortly.

Comments, Issues, and Questions	Response
high-speed rail. I'm asking myself what the future of this project is.	
The meet and greet was less structured than I thought it would be, which is fine. Next time, I would appreciate a tour of the building to see where you all work. I echo James' feedback.	Comment noted by team.
I touched base with Erica yesterday, which I very much appreciated, on Level 3 savings. How does the funding gap stack up against tariffs and other things that are driving the costs up? I believe that anything is better than cut and cover and I appreciate you all listening to us on that.	Comment noted by team.
I'm still confused whether we are talking about a small tunnel, large tunnel, or 2 tunnels.	We'll be covering that in our Phase II update today.
The [SAP] Arena is adjacent to the Station. There was a lot of time spent to get the stations to the current design. We just want to make sure that we don't jeopardize the appearance of the station for lower costs. Need to make sure we're focused on quality.	As a team, we want to maintain the iconic vision of the stations. Today, we're exploring cost savings in the tunnel configuration. If we ever talk about the stations again, we will certainly bring you all and the community along the process.
What is Viva Calle?	It is an event hosted by the City of San Jose. They close down various streets. For example, the last event in April they closed down the roads leading up to the Emma Prusch Farm. Each event has different streets closed down and people have the freedom to walk, roll, and bike all over these closed corridors. Along these paths are various vendors and informational booths about various projects happening in the area, like BSVII.
Transit-Oriented Development & Communities	
[Are these programs] something permanent after BSV comes or does it help the transition?	<p>This is looking at projects within existing or planned transit centers. Right now, we're looking at 0.5 mile from existing VTA light rail, Caltrain, buses, etc.</p> <p>The TOD program at VTA started in 2018-2019 with the playbooks, which was closely related to our program. Not</p>

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	these are entirely VTA funded and reach beyond the BSVII project.
<p>Is this a line item currently in the VTA budget?</p> <p>Do you envision the full \$750,000 being distributed when you identify the grant winners?</p>	<p>Yes, this is the second cycle of \$1.52 million for TOC.</p> <p>Our goal is to have 10-15 grants committed.</p>
If you won one in the first cycle, are applicants eligible in the second cycle?	Yes, applicants are, but not the same project.
Are first round grantees available/posted somewhere on the VTA website?	Yes.
Phase II Update	
So, there were some things identified in Level 1 that are still on the list? And some that are still question marks on costs?	I will identify those shortly in the presentation.
You're saying the concurrent tunneling isn't realizing enough savings under Level 2?	Yes, under the criteria of Level 2, concurrent tunneling did not realize enough savings. It is being advanced in Level 3 where requirements are being evaluated.
It still seems like you are not clear on the costs of level 2 items.	Work on Newhall Yard Facility and Tunnel Interior Reconfiguration is ongoing with BART. We're refining it and working through configurations. We've iterated to Option J. The cost-estimate for that is not yet finalized.
Just summarizing Level 1 and Level 2, it's around \$400 M of savings? And our goal is around \$1 B?	Yes. Somewhere between \$700 million and \$1.2 billion.
Can you please clarify FTA PMOC and Gall Ziedler?	<p>Yes, FTA is the Federal Transit Administration that's the federal agency that has committed \$5 billion toward the project.</p> <p>PMOC is the Project Management Oversight Consultant.</p> <p>FTA, having given us so much money, has their own oversight auditor, which is the PMOC. They actively participate in the project, feed us ideas and advise us on what ideas to prioritize.</p>

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	<p>Gall Ziedler is an independent consultant whose brought on by VTA 's Auditor General. Santa Clara County's taxpayers have also invested in the project, so your interest as taxpayers is being protected by this independent overseer, Gall Ziedler.</p>
<p>BART is the operator but is BART opening their checkbook to help support in this phase?</p>	<p>The financial relationship between VTA and BART has been defined for about 20 years, based on agreements that were put in place after Measure A passed. BART is not contributing capital dollars to this.</p> <p>As a partner, they are being open about their needs versus their wants (i.e. designs); what they want on opening day versus the ultimate build out of the entire BART system in the future.</p>
<p>This list caught my eye. Initially there were plans for egress property at 13th and Santa Clara. Would that possibly come back on the table now?</p>	<p>From what we're looking at right now, no. We would not need to add back in a 13th Street Mid-tunnel Facility there.</p>
<p>How did you come to the 22' wide center platform?</p>	<p>There are stairs and elevators in the middle of the platform and then there's clearance from the train on either side. So, between the width of the elevator and the clearance on either side, the combination of those three [segments] gives us 22 feet.</p>
<p>Is that a regular [configuration]?</p>	<p>Yes.</p> <p>It's about as small as you can make a platform in a train station – with a 6 ft staircase and 8ft on either side.</p>
<p>Is [the tunnel] deep enough? Will it raise the height underground?</p>	<p>The larger single bore tunnel where the distance to the platform is roughly, over 80 feet. Switching to a different methodology, the distance from the ground level to station platform is roughly, over 50 ft.</p>
<p>This would be for three stations not all four?</p>	<p>Yes.</p>

Comments, Issues, and Questions	Response
Is there a difference in user experience between the larger and smaller platforms on either side?	<p>Yes, within the single bore, you come down the stairs or elevator in the middle and then you have a platform on either side.</p> <p>When you switch to a different construction methodology, you would come down to the platform, then at the top of the tunnel you can transfer over via a mezzanine to the other side.</p>
<p>So if they went down the wrong direction..</p> <p>Versus staying in the middle of the platform and having access to either direction.</p>	<p>Then they would have to go back up and go over.</p> <p>Correct. The mezzanine is above the train, so you wouldn't have to travel all the way back up to the surface. It would be like the Milpitas station.</p>
When is the decision date for smaller bore versus a larger bore?	We intentionally have not added a decision date, because if we find out that there is a cost or construction schedule risk – if we determine that there's no significant benefit to the smaller bore, we're not going to spend money to do that. But if it turns out that both of these options are viable, that is a process that will be played out this summer. We would probably come back to our stakeholders and the VTA Board of Directors in July to get more feedback before we make a decision.
When will you be clear on the financial differential between the two options?	<p>We're hoping to have that answer in mid-July.</p> <p>We will likely have an Interim CWG meeting in July/August.</p>
Is it necessary to use the tunnel boring machine (TBM) for the entire length of the tunnel, or could you use the TBM for part of it and complete the rest with a smaller bore? Would that allow you to avoid using cut-and-cover methods?	<p>You've got the right idea – this is something that came up with the Tunnel Task Force too - we need one size between the stations and different sizes at the stations.</p> <p>So, we can stop and start, stop and start, but we will look at every possible</p>

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	<p>combination – doing a small bore end to end; doing a large bore from one end, small bore from the other end – those are two combinations. That would be the closest we could get to your idea.</p>
<p>Can you build the 40 ft [TBM] at the station and then make it bigger at the station location to get the width?</p>	<p>What you're describing is the idea of building the tunnel and then widening it to the station. That is basically the mining option Erica showed.</p> <p>In San Jose, our ground is a little different than a lot of places. In a lot of cities, the choice is between cut and cover and mining for that reason, because they've got rock, etc. We just don't have that option here.</p> <p>If the mining option was to prove safer than it did last time we looked at it, then we'd be kind of close to your idea.</p>
<p>At the Diridon Station, you're looking into future development, does it occur on top of the parking lots?</p>	<p>Yes, that is something we will be working through. If we move forward with this and the station box is excavated in the shape shown [in presentation], there is ability to develop on top. It is limited and there are more stringent requirements that would need to be met per BART requirements, in order to build on top of BART facilities. It is something that's part of our evaluation as we move forward.</p>
<p>So, the entire blue box [shown on the presentation] at Diridon would be entirely carved out?</p>	<p>Yes</p>
<p>So, it shouldn't have too much of an impact on traffic on Santa Clara St or SAP Center?</p>	<p>Correct.</p>
<p>On mining at the downtown section, you would have to tunnel bore through then dig a hole from the side and mine in and dig all around for the station box?</p>	<p>Correct.</p>
<p>On the Downtown San Jose BART station site plan - Station Infrastructure Facilitates (SIF), is that a parking lot right now? Is</p>	<p>It's a parking lot right now. VTA owns a large portion of this block between Santa Clara, Market, First, and St. John., except the corners – there are different</p>

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there something there that you're going to displace?	buildings in the corners. VTA purchased this property some time ago.
What does SIF mean?	Station Infrastructure Facilities (SIF). There are facilities that are needed to run the station. There's traction power substations, ventilation fans, different systems and equipment that's needed for the BART system to function – all this is housed in the SIF.
Is it a multi-tiered structure?	The size of that is still being refined. It would be a large single-story structure, like the room we're in here [SJ Chamber of Commerce Board Room] with tall ceilings.
You have one lightrail crossing right now on First St., and the second lightrail crossing at 2nd St is close to the end of the cut-and-cover box outline. Would you have to reroute those rails while this is all going on?	We would have to suspend lightrail service for some time and have a bus bridge, we don't know how long that would be. That is being evaluated, and we should have answers in mid-July.
Is KST [Kiewit Shea Traylor] the Joint Venture Prime?	Yes. KST Joint Venture.
So, what happens if you off ramp KST? Is it likely a provisional contractor would get a subset of the future construction packages?	<p>That will be part of a discussion with the Oversight Committee. We'll discuss the details and options for a path forward.</p> <p>Our key decision point is whether or not KST can continue as our contractor, which will depend on whether we believe their pricing is competitive.</p> <p>We need a clear alternate plan that addresses the status of the subcontractors currently working at the West Portal—while ensuring we're prepared to pivot quickly if needed.</p>
Is there a big difference right now between their projected estimates of the current design?	Our price is not aligned with their price, which is why we're considering this [the off ramp].

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There has to be some sort of contract cancellation fee.	The offramp is a defined action that can be taken in the Progressive Design Build process. It's defined in the contract.
I've been experiencing skyrocketing insurance costs at home. Are insurance costs on this project also skyrocketing like my home bills are?	<p>We carry multiple insurance products for the BSVII program, including builder's risk and an Owner Controlled Insurance Program (OCIP). Because this is a complex, multi-contractor project, using OCIP allows VTA to better manage risk and reduce costs by purchasing overage directly and allocating the cost to the contractors rather than having each contractor to carry their own insurance.</p> <p>We have a relationship with the broker. The VTA board just approved about \$35 million for the OCIP. I don't know if it's skyrocketing, because we're just starting up that program right now with our heavy construction starting.</p> <p>Being able to get insurance and bonding is something that consistently comes up anytime we talk to contractors about big projects like this. So probably not quite the same as your homeowner's insurance, but the risk would be more expensive.</p>
How are those conversations going with the FTA?	<p>I will have more info next week and we will be visiting Washington DC next week. We will be meeting with some of the senior career staff at the FTA (not appointed staff).</p> <p>FTA has lost a lot of staff. The FTA staff we work with are there to find ways for agencies like us to get their projects built; that's their job. The staff we work with continue to progress that. It's complicated right now. The best thing we can do right now is stay within the project guard rails [discussed today] and not take any steps backwards.</p>
But you remember that hope is not a strategy.	You're right. We will also meet with our congressional delegation, so each of the

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	representatives from Santa Clara County. They have always helped remind the Secretary of the Department of Transportation how important it is that the federal government meets its commitments to this project. We do expect to get the funding that the federal government has committed to this project. [So, our efforts] are going beyond hope.
Construction Update	
How are you going to replace the Goodlife building? [With a] parking lot or fenced in area?	No plans as of right now what the site will be used for. It will probably just remain fenced. The site remains secured with our existing security on site.
The VTA owned buildings facing Santa Clara Street (between Market & First Street and the northwest corner of 3 rd Street) are going to eventually be [demolished] in 2026?	Yes – Q4 2026 at the earliest
To clarify, is the West Portal next to the Santa Clara Station?	They're adjacent to each other.
The boring machine – is that something that VTA will own or the primes?	The current plan is that the contractor will own it. However, if we proceed with the off ramp, VTA can take ownership of it or potentially have a new contractor own it.
What's the anticipated delivery date of the TBM?	It's currently planned for June. Some of our team members will be going to Germany shortly. It will be stored in Germany for 18 months for ongoing maintenance.
How much does it weigh?	It needs 9 segments for one ring, and each segment weighs 40,000 lbs. It's an enormous machine. It's roughly 5 stories tall.
Thriving Business Program Update	
The areas that are going to be affected look a little cloudy. How would a person know that they are eligible for these programs? It creates more confusion than clarity. Maybe there's criteria that this is based on what people can understand	Thank you for your feedback. This is a static map. We're exploring flexibility that the board has given us direction, to understand potential participation of neighboring businesses.

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better with specific limits defined by the program. I think that would be very beneficial in the future.	
Will there be retail space within the stations?	It's been explored, but it's not allowed in BART's policies. We're providing utility accommodations for kiosks around station entrances.
Upcoming Meetings	
What's going on with the [VTA] strike?	Both sides are back at it this week but don't have a clear answer on when we'll get a defined contract. The good news is that VTA reached agreement with the other 3 unions. The only outstanding agreement is with the Amalgamated Transit Union (ATU), which represents our drivers.
Are you represented by the same union?	No one from our team is ATU-represented. Most VTA senior management is not ATU-represented. A lot of our team is made up of consultants.
What visibility does BART have on the progression of this project?	We engage with the BART team regularly in meetings and throughout the whole process – the design process as well as the cost-savings. So, they're at the table with us as we explore these items.
Does VTA have a seat on the BART Board of Directors?	We do not have a seat on the BART Board and BART does not have a seat on the VTA Board. We do hold joint meetings to discuss the project, funding and policy issues. The relationship is mostly between senior BART staff and senior VTA staff.

Next CWG Meeting: September 9, 2025, 4:00 PM, Zoom & In-Person

Prepared by: Angela Chan (VTA)
Concurred by: Ngan Nguyen (VTA)
Distribution: CWG Members
 Project Team
 City & Public Agency Staff
 Distribution List

