



Downtown-Diridon Community Working Group Meeting

Date of Meeting: October 7, 2025 (4:00 p.m. to 5:30 p.m.)

Location: San Jose Chamber of Commerce, Zoom

Attendees:

Members in Attendance: Alan Williams, Anne Marie Todd, Bert Weaver, Chris Shay, Edward Saum, James Duran, Tony Mirenda, Mike McLean, Nate Lablanc

Members not in Attendance: Adina Levin, Carol Austen, Chris Morrissey, Dana Grover, David Fenster, Elizabeth Chien-Hale, Elizabeth Fama, Eric Eidlin, Fernando Cruz-Esparza, Jeffrey Buchanan, Jose Magana, Kohar Scott, Kristen Brown, Larry Clark, Martin Flores, Ron Gonzales, Tala Fatolahzadeh, Chris Burton

Speaker Attendees: Ngan Nguyen (VTA), Brent Pearse (VTA), Erica Roecks (VTA), & Greg Thiebaut (VTA)

Other Project Team in Attendance: Matt Derby (VTA), Adriano Rothschild (VTA), Kristen Mei (VTA), Gary Kennerley (VTA), & Tiffany Nguyen (VTA)

Other Attendees: Aaron Quigley (VTA), Alisar Aoun (CSJ), & David Heindel

Meeting Agenda:

- Welcome and Introductions
- Peer Review Report Out
- Cost Savings Status
- Construction Updates
- Path Forward & Next Steps

Follow-Up Items:

- Point James to online resources that detail project budget status.

Comments, Issues, and Questions	Response
Welcome and Introduction	No comments.
CWG Member Report Out	No comments.
Cost Savings	No comments.

Comments, Issues, and Questions	Response
<p>Are you thinking about having a park above the station?</p>	<p>There is the potential to have an elevated facility and podium deck on top of the Station Infrastructure Facility. There would be a lot of room to have a Transit-oriented Development (TOD) high rise facility really close to the Station Infrastructure Facility (SIF). There are many options for how this will be built out in the future for TOD. This makes the station area as efficient as possible to have it as close to the tunnel as possible so that it saves cost. BART is happier with this condition because of easier access.</p>
<p>The old design was very complex.</p>	<p>Right. This new design makes the station as efficient as possible and keeps it as close to the tunnel as possible, which saves cost, cables, and wires; we still need things at grade. BART is happier because we don't have to go down into the basement for maintenance.</p>
<p>What is the treatment along Market Street? What's the least damage?</p>	<p>Treatment facing market and paseo will be addressed later with Community Working Group feedback in 2026.</p>
<p>The design and implementation of public space is part of this project?</p>	<p>Yes, there will be some elements. But the TOD team will come back at a future meeting to provide updates on this.</p>
<p>Is there any way to make it two stories and get some of the space back?</p>	<p>It depends on the type of equipment. We're working with the City of San Jose and VTA Real Estate Team on what makes the most sense. We've got a few high-level configurations on what the size of the station would be. We brought in some of the previous curvature.</p>
<p>They don't make ceilings quite the same anymore.</p>	<p>No, they don't.</p>
<p>What is the Milpitas station height?</p>	<p>25' height. It's very difficult to maintain which is one of the downfalls of high ceilings.</p>
<p>[Referring to station height example photos] Is this the old pen station?</p>	<p>This is the new Penn station. They just built it recently. There are photos out</p>

Comments, Issues, and Questions	Response
	there of the station still under construction, while operating.
[Referring to SIF aesthetic example photos] These are just renderings?	These are pictures of [real] other facilities that are industrial in nature but have been beautified.
I would hope we can do something like the upper left image [referring to treatment that is built into the design] rather than a treatment after the fact [after the station has been built]	Yes, this [SIF] will be a permanent structure. We'll want to do our best for treatment.
At what point in time will you complete the final architectural design	For the SIF buildings downtown, end of next year. For the other stations, we've done a lot of this work and already have designs that need to be refined. For downtown, there are more major changes that need time. Santa Clara [station] will likely be in the middle of next year.
Market Street is going to be pretty inactive.	The green square on Market Street will have TOD frontage activation.
The photos looked much longer.	You're looking more at 25-30 ft of treatment. There will also be some doors and access points mixed in as well.
Where is the corner? I'm having trouble visualizing [where we are in this photo]	The SIF is behind the station, between Santa Clara Street and St. John St.
The paseo is behind the station?	Correct.
What is the point of having the paseo?	It provides some east west connection and a mid-block crossing. Downtown is challenged with long blocks, and the paseo breaks it up, offering access between those large blocks.
What about the two buildings on either side of the station?	Those are not owned by VTA.
It looks really exciting. The visualization looks really nice.	Comment noted.
What traffic do you anticipate on Market Street?	Before we start construction in each construction area, we created the Construction Transportation Management Plan (CTMP) that guides traffic during construction. We will not be providing BART patron parking at this station.

Comments, Issues, and Questions	Response
Is there a drop off area?	There is not very much drop off for Downtown other than ADA.
Landscaping and maintenance is VTA Or BART?	Anything inside the drip line is BART and anything outside is VTA.
Given that the budget has pressed us, you guys are really making the most of this.	Comment noted.
Who is Gall Zeidler?	A firm of subject matter experts obtained by VTA's BART Phase II Oversight Committee who reports to VTA's Auditor General.
Were they in the Peer Review?	They were at the Peer Review but were not part of the peer review panel. They are independent subject matter experts.
Where does all the dirt go?	We're working through where the excavated materials will go. It will be evaluated whether it is clean enough to use. We have some studies for the Salt Ponds restoration project.
How many tons of earth can be moved	3 and a half million cubic yards.
[Referring to TBM meet up point] You first started looking at this at 13 th Street, but this puts us back downtown.	Yes, the team is still finalizing and looking into 13 th and what the schedule offset would be
So this is the ideal schedule?	Yes, a meet up location between 3 rd and 7 th Streets is the ideal location
When the TBMs meet, do you take them apart?	Essential pieces of the TBM that can be reused will be taken out. Some pieces of it will be left underground.
What's the point of having the Diridon and Downtown station so close to each other?	<p>There were additional stations evaluated. We got environmental clearance for Downtown and Diridon. Downtown and Diridon stations serve a variety of communities. At Diridon there are tons of connections to Caltrain and the future intermodal station at Diridon. San Jose Sharks and future of Google Downtown West are also big draws.</p> <p>Downtown can support workers, City Hall, and students at SJSU. There are workforce and residents in downtown.</p> <p>Previously there were multiple options for the Downtown Station, it was</p>

Comments, Issues, and Questions	Response
	eventually selected at it current location between Market and 1 st Street, a further walk for SJSU students than a location closer to San Jose City Hall.
SJSU was one of the huge drivers for the project to add another station downtown, in addition to Diridon because of the high number of riders	Comment noted.
What was the comment about SJSU?	There was a large contingent that SJSU was a large driver for riders. Eventually the community thought that it would be the best station location for downtown.
What was the purpose of the east tunnel portal to start at month 10?	There are several activities that have to take place beforehand, like fabricating the TBM.
Wouldn't the meeting point be moved further east?	We moved it over to 13th street so that it would arrive closer to the same time. By having 7 months between, we can extract the larger machine.
Is Gall Zeidler and BART in agreement?	BART prefers to go with the 53' tunnel. We're still working through and having discussions.
Are we confident in the savings to get us through contract negotiations?	The longer we wait to make a decision, the more costs we will incur. We want to make this decision as soon as we can, knowing that we are looking at additional funding sources. We want to ensure that we are staying on schedule.
Construction Updates	
Which building is going to be demolished?	Gross and Holmes, it's in bad shape [facing N 1st St, within the VTA customer service parking lot] It flooded years ago. We're going to do some outdoor remediation before demolition.
Anything to be done to the mural on the south side?	Unfortunately, not, but the artist has been made aware. We worked with Local Color to inform the artist. There is photo documentation of the mural.

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Please let us know about scheduled dates for the Santa Clara Street Bridge Investigation.	Comment noted.
[Referring to Newhall Yard & Maintenance Facility] Will trains stay there overnight?	This will be where we store trains. We will be storing some of the muck here temporarily.
So they pick up the rebar frame once it's vertical?	Correct.
Where is the steel and rebar from?	They're American made.
We're required to do this?	Yes, that's part of our agreement with FTA.
Do you have the concrete plant running on site yet?	There will be a concrete plant constructed on site when we construct the tunnel but it has not yet been constructed.
What is the point of rebar structure?	The overall structure will be going deep into the ground. All the weight of the earth will be pushing on the structure. It holds back the earth.
Is this the terminus point for the KST contract?	Correct, they will finish the design and construction of the launch structure.
You'll take the TBM apart?	Yes, it will be stored and shipped on a ship.
How many feet of dirt with the TBM move?	On average, 35 ft per day.
What happens when you are done?	Key parts of the machine may be repurposed, and other parts will remain underground.
Path Forward & Next Steps	
Do you see this project meeting the same fate as the California High Speed Rail?	Knowing that there is some uncertainty with the current administration, we are working on an adaptive plan. The tunnel is still a critical path item.
Seems like it's the same scope. But we've lost a year and a half to get this back on track.	When we decided on off ramping KST, we lost about 18 months of time. We are trying to earn back some of that time.
Do you anticipate that there could be a multitude of delivery methods?	Yes, we are looking at a variety of construction methodologies.
Will KST continue this work?	No, they will only complete the construction of the launch structure, and

Comments, Issues, and Questions	Response
	there will be a different contractor for other work.
When is KST done?	Q1 2027, when they finish the launch structure.
So, October 17 th you put to rest Scenario 1a [concurrent tunneling]?	Yes, that is correct.
How do you envision the government's anti-DEI stance impacting the procurement for this project?	Our CFO and contracting group have put out a memo to encourage us to look at how we issue our contracts. Supporting our community is still a strong proponent to VTA and our culture. Maybe at the next meeting we can show you all the materials that KST is sourcing. There are businesses across the country that are supporting the construction of this project.
What kind of legislation should we anticipate supporting this project?	We're exploring non-local funds and are continuing to look into other sources. We also secured an additional \$100 million in state funding a few months ago.
Does anyone know how far the \$6 billion we have will go?	<p>In our schedule, we don't anticipate awarding the contract before we get FFGA. As we get closer to that, we'll have a better sense.</p> <p>6 months ago, there was a very detailed budgeting presentation that was provided to the board that broke down the cash flow side. We can follow up and provide it as a point of reference despite it currently being out of date.</p>

Next CWG Meeting: November/December 2025, 4:00 PM, Zoom & In-Person

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