



Downtown-Diridon Working Group (CWG) Meeting Summary

Date of Meeting: March 10, 2026 (4:00 p.m. - 6:00 p.m.)

Location: San José Chamber of Commerce, Zoom

Attendees:

Members in Attendance: Alan Williams, Anne Marie Todd, Bert Weaver, Eric Eidlin, Fernando Cruz-Esparza, James Duran, Martin Flores, Nate LeBlanc, Tony Miranda

Members not in Attendance: Adina Levin, Edward Saum, Chris Shay, Dana Grover, Elizabeth Chien-Hale, Jeffrey Buchanan, José Magana, Kristen Brown, Kohar Scott, Mike McLean, Ron Gonzales, Sondra Weber, Tala Fatolahzadeh, Chris Burton, Scott Smith

Speaker Attendees: Frank Ponciano (VTA Facilitator), Sarah Hersom (VTA), Greg Thiebaut (VTA), Brent Pearse (VTA)

Meeting Agenda:

- Roll Call & Introductions
- CWG Strategic Direction & Update
- Phase II Program Update
- Station Design Update
- Construction Update
- Next Steps
- Discussion & Feedback

Follow-Up Items:

- VTA will coordinate with Fernando and Anna-Marie to explore strategies to engage students and broader community members

Comments, Issues, and Questions	Response
Welcome and Introductions	
My neighbors and I are all really excited to see plans for the BART extension start to become a bit more concrete once again.	Comment noted.
I want to track construction management plans, especially for the Downtown station.	Comment noted.
I am particularly interested in design at the Downtown station and Diridon stations because they will be largely used, and we want to make sure it's the right experience.	Comment noted.
I am interested in how the station integrates with the San José Area and how design, construction, and scheduling interface smoothly with ongoing events. It is important that public access between the station, the Arena, and from outside the area is easy. I am interested in the connection to Guadalupe River Park and the public experience. It is important to attract people to the Arena without driving. It is important that the station reflects a San José experience with high-quality design and infrastructure.	Comment noted.
I am interested in the BART extension supporting public transit use to the market. It is important to reduce reliance on cars, as people currently drive to the Berryessa Flea Market despite its proximity to the station. I hope to expand the market Downtown and support revitalization. It is important that the extension provides strong transit access to the market if the project moves forward.	Comment noted.
I have two goals for my participation: one is to attend in person so I can meet y'all in person, and the second is to really think about ways that San José State -- as an anchor institution in Downtown -- can contribute to the planning, but also to be able to provide more information from this group to the San José State community.	Comment noted.

I want to understand what is going on with the building of the stations when they occur, in terms of how they will impact Hispanic businesses and small business in general. My second concern is that a large portion of the ridership will be Hispanic, and I want to make sure that our needs are being served.	Comment noted.
We are concerned about how this project affects the small business community and about the vitality of Downtown in general and how this will play a role in that which is going to be major when it gets going.	Comment noted.
CWG Strategic Direction & Updates	
Meeting times conflict with class schedules, which makes it harder to get students involved.	Comment noted.
We want to make sure that the construction topics are being discussed in-depth for both pedestrians and vehicles so we can stay well-informed when making decisions for our business.	Comment noted.
I like the hybrid model because it allows more people to participate in the meeting.	Comment noted.
The time and downtown traffic make it difficult to get here.	Comment noted.
We would love to have a meeting in the new VTA building soon.	Comment noted.
People are going to get a lot more excited with the construction updates; it's really exciting to see it happening.	Comment noted.
This meeting time straddles the end of the work day and after the work day, which can make it difficult to get over to the venue in time.	Comment noted.
It would be nice to have more digestible information with tangible calls to action that I can take back to my community. The meetings can be very intense and information-rich, which can make it difficult to engage with the material efficiently. Now	Comment noted. Part of our approach is going to be having intentional check-ins and one-to-ones between meetings, especially checking in with people who were absent. We will also be much more diligent about replacing inactive members.

that we're getting into construction, I want to be confident in my knowledge so I can answer questions from my community.	Lastly, we do want to make the meetings more interactive.
I want to know what I'm talking about and say that I'm fully knowledgeable -- understand the financing, this is going to happen, and this is the timing of when it's going to happen. I can't say that right now.	Comment noted. Financing is prioritized at every Oversight Committee and Board meeting.
Phase II Program Update	
With all the cost-savings, we still had a delta at the end. VTA mentioned that we are hopefully going to resolve that by moving to a new contractor. Is changing the structure from fixed price to Cost-Plus-Incentive where you think the majority of savings is?	The new contract model offers opportunities for savings because the owner retains more risk (avoiding risk premiums), but the re-baselining effort and ongoing discussions with BART regarding the yard also impact the total funding plan.
Does the 1 to 1.5-year delay mean that 2037 is looking less likely for passenger service?	We are not drawing that conclusion yet. Additional "early works" awards to the contractor are a mitigation measure to try to maintain the revenue service date as best as possible.
Regarding the Target Price concept, is that a form of IPD (Integrated Project Delivery) where you're sharing risk with the contractor?	It's similar. VTA would ultimately be owning more risk as the bottom line than going with other [models].
Who is designing the tunnel? Is there a design that the contractor has to bid against?	The tunnel design is almost completely done. Once the design is signed and sealed, we can offer more cost certainty on the project. We are still exploring options on who is going to retain the design responsibility.
I'm happy to see that we're looking at mitigation measures for full funding issues. Is one of the cons for using Adaptation A to maintain momentum that we'll be using local, state, regional funds early? Is that because we have to bond it and there would be more bonding costs?	Yes, it is because of more financing costs.
When is the next Construction Transportation Management Plan (CTMP)? Is it for both Diridon and Downtown Stations?	We are working on that now. We'll review the draft with the city and then bring some components to the CWGs as well. Diridon and Downtown stations are in one CTMP. We'll make sure we bring those up with you.
Station Design Update	

What is the ceiling height of the building?	The height will be about 18-20 feet at all stations.
Is there any bike parking in the current structure or would it have to be in a TOD (Transit-Oriented Development)?	Yes, at the Diridon BART station, the very front of the station will have a bike storage room.
Construction Update	No comments.
Next Steps	No comments.
Discussion & Feedback	
When do we have a situation where money or a lack of funding begins to impact the progress?	This is a priority at every Board and Oversight Committee meeting. VTA is working with local and regional partners to ensure cash flow.
What takeaways should we share and present to our communities? It would be really good to be able to play a role in the publicity of this.	Other than sharing general information, we have no specific actions for you right now. June [CWG] meetings will be important as we narrow down designs. We hope your whole community is present for those future conversations. Laura will send out updated meeting presentations to share with the community.
The construction images are very exciting.	Comment noted.
For the June meeting, are we going to look at both station designs?	Yes, more information will be provided for both at that time.
Can we get early CTMP copies and drafts so we can deliver feedback?	Yes, not only will we talk about those plans here, but we will also have public and general engagement outreach. Members can help bring community members into that space.
We would like more in-depth information on the impacts on public land around Diridon station. Schedule, funding, and design are crucial to our communities, and that information is not available in the current presentation.	Comment noted. Future interim meetings and the next quarterly meeting in June will focus heavily on plaza/facade treatments and interior reviews.
Previously, there was a summary, like an E-Blast, that we could engage with. It would be nice to have a summary of the schedule, funding, and design.	Comment noted.
How can we get more students involved, even students outside of urban planning?	We will have a follow-up conversation with the involved parties to create a plan for upcoming meetings and support student involvement.

Upcoming CWG Meetings:

- Downtown-Diridon CWG – Interim Meeting: Tuesday, May 12 | 4:00 – 5:30 p.m.
 - Discussion about Downtown BART Station design only
- Downtown-Diridon CWG – Regular Meetings:
 - Tuesday, June 9 | 4:00 – 6:00 p.m.
 - Discussion about both Downtown and Diridon BART Station designs
 - Tuesday, September 15 | 4:00 – 6:00 p.m.
 - Tuesday, November 17 | 4:00 – 6:00 p.m.

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Distribution: Website, Email