



Downtown-Diridon Working Group (CWG) Meeting Summary

Date of Meeting: June 9, 2026 (4:00 p.m. - 6:00 p.m.)

Location: San José Chamber of Commerce, Zoom

Attendees:

Members in Attendance: Bert Weaver, Chris Shay, Eric Eidlin, Huascar Castro, James Duran, Lauren Smith (on behalf of Edward Saum), Martin Flores, Nate LeBlanc, Tony Mirenda

Members not in Attendance: Adina Levin, Alan Williams, Anne Marie Todd, Dana Grover, Elizabeth Chien-Hale, Fernando Cruz-Esparza, José Magana, Kohar Scott, Mike McLean, Ron Gonzalez, Tala Fatolahzede, Chris Burton, Scott Smith

Speaker Attendees: Frank Ponciano (VTA Facilitator), Erica Roecks (VTA), Sarah Hersom (VTA), Greg Thiebaut (VTA), Peter Sokoloff (VTA)

Meeting Agenda:

- Welcome & Report Outs
- Phase II Program Update
- Station Design Update
 - Diridon – Plaza & Façade
 - Downtown – East Ventilation Shaft Facility
- Next Steps, Discussion & Feedback

Follow-Up Items:

- VTA will develop design options that integrate the decorative and translucent panel concepts, then present them for further CWG discussion.
- VTA will continue collaborating with local business partners to share project information.

Comments, Issues, and Questions	Response
Welcome & Report Outs	
Nothing to report.	Nothing to report.
Phase II Program Update	
Who owns the Tunnel Boring Machine (TBM) and what is its long-term value?	Kiewit Shea Traylor (KST) owns the TBM currently. KST owns the subcontract with Herrenknecht, although VTA pays for it through the contract. The TBM value is just under \$100 million. In terms of long-term value, they're customized specifically for this project's diameter and geological needs. While parts can sometimes be salvaged and resold, its primary value is for the duration of this specific project.
Is Kiewit the lead or an equal partner in the joint venture?	Kiewit is the managing partner of the joint venture, with Shea and Traylor as minority partners.
When will VTA make the final decision on the current versus new contract package?	A recommendation is going to the Board this month. If approved on June 26 th , VTA would finalize the negotiations and agreement by end of July for pre-tunneling work. Authorization for tunneling works will come later.
Based on the schedule and where funding currently stands, how far can we go with what we have before federal funds kick in?	VTA is relying on an accelerated drawdown of regional, state, and sales tax funds. Also at the Board this month, there's a funding action to allow us to move forward with Metropolitan Transportation Commission (MTC) to request the allocation of previously awarded funds. VTA has developed a funding plan for the tunnelling works that allows for several years of flexibility with the Federal Full Funding Grant Agreement (FFGA).
So there are enough committed funds to carry the project through the entire tunneling piece?	Correct.
All of the items taken out of the scope have to go to someone eventually, right? Are	This is where it starts getting into program-wide packaging approach. The intent is to make this a smaller package where

negotiations ongoing to find someone to do that work, or will KST eventually do it?	tunneling is the core focus, and other elements like station excavation and track work are separate packages. It needs to be vetted. At this point, VTA is trying to be mindful of the core scope, and address who/how the other elements will be built in the program-wide packaging plan currently under refinement. A decision on remaining scope elements is not needed right now.
Is the VTA decision subject to review by the BART Board?	The BART Board will not be taking action, but has been engaged.
Diridon BART Station Façade Design	
DISCUSSION: What are your thoughts on the material palette selections?	
When you looked at these materials, did you look at what materials have been used at SAP Center and future Diridon Station to reflect, combine and enhance the surrounding area? Instead of it looking like a satellite just landed, is there a way to combine textures and colors that reflect the surrounding area so people get a sense that this is a part of Downtown?	Yes. The team reviewed Google’s master planning and street planning documents for opportunities with materials. VTA has not looked specifically at the SAP Center yet. That’s an opportunity and potential. VTA reviewed City documents and what’s available, but there’s a chance to do more.
I like the design. Is there a chance to use backlighting on the signage so it’s identifiable at night?	VTA will look into the possibility.
What’s the ceiling on top made of?	Tubular metal rods are the current potential ceiling material. We have options for a metallic or a warmer finish.
You must have bird control. That is the biggest fight we have in the existing East Bay stations where bird waste becomes a major maintenance afterthought.	Comment noted.
The palette looks good. The teal trim is a nice touch.	Comment noted.
DISCUSSION: What do you think of three façade examples?	

Moments San Pedro was to lower overhead costs. It seems odd to invoke it as a solution to something that hasn't even been built yet. If the garage and street were designed properly 45 years ago, we wouldn't have needed a tractor to fix it later.	The desire for activation is why we're here and why we're exploring this. We're trying to thread that needle.
It would be nice to see a glance of all three sides of the building instead of just Cahill.	Comment noted.
Transit-Oriented Development (TOD) possibilities -- is that still in the game plan?	Yes. When we moved the Station Infrastructure (SIF) building above grade, we worked closely with VTA's Multipoint Planning and Real Estate Department to make sure we had space behind where potential development could be placed. In a few minutes, we'll talk about the Plaza.
General Discussion	
You have an optimistic view of how many people will be in the station.	Projections predict thousands in ridership per day.
For the Arena, a lot of our events are in the evening, so having a view of what that would look like can give us an idea of what the façade will actually look like.	Comment noted.
Make sure to include accent lighting for the professional women's hockey team, not just teal for Sharks.	Comment noted.
Was consideration given to the longevity of the metal from a sustainability and maintenance perspective?	That's definitely on VTA's mind. Where we have materials within arm's reach of people -- we are planning to use a more durable and robust material. Tubular rods will be aluminum instead of steel, if implemented in the ceiling design. Even with concrete, we are specifying a vandal-proof coating so that if there's graffiti or other things, they can easily be cleaned. There's a limited budget for maintenance on the stations, but we want it to be something easy to clean or not necessary to clean as frequently, so we're limiting any type of glass or other things that require a lot of ongoing maintenance.
Diridon BART Station Plaza Design	

DISCUSSION: Do you prefer Gradient Paving or Circular Banding?	
Love the circular banding, because it radiates to SAP and back. Maintain that circular pattern.	Comment noted.
Referring back to the unified feel, out of all the elements, the relation to the Diridon hub is most important. That integration is really key.	Comment noted.
Lyft and Uber drop off locations need to be considered.	Comment noted.
Having the bus stops in front of that station is challenging. People need shade when they're waiting for the bus.	Comment noted.
What is on Cahill Street that intentionally cuts out the sidewalk?	This is a duck out for emergency vehicles. This will be an emergency vehicle only fire lane zone. There are some areas for parking that could be drop-off zones in other locations. There are discussions that are taking place with the City in regards to parking on Montgomery as there are several spaces that are required such as police parking on Montgomery. There are other things that we need to make sure we maintain at the front of the station. We can go into more detail next time.
What's in front of the station?	There's a large open area for people to wait for the bus. It provides shelter and is a robust space. It's also north-facing, so it will be shaded. People can wait there, but it is not officially a bus stop.
Regarding the bus stop, I know there is a lot of interplay with the Diridon Hub. Long term, most buses are expected to be under the tracks in the future Diridon Station Plan. Is this bus stop seen as interim or opening day?	This shows the opening day configuration, which is a bus stop along Santa Clara Street. If the intermodal station gets constructed and a whole new bus operation goes somewhere else, then that would be something that will be coordinated with VTA Bus Operations and the future Diridon Station Partners Design.
Downtown BART Station East Ventilation Shaft	

DISCUSSION: What do you think of the decorative panel design style and direction?	
I know this structure is necessary, but it's so depressing. There's a lot of empty buildings, and now we're taking a corner that can't contribute to vibrancy. Certainly not the gray. If you have to use murals, then of course, yes, I support that. Is there depth to the windows for displays like a department store? I don't know if teal with the building across the street is the right move. It is such a bummer. Please dress it up and make it pretty.	As for the depth of the glass: We've got the ability to go several feet. As a program, VTA wants to work with City and partners to understand how to adjust the structure to make it more integrated and activated. VTA got feedback from the Board to work with the City of San José's Office of Economic Development (OED) to make it a more integrated space. VTA is working through making it usable.
I like the decorative panel. There is an eclectic pattern of colors, but I know there's a good sentiment. Our Housing Land Use Committee talks about a building that will be demolished. I don't know if there's a way to keep parts of that replicated into the fabric. There's quite a bit of orange around that area. I think it would be a nice touch just to kind of finish that off, so it blends in better.	Comment noted.
Are the generators natural gas or diesel? How long does it have to be exercised?	It will be exercised once a month. All of our generators are diesel mounted. It allows us to reduce the number of batteries we have, which are extensive. We reduced the battery back ups and went with the diesel generator. These stations are going to be fully functional in an emergency event for some time.
Can the existing building be used in some way? We really need to be creative with that in terms of how that actually represents the community.	Comment noted.
DISCUSSION: What do you think of the more modern concept with integrated lighting component (translucent)?	
I prefer the more modern approach. We recently did a survey of our PBID, and they said lighting is what they want to see more of downtown. I think integrating lighting in a way that can be changeable for various	Comment noted.

holidays is in line with some of the things we do downtown.	
Look at the Hammer building, the Adobe bridge, and City Hall. Reinforcing neon lights as something of San José, I think there's a lot to build on.	Comment noted.
I'm a big light guy, so I like what's happening there.	Comment noted
DISCUSSION: We saw the option of doing a mural/decorative wall. What do you think will be the better option?	
I like murals. There are some really good local muralists. Could be an opportunity to do something artistically.	Comment noted.
DISCUSSION: If the more modern version couldn't have light, do you still want the modern design?	
That's a hard question. The previous (yellow) one is not what we want, so I guess yes, the more modern is preferred.	Comment noted.
I prefer the lighting. It's an energy system, and we have holidays that can use that lighting, World Cup, etc. other than a block that doesn't have something on it.	Comment noted.
There are city programs that can supplement funding for lighting.	Comment noted.
I echo sentiments around lighting. I think the ability to change it to activate that space is great.	Comment noted.
Can we have both? Can there be a merge of the two design styles?	VTA can look at something to merge the two and bring it back for discussion. It doesn't have to be either/or.
The window display can be some kind of panels with art that will change? To reflect city?	Those window boxes aren't just glass; they do have depth. VTA will look at how deep they can be and how they can be activated.
This is a prominent site, and we have a lot of missing teeth on Santa Clara. It's still an	Comment noted.

empty building. It's doubly important to activate.	
We have a big partner with SJSU and we can interact with their art department.	Comment noted.
Diridon Parking Lot Closures/CTMP	
We now have a Transportation Committee at the Chamber. It would be great to align with that group, because they can broadcast this information through various businesses. We have a direct conduit to them. That'd be great.	VTA can do that.
When are utility relocations happening under Santa Clara Street?	Preliminary utility work is already underway in certain areas. VTA will provide more information at the next meeting.
Next Steps, Discussion, Feedback	
No comments.	No comments.

Upcoming CWG Meetings:

- 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