

VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon
Community Working Group Meeting

Tuesday, June 9, 2026
San José Chamber of Commerce

Downtown-Diridon CWG Members



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Edward Saum, *The Alameda Business Association*
- Anne Marie Todd, *San José State University*
- Chris Shay, *Sharks Sports & Entertainment*
- Dana Grover, *Horace Mann Neighborhood Association*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- Fernando Cruz-Esparza, *Student Rep at San José State University*
- James Duran, *Hispanic Chamber of Commerce*
- Huascar Castro, *Working Partnerships USA*
- José Magana, *San José Unified School District*
- TBD, *Silicon Valley Leadership Group*
- Kohar Scott, *San José State University*
- Martin Flores, *Arena Authority*
- Mike McLean, *Adobe*
- Nate LeBlanc, *San José Downtown Association*
- Ron Gonzales, *Hispanic Foundation of Silicon Valley*
- Sondra Weber, *Shasta / Hanchett Park Neighborhood Association; Plant 51 Homeowners Association*
- **Tony Miranda, *San José Chamber of Commerce***
- Tala Fatolahzadeh, *City of San José*
- Eric Eidlin, *City of San José*
- Chris Burton, *City of San José*
- Scott Smith, *BART*

AGENDA

- I. Welcome & Member Report Outs
- II. Phase II Program Update
- III. Station Design Update
 - Diridon – Station Plaza & Façade
 - Downtown – East Ventilation Shaft Facility (DTEVS)
- IV. Construction Update
- V. Next Steps, Discussion, Feedback

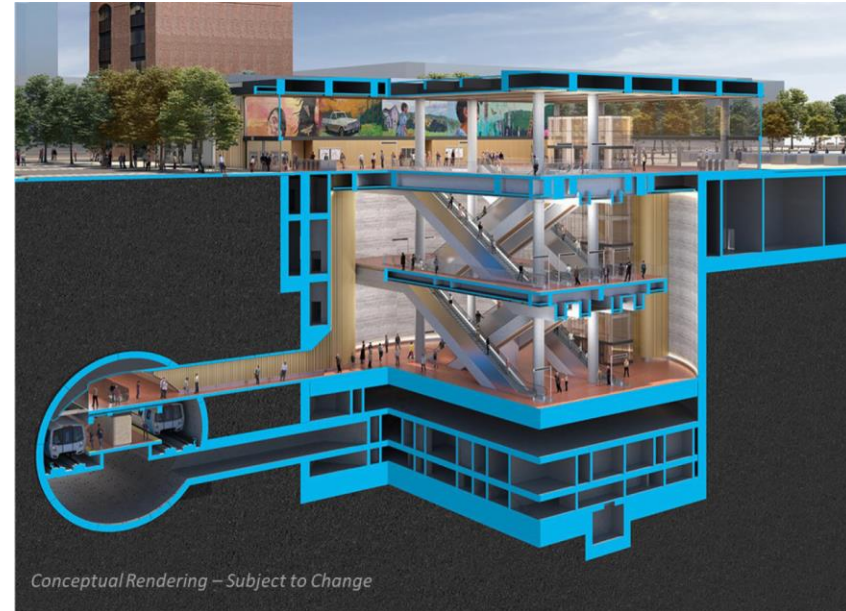


Phase II Program Update

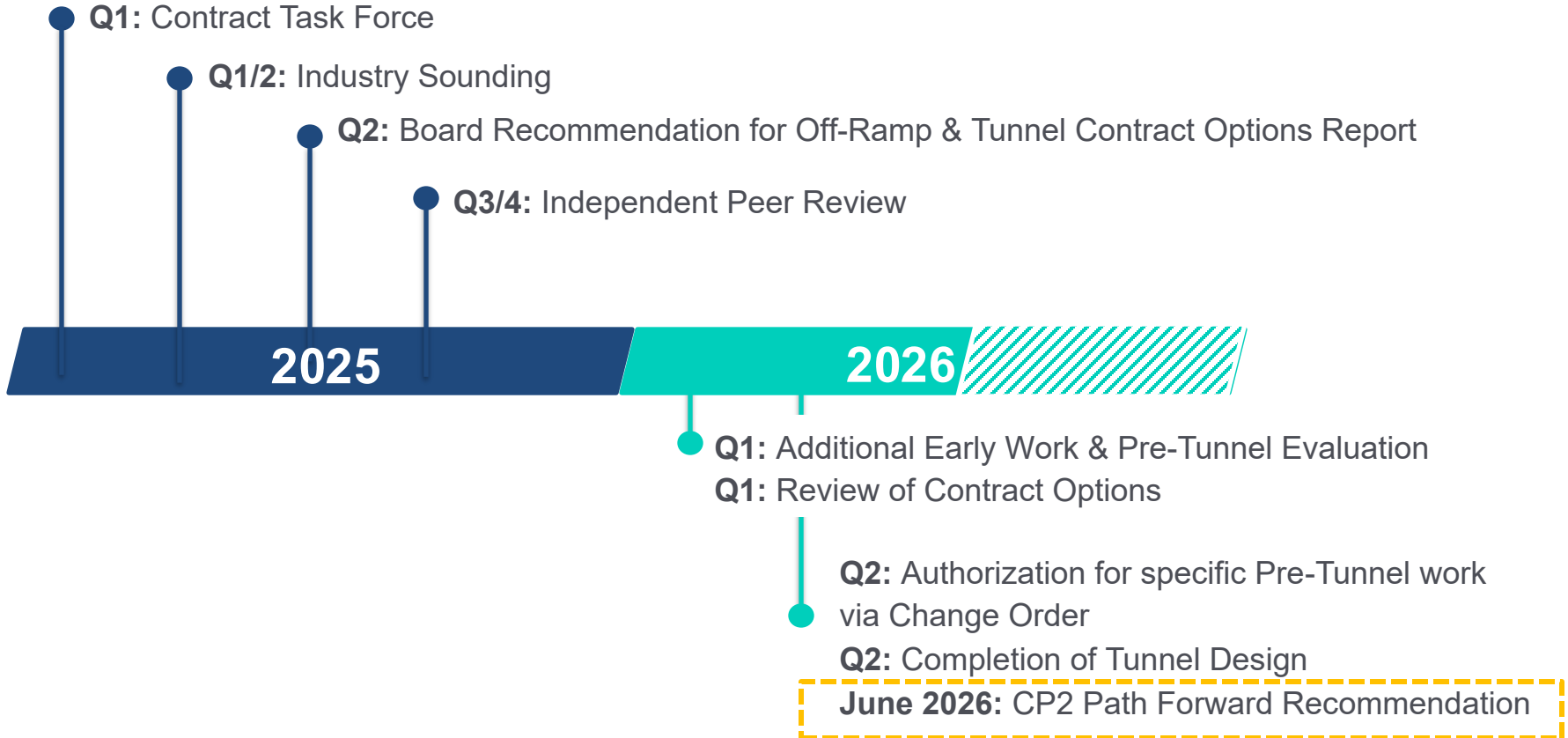
Contract Package 2 (CP2) Overview



- **Contractor:** Kiewit, Shea, Traylor (KST) Joint Venture
- **Progressive Design Build (PDB) Delivery Method**
- **Awarded May 2022**
- **Full Scope of Work:**
 - Design
 - Early Work Packages (EWP) including TBM Procurement
 - Tunnel construction
 - Internal tunnel concrete structures
 - Portals (East Portal, West Portal/TBM Launch Structure)
 - Support of excavation for underground stations
 - Adits (*connections between tunnel and off-street structures*)
 - Trackwork
 - Demolition, utility relocations, enabling works, etc.



Recap of Actions Related to CP2





Request to reinitiate Stage 2 discussions based on:

- Leadership and staffing
- Technical requirements and advancement of tunnel design
- Commercial structure (risk sharing opportunities and transparency / addressing differences in cost estimates)
- **Reductions** in scope / focus on core tunneling scope



New Tunnel Package

- Development of draft agreement based on Modified Construction Manager/General Contractor (CM/GC) Delivery method

Advanced following tasks - required for both approaches:

- Tunnel design advanced to 100%
- Review and revisions to general and technical requirements
- Evaluation of early work/pre-tunnel activities to maintain critical path
- Updates to independent cost estimate
- Continued development of contract packaging approach

KST Engagement

- Alignment on expectations
- Review of scope, cost, schedule, and risk approach including discussion on Target Price/Incentive-Based approach for Stage 2

Scope Alignment: Tunnel Excavation



Scope	Original CP2 Scope	Tunnel Excavation Scope
Pre-Tunneling Construction Works	✓	✓
Bored Tunnel construction (including PCTL, Instrumentation and Monitoring)	✓	✓
Internal tunnel concrete structures	✓	
West Portal/TBM Launch Structure	✓	Authorized
East Portal	✓	
Support of excavation for underground stations	✓	
Adits (connections between tunnel and off-street structures)	✓	
Trackwork	✓	
Demolition, utility relocations, enabling works, etc.	✓	



Provides the following benefits:

- **Avoids high contingency pricing** associated with underground construction
- **Reduces risk premiums** embedded in fixed-price bids in volatile markets
- **Enhances cost transparency** and auditability, with greater opportunities for strong owner-oversight
- Enables application of **risk-sharing pain-share** and **incentive-based gain-share** mechanisms to align interests and support best-for-project decision making
- **VTA retains flexibility** as project conditions evolve



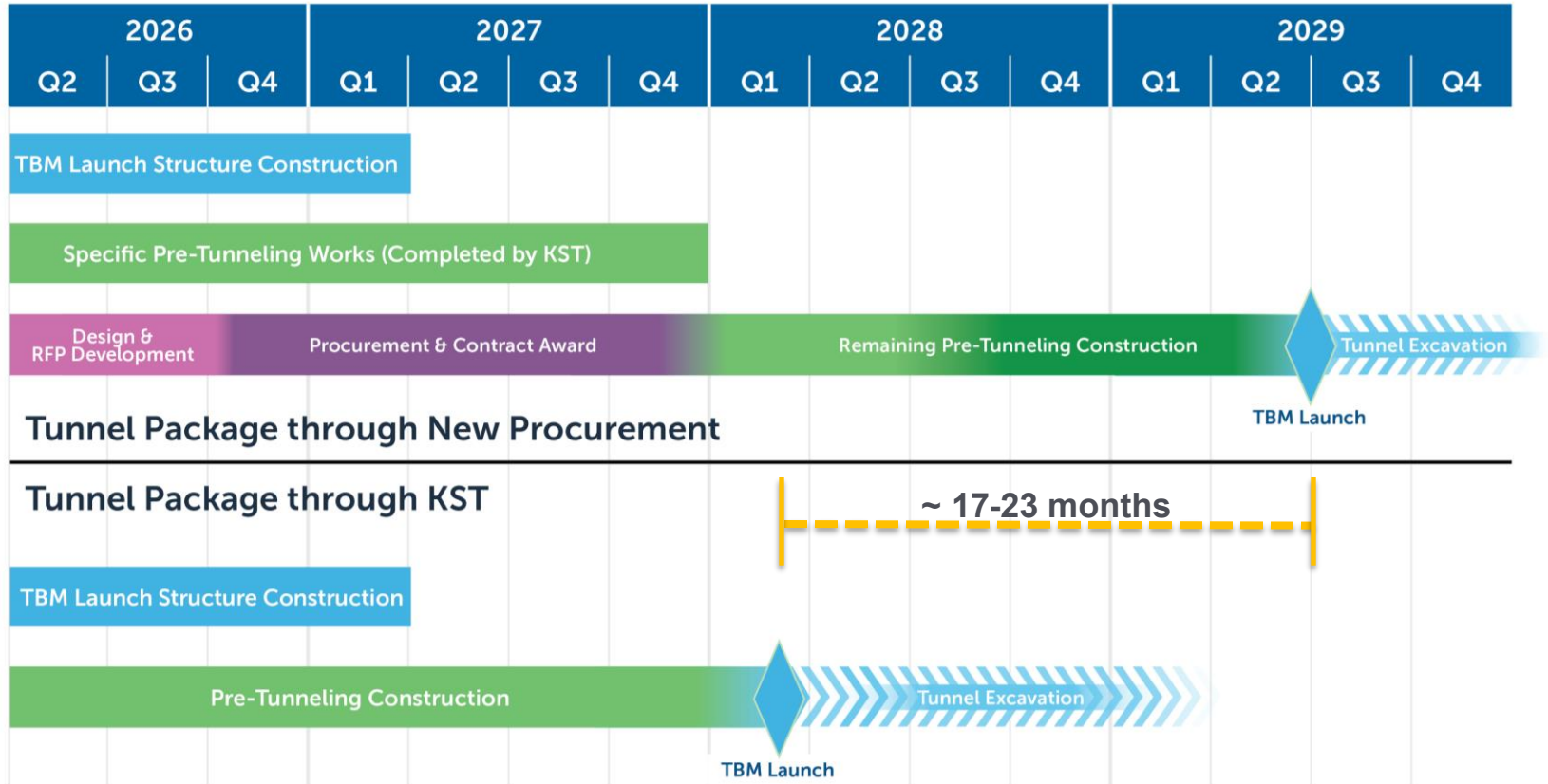
- **Purpose:** evaluated two options for delivery of the tunnel scope to identify the option that offers VTA the most viable path forward by minimizing overall exposure to cost growth, delay, and risk.
- Analysis placed emphasis on overall program outcomes rather than tunnel contract price alone.
- Areas that are common to both options were not a key area of focus, including owner-controlled risks, and project life-cycle operating costs.



Option A: KST Amended & Restated (A&R) Agreement: Continue with KST under an amended agreement limited to tunneling and related pre-tunneling work, using a target price/fixed fee [incentive-based] commercial model.

Option B: KST Off-Ramp and Procure New Tunnel Contractor: Complete the off-ramp and procure a replacement tunneling contractor under a new contract, assuming a similar commercial structure as Option A.

Tunnel Package: Schedule Considerations

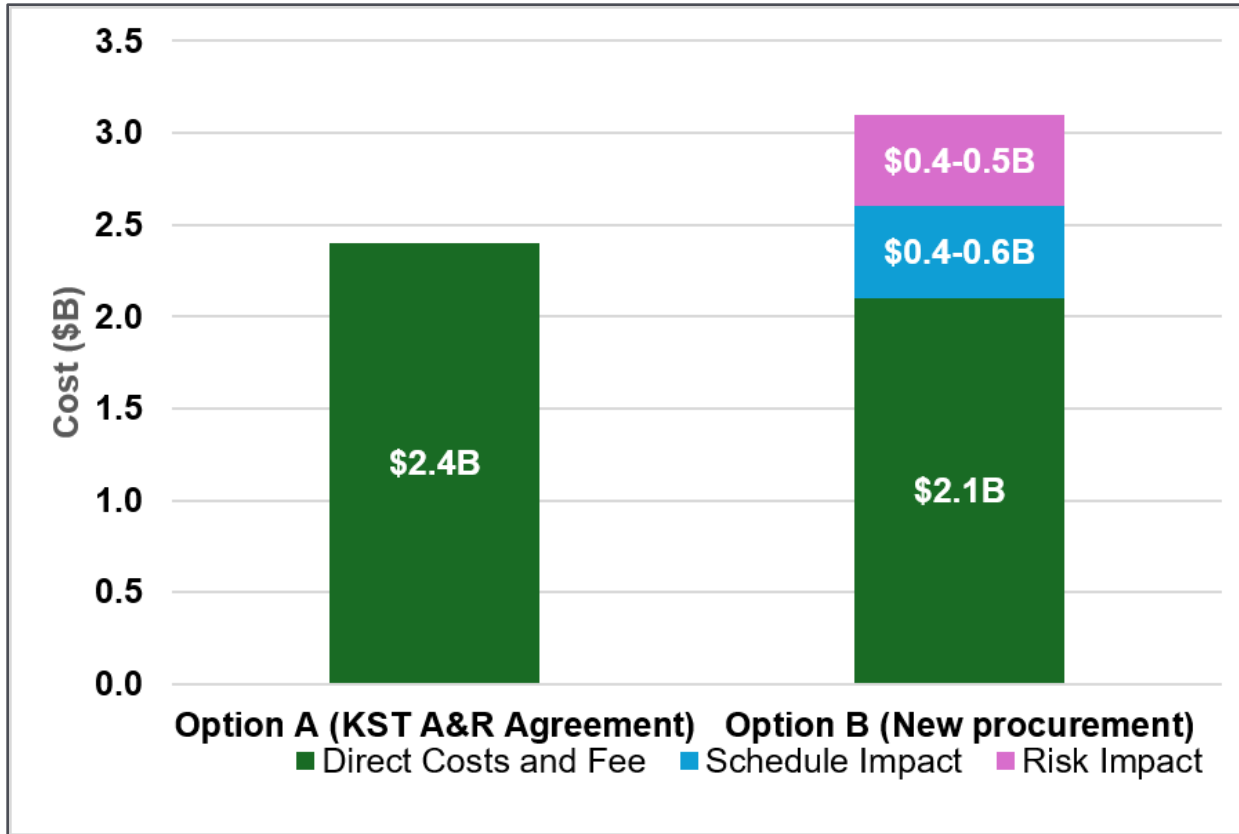




Key Risks associated with a new tunnel procurement (as identified by VTA, Peer Review, and Gall Zeidler):

- Increased liability to VTA with an owner-furnished TBM
- Potential lack of competition leading to increased cost
- Further delays with tunnel procurement, tunnel launch, or EOR reassignment
- Changes in tunnel design ownership and management increases design interface complexity
- Construction interfaces / overlaps between Early Works and new Tunnel Contract
- TBM Performance / Average Daily Advance Rate

Comparative Evaluation of Total Program Impacts





Finalize negotiations with KST for an amendment and restatement to the PDB agreement incorporating a **Target Price/Incentive-Based** approach for a **reduced Stage 2 scope** and **limit initial authorized spend to pre-tunneling construction works only** with:

- Expenditures capped by max funding curve with 2026 prices
- Pain-share and gain-share mechanism with defined Key Performance Indicators
- Transparent Cost Management Model
- Ability to stop work at any time

****Does not obligate VTA to select KST for tunneling but preserves as an option.***

Action at June 11 Oversight Committee & June 26 Board Meeting:

- Updated risk assessment of critical pre-tunnel activities
- Tunnel Scope cost and schedule update
- KST amended and restated agreement with limited initial authorized spend for pre-tunneling construction works
 - Future Board Action for full tunnel scope authorization

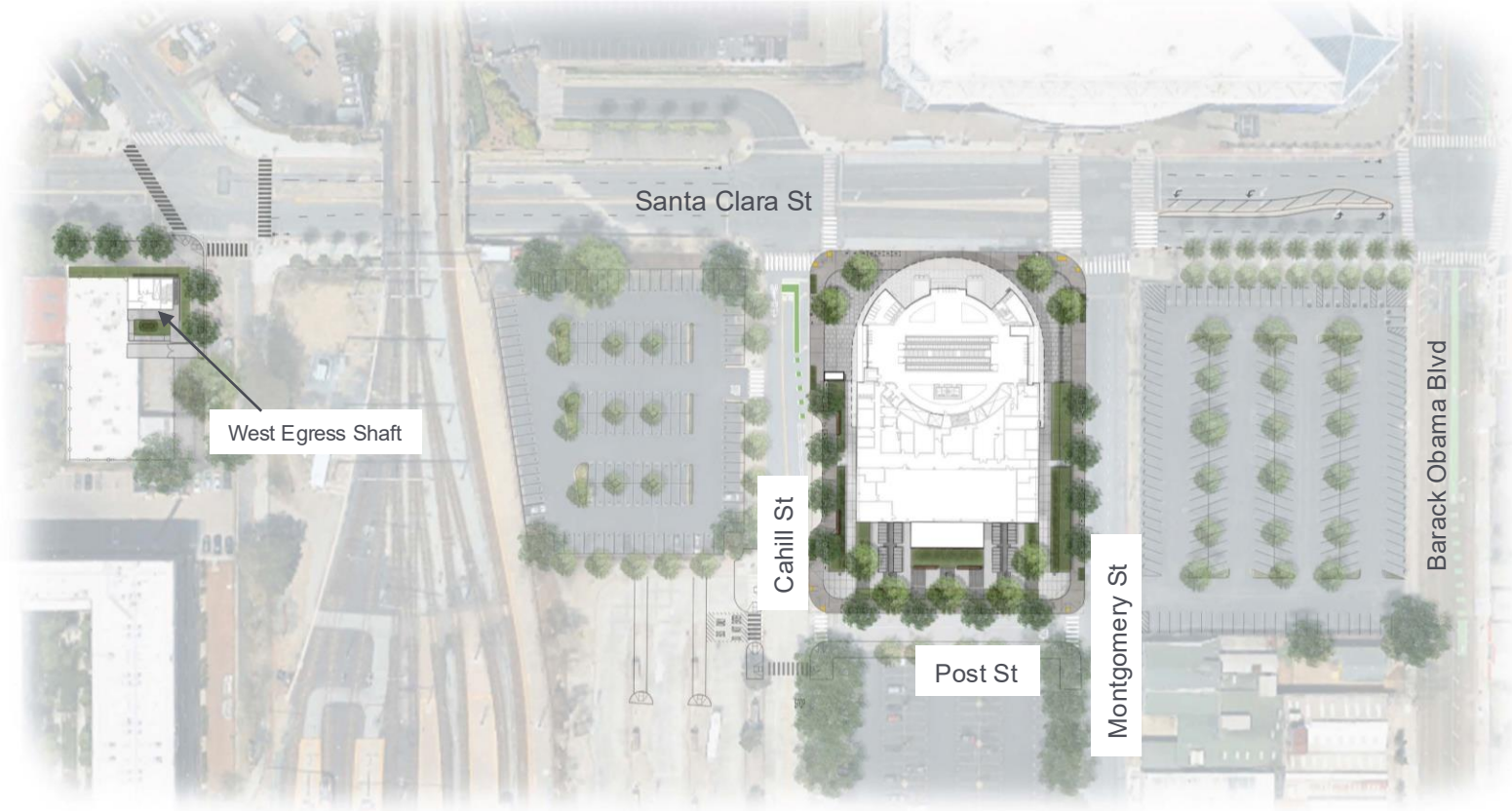


Questions?

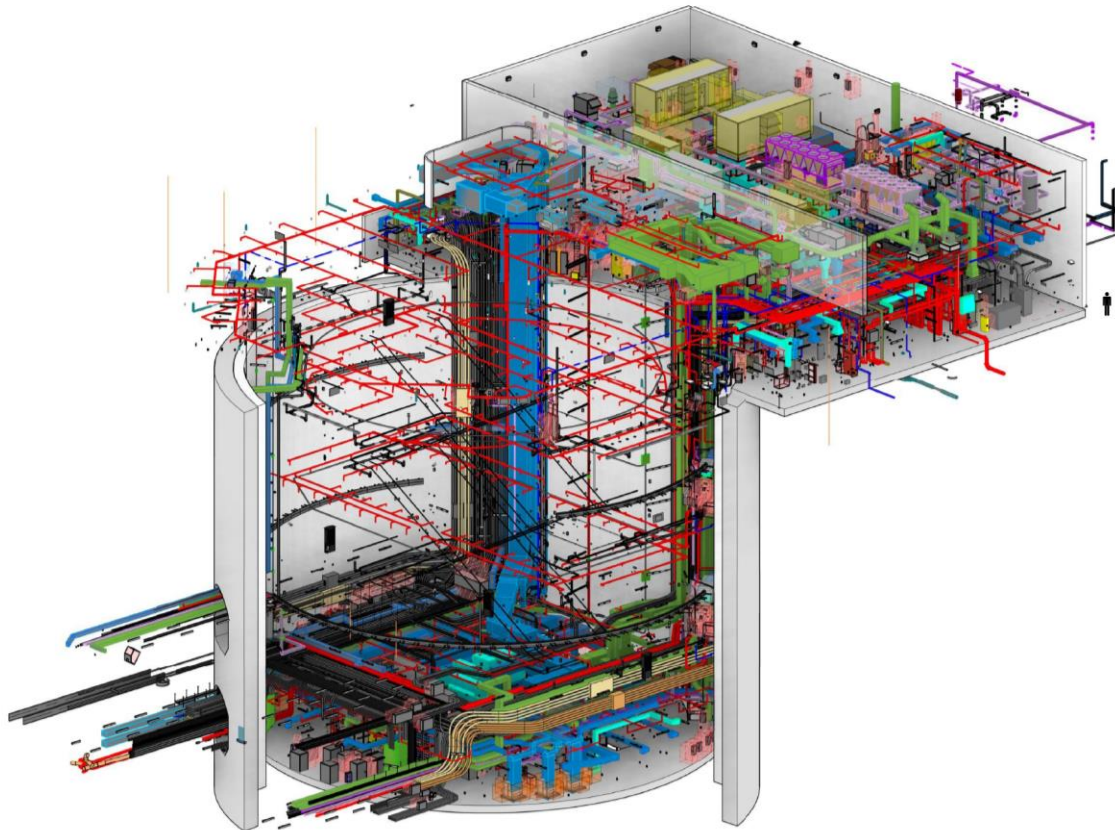


Diridon BART Station Façade Design Update

Diridon BART Station Context Plan



Diridon Mechanical Electrical Plumbing Model



- Exhaust Air Ducts
- Outside Air Ducts
- Return Air Ducts
- Supply Air Ducts
- Fire Protection Pipes



Approximately
6' tall person
for scale

Conceptual Rendering of Diridon BART Station – Warm Ceiling Option



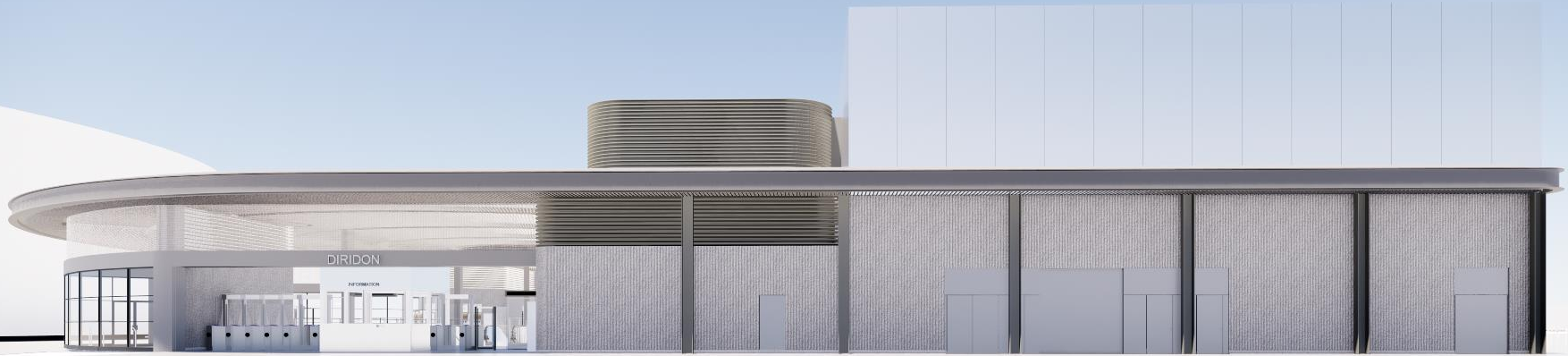
*View looking south at the Station building
from Santa Clara Street*



Conceptual Rendering of Diridon BART Station



*View looking east at the Station building
from Cahill Street*



Conceptual Rendering of Diridon BART Station – Opening Day



Conceptual Rendering of Diridon BART Station



*View looking south at the Station building
from Santa Clara Street*



Conceptual Rendering of Diridon BART Station



*View looking south at the Station building
from Santa Clara Street*



Conceptual Rendering of Diridon BART Station – Event Day



*View looking south at the Station building
from Santa Clara Street*



Exterior Materials Palette



*View looking south at the Station building
from Santa Clara Street*



Woven Stainless
Steel Mesh



Glass Panels



Metal Finish,
Graphite Brushed



Grey Architectural
Concrete Street Furniture

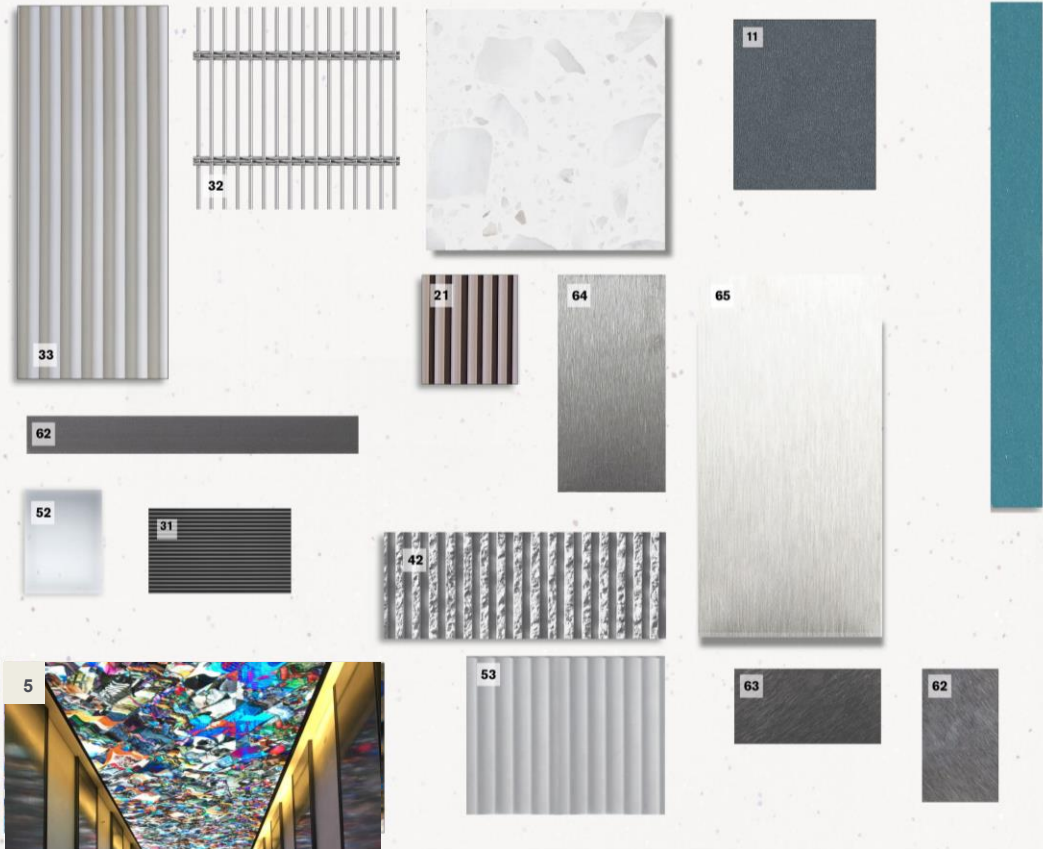


Concrete Formliner



Steel Metallized,
Gun Metal

Exterior Materials Palette & Color Selections



- 11** Aluminium Standing Seam
- 21** Tubeline Linear Ceiling with Acoustic Backing
- 31** Metal Louvres
- 32** Woven Stainless Steel Mesh
- 33** Teracotta Cladding
- 42** Concrete Formliner
- 51** Single Channel Glass
- 52** Glass Panels
- 53** Laminated Glass with Fluted Finish
- 62** Steel, Graphite Paint
- 63** Steel, Metallised Gun Metal
- 64** Metal Finish, Graphite Brushed
- 65** Stainless Steel, Brushed
- 74** Light Grey Epoxy Terrazzo
- 82** Digital Artwork



**What are your thoughts
on the material palette
selections?**

Diridon BART Station Entrance and Infrastructure Facility (SIF) Building Connection

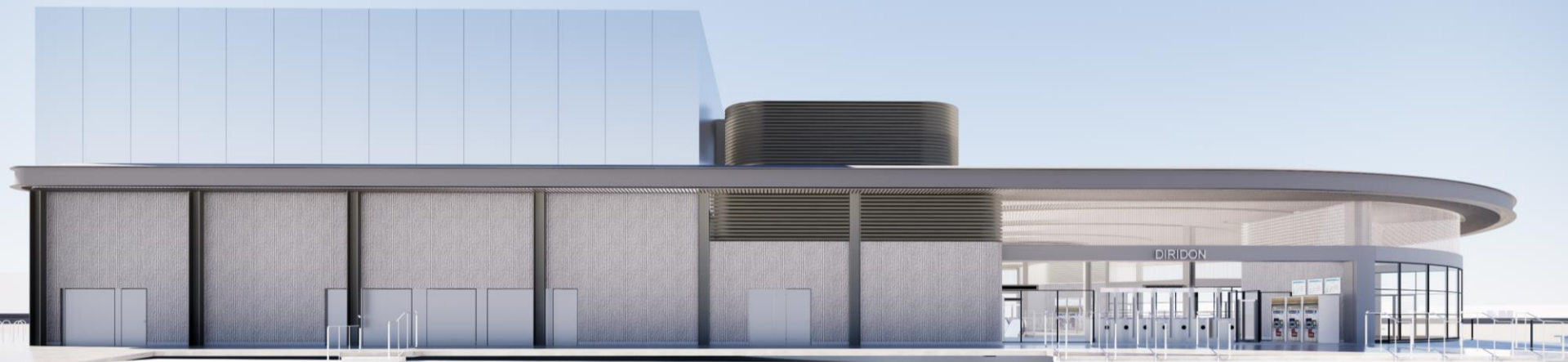


Previous Design



Current Integrated Design

Conceptual Rendering of Diridon BART Station



Conceptual Rendering of Diridon BART Station



Examples of Pop-Up Retail in San José



Other Examples of Pop-Up Retail



Conceptual Rendering of Diridon BART Station – With Future Potential Pop-Up Retail



*View looking west at the Station building
from Montgomery Street*





Diridon BART Station Façade Examples

Conceptual Rendering of Diridon BART Station – Translucent Panel Façade Example



WIP



Conceptual Rendering of Diridon BART Station – Translucent Panel Façade Example



WIP



Conceptual Rendering of Diridon BART Station – Metal Panel Façade Example



Conceptual Rendering of Diridon BART Station – 3D Panel Façade Example



WIP



What do you think of the three façade examples?



Translucent Panel

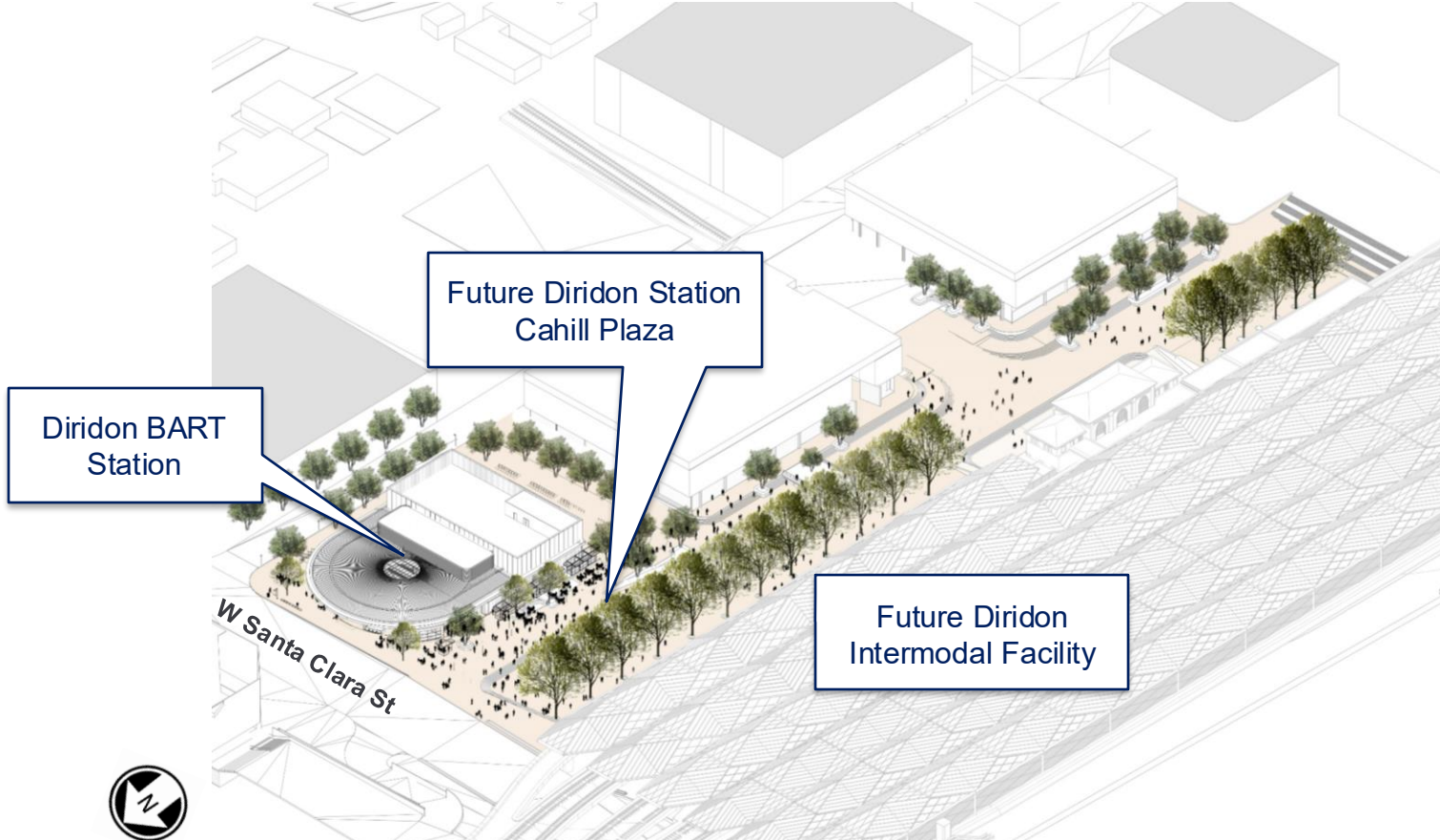


Metal Panel



3D Panel

Future Plaza Connecting Diridon BART Station to Diridon Intermodal Facility



Diridon BART Station

Future Diridon Station
Cahill Plaza

Future Diridon
Intermodal Facility

W Santa Clara St



Conceptual Rendering of Diridon BART Station – Future Vision



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/09/26

Conceptual Rendering of Diridon BART Station Interior View

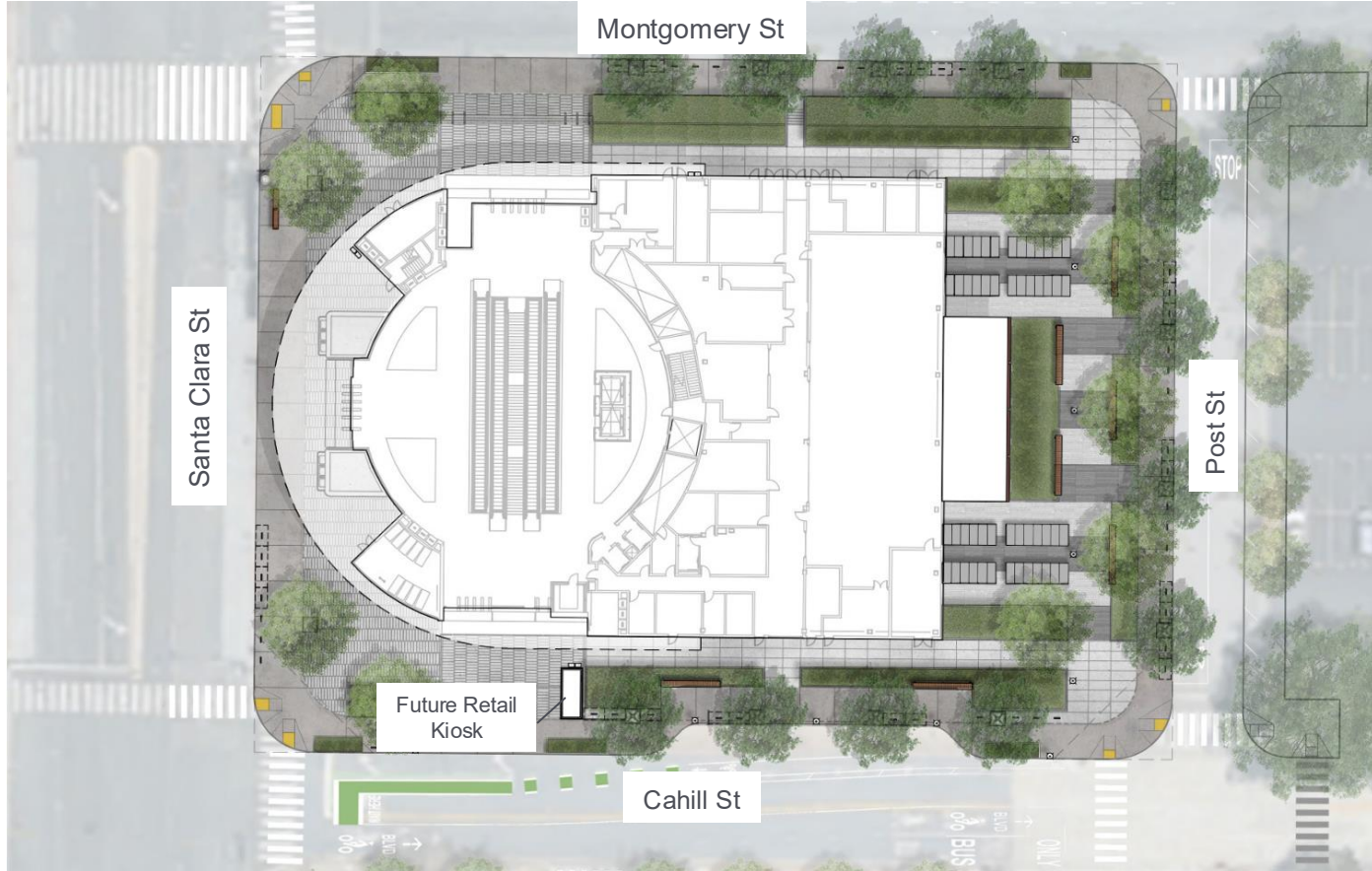


CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/09/26



Diridon BART Station Plaza Design Update

Diridon BART Station Site Plan



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/09/26

Diridon BART Station Bike Parking



Bike Storage Counts:

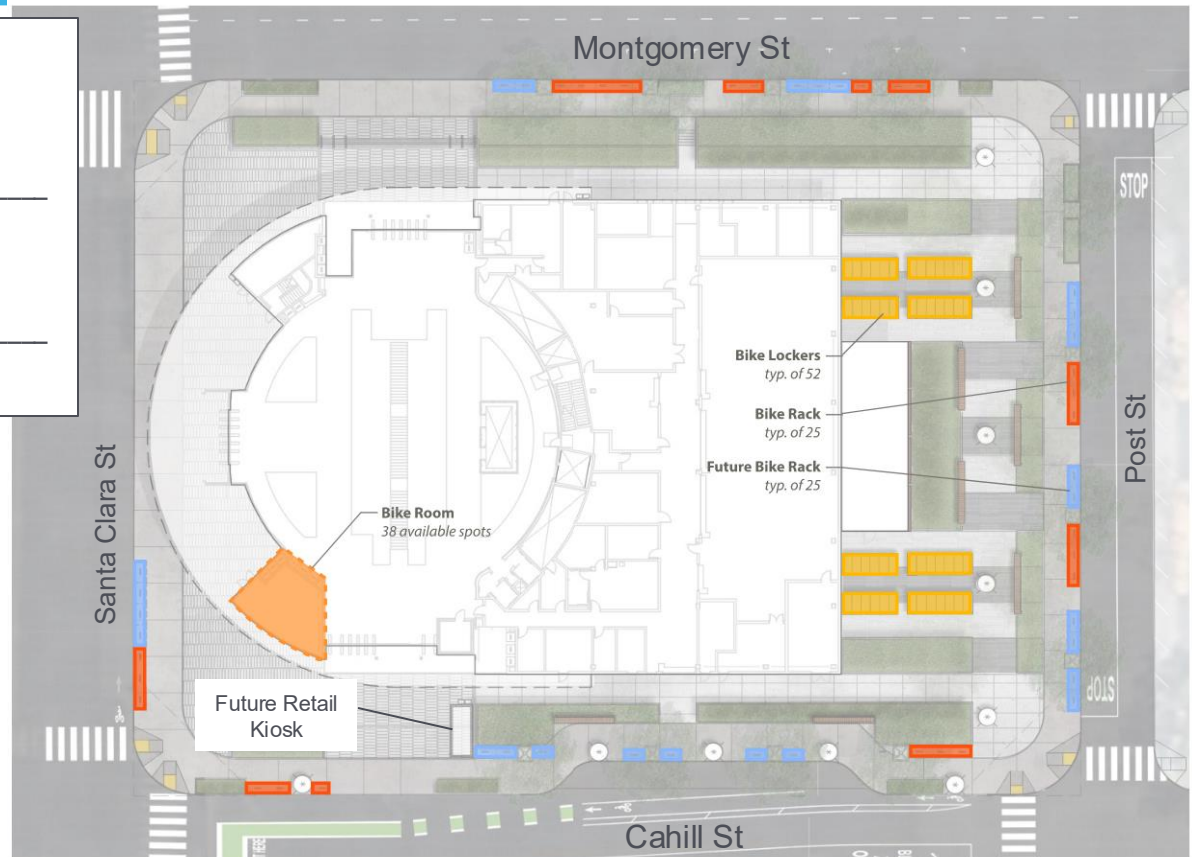
Class 1 Bike Station Spaces	= 38
Class 1 Locker Spaces	= 102
Class 2 Rack Spaces	= 50

Opening Day = 190 Total Stalls

(Future Lockers) Class 1 Parking Stalls = 0

(Future Racks) Class 2 Parking Stalls = 50

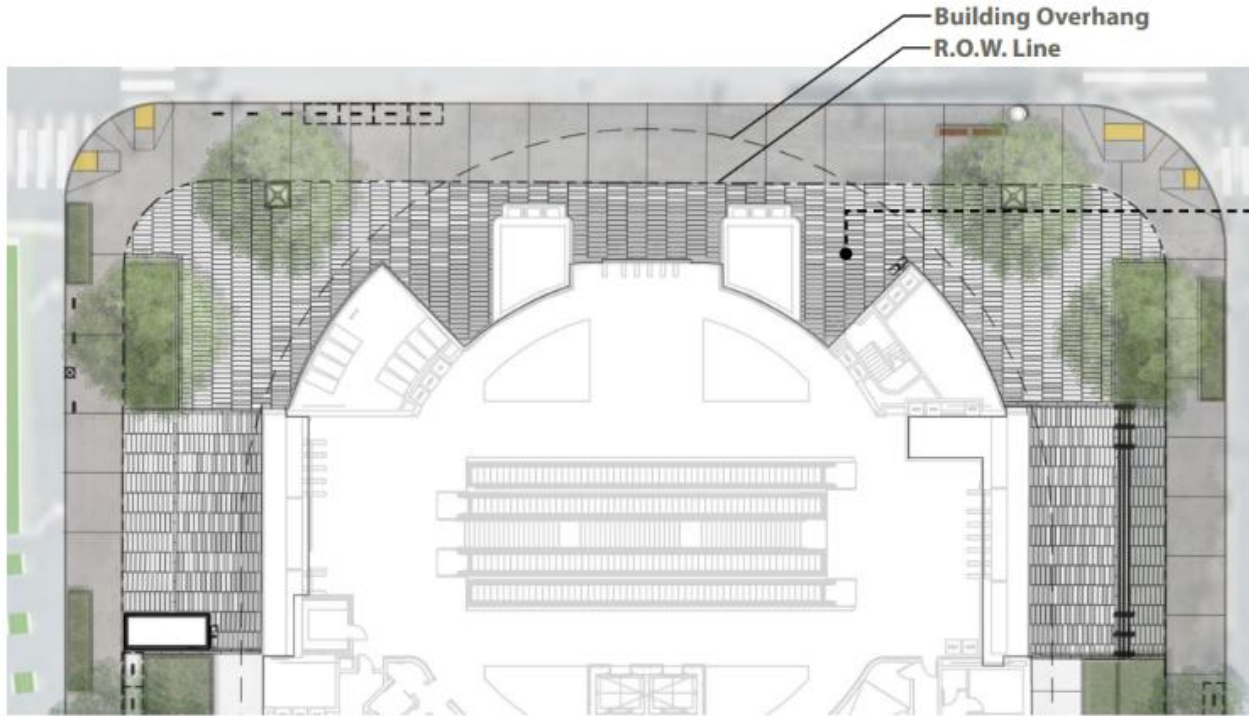
Future = 50 Total Stalls



Plaza Material Examples



Hardscape Layout – Gradient Paving



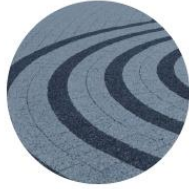
Layout 1



Gradient Paving
Gradient indicates transitions towards station entry points.

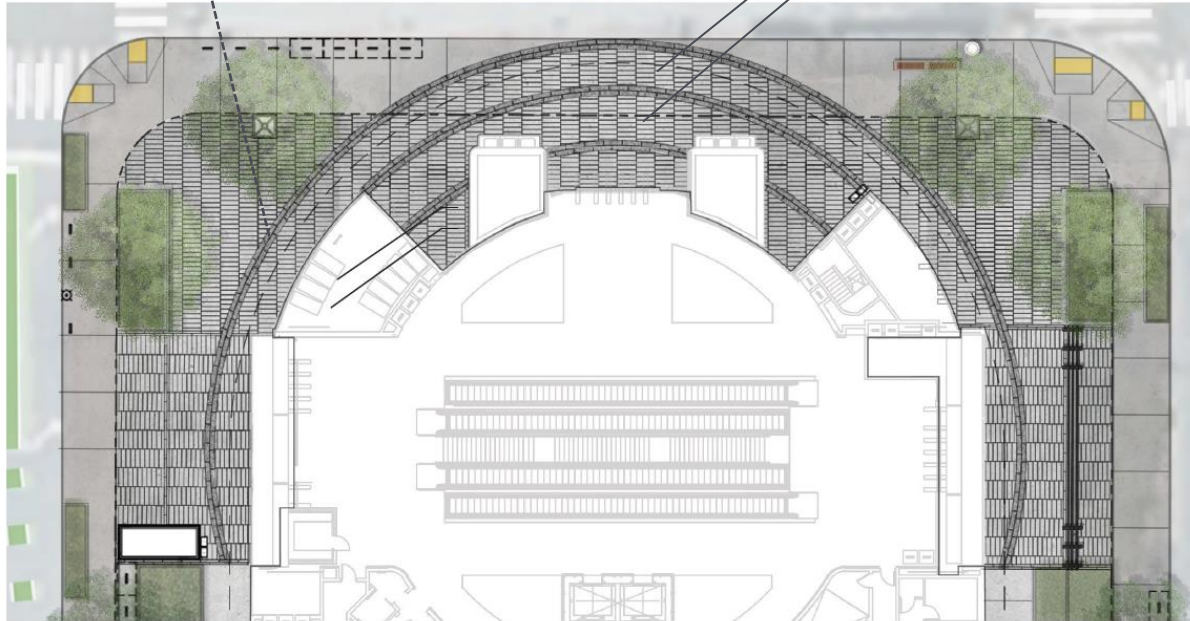


Hardscape Layout – Circular Banding

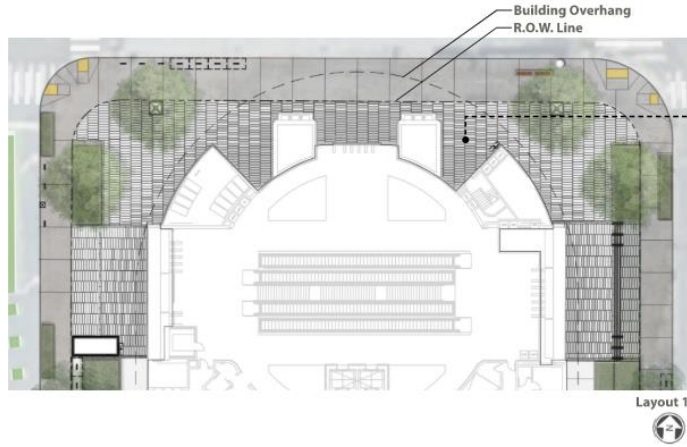


Circular Banding
Radius extends beyond ROW
to encompass all three station
entry points.

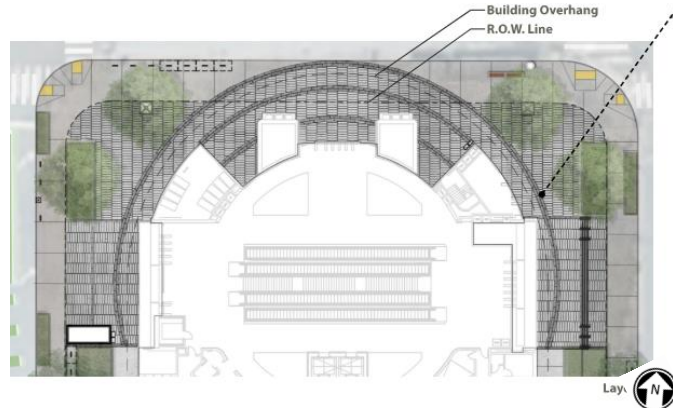
Building Overhang
R.O.W. Line



Hardscape Layout Option Summary

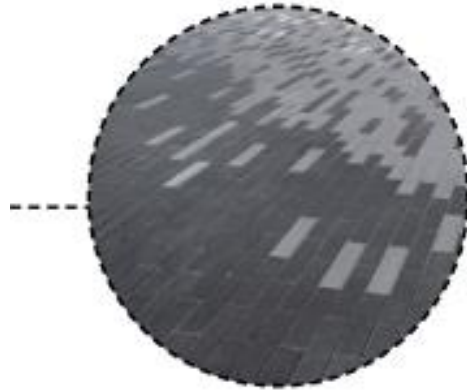


Gradient Paving
Gradient indicates transitions towards station entry points.



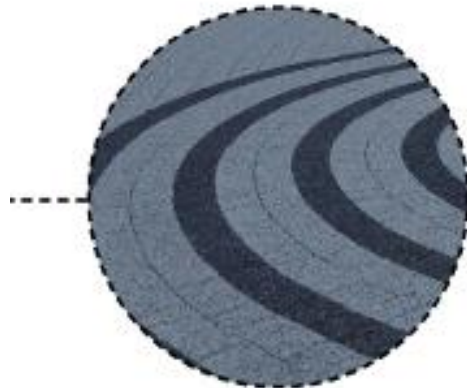
Circular Banding
Radius extends beyond ROW to encompass all three station entry points.

Do you prefer Gradient Paving or Circular Banding?



Gradient Paving

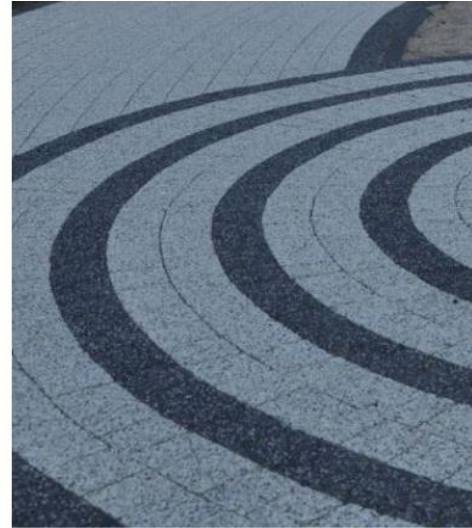
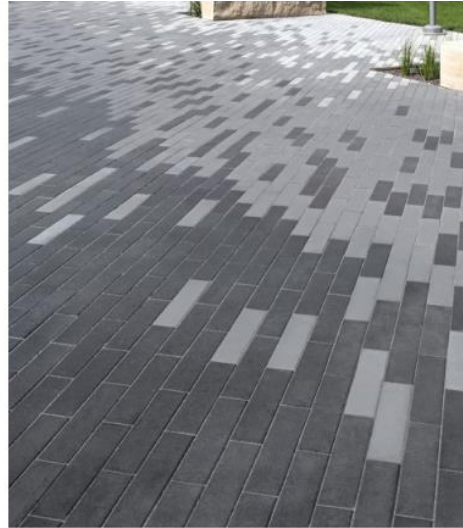
Gradient indicates transitions towards station entry points.



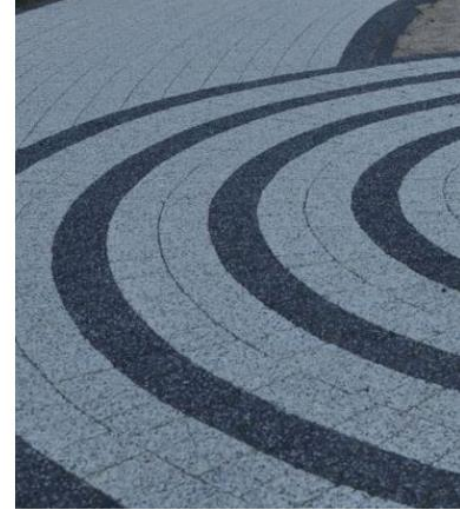
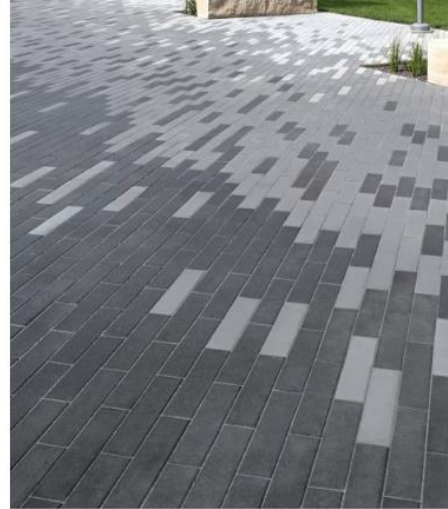
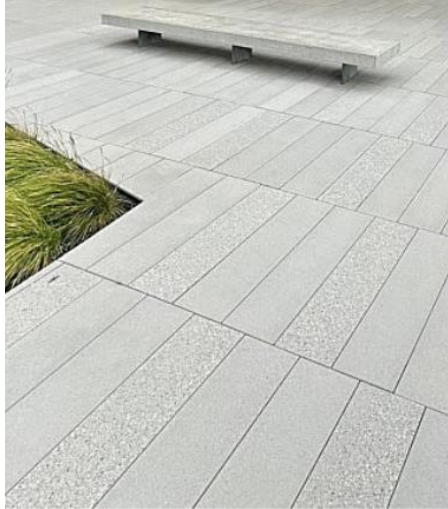
Circular Banding

Radius extends beyond ROW to encompass all three station entry points.

Hardscape Examples – Plaza



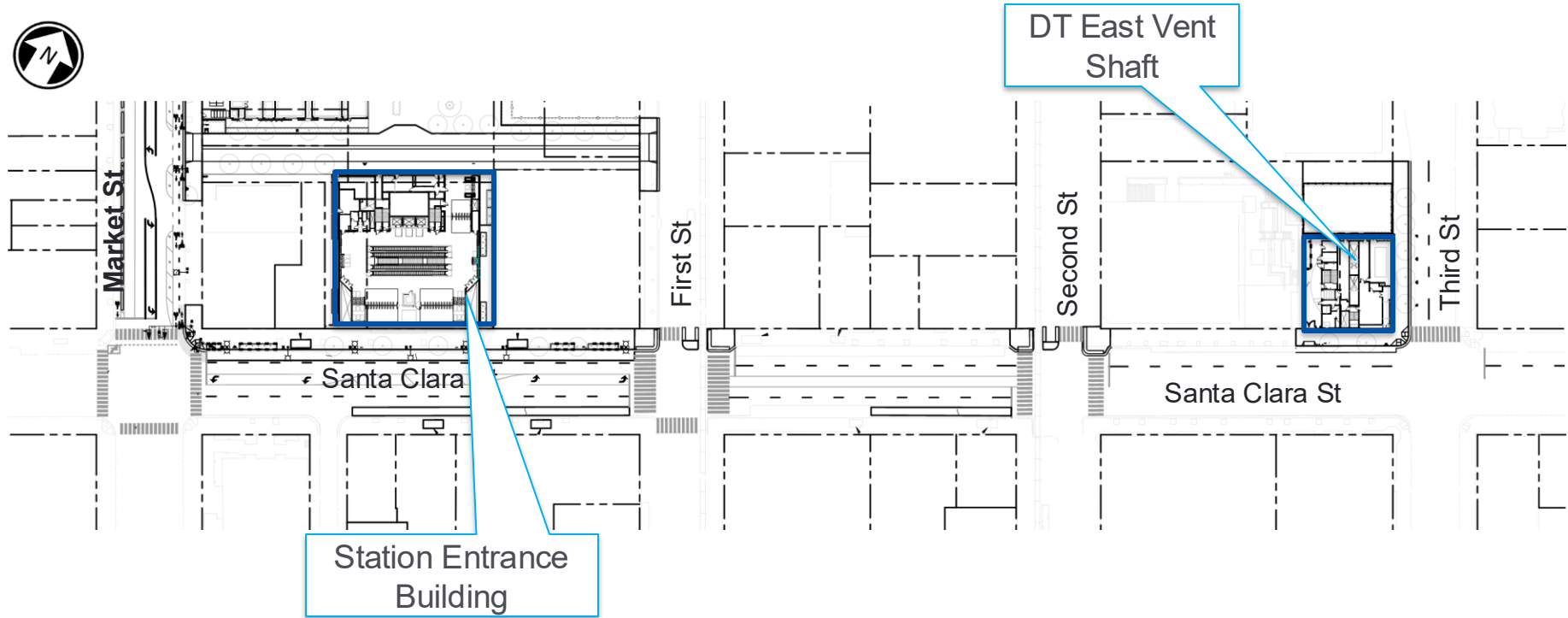
Do you prefer highly contrasting colors in paving or similar color patterns?



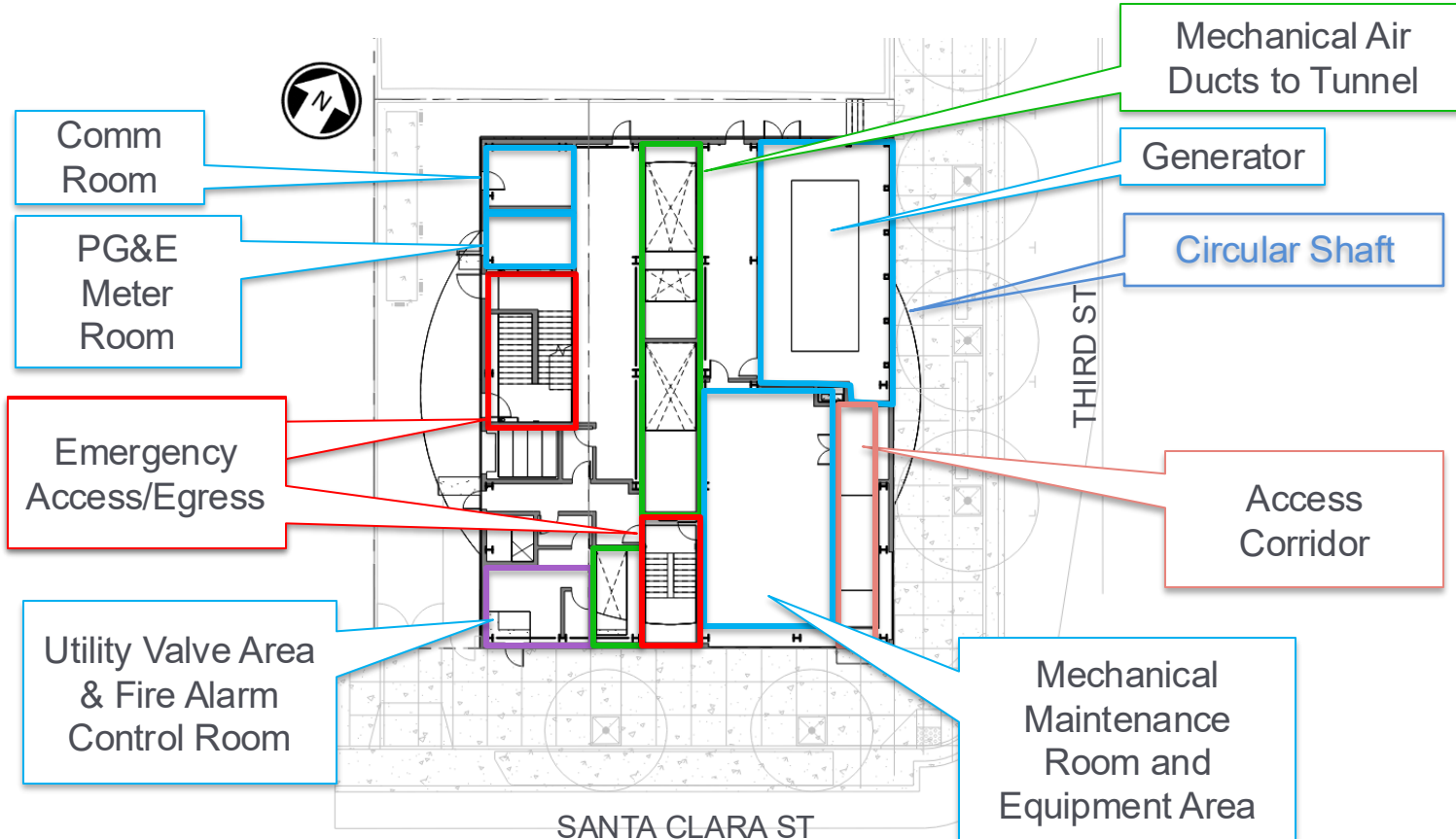


Downtown BART Station East Ventilation Shaft Update

Downtown BART Station – Overview Site Plan

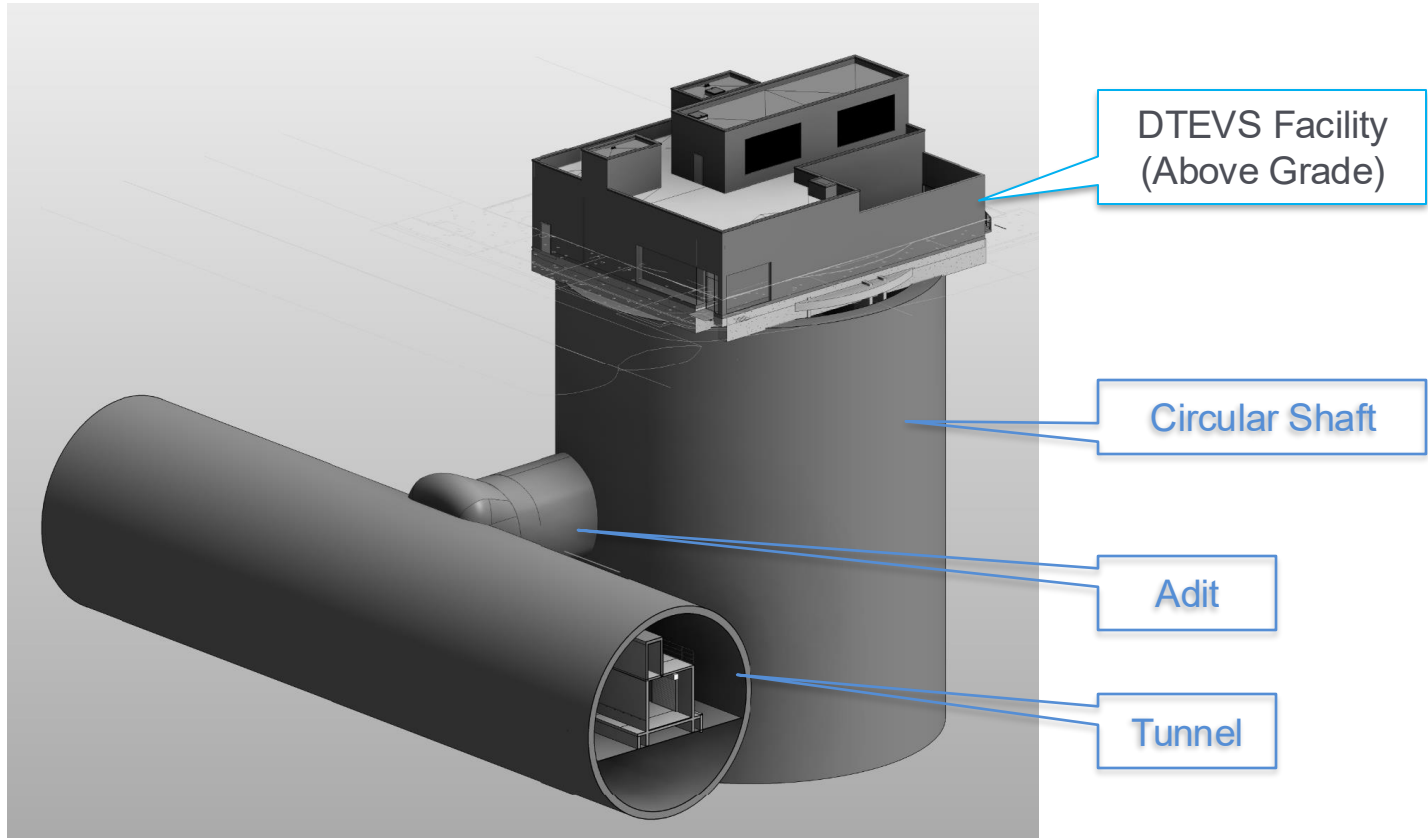


DT East Vent Shaft – Facility Layout

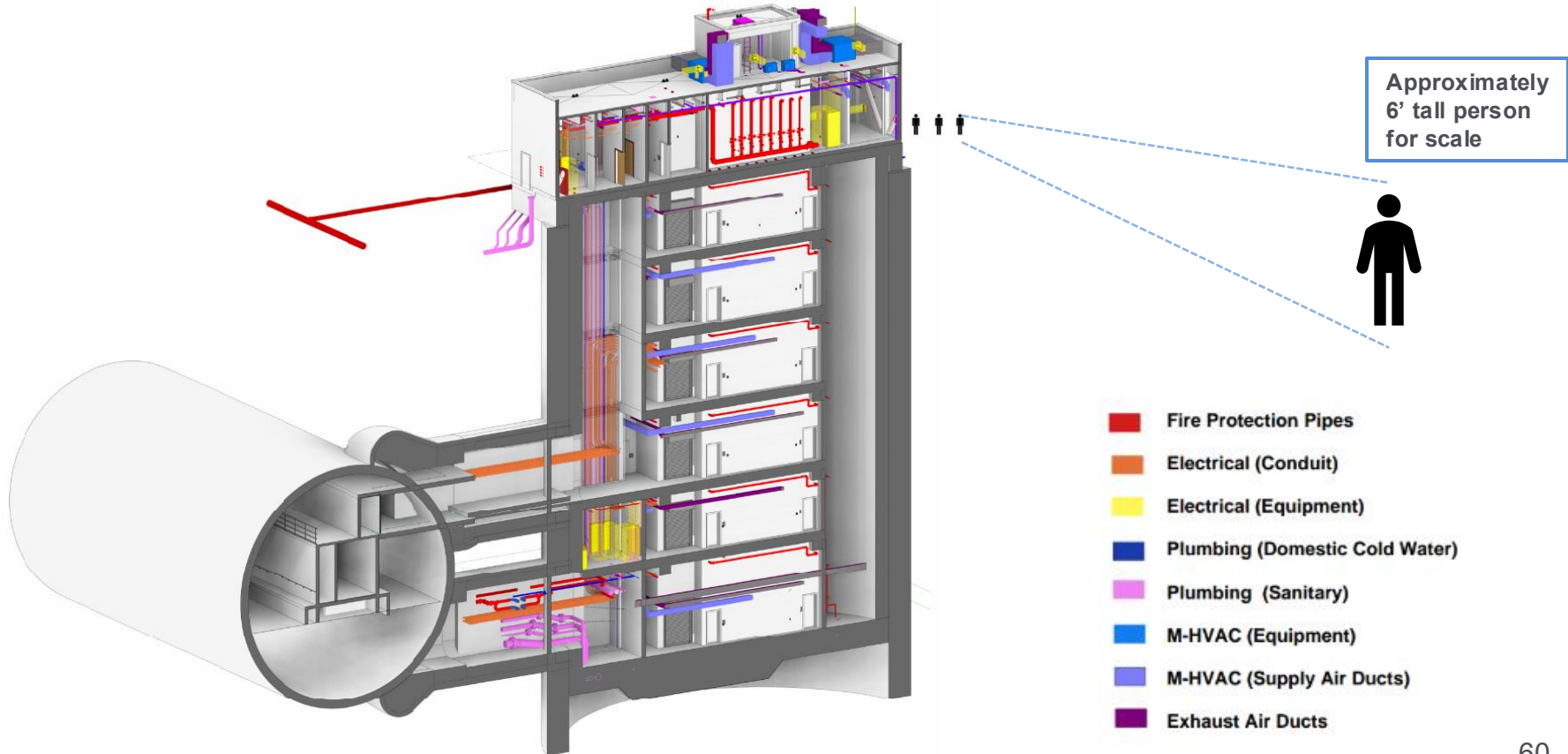


Reflects full equipment list; final placement subject to change.

DT East Vent Shaft – Functional Requirement



DT East Vent Shaft – Functional Requirement



Existing Building Façade



FAÇADE PRIOR TO 2012



FAÇADE FROM 2012 TO PRESENT

View of Neighboring Buildings



Southeast Corner



Southwest Corner



Northeast Corner



Conceptual Rendering of DT East Vent Shaft – Decorative Panel Example with Window Activation Opportunity



*View looking north at the East Vent Shaft facility
from Santa Clara Street*



Conceptual Rendering of DT East Vent Shaft – Decorative Panel Example with Window Activation Opportunity



Conceptual Rendering of DT East Vent Shaft – Decorative Panel Example with Window Art Opportunity



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/09/26

Conceptual Rendering of DT East Vent Shaft – Decorative Panel Façade Example



Conceptual Rendering of DT East Vent Shaft – Decorative Panel Example with Window Art Opportunity



Conceptual Rendering of DT East Vent Shaft – Decorative Panel Façade Example



Conceptual Rendering of DT East Vent Shaft – Decorative Panel Façade Example



View looking west at the East Vent Shaft facility from Third Street



Conceptual Rendering of Art Placement Opportunity – Mural on Wall



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/09/26

Conceptual Rendering of DT East Vent Shaft – Decorative Panel Façade – Finishes Examples



GFRc Ornamentation



GFRc Panel



Textured Plaster
with Paint Finish



Stone Base



What do you think of the Decorative Panel design style and direction?

Do you feel the Decorative Panel example fits into the urban fabric of downtown?

Do you prefer a vibrant color option?

What do you think of reserving space on wall for potential mural?

Conceptual Rendering of DT East Vent Shaft – Translucent Panel Façade Example



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/09/26

Conceptual Rendering of DT East Vent Shaft – Translucent Panel Façade Example at Night



Conceptual Rendering of DT East Vent Shaft – Translucent Panel Façade – Finishes Examples



Translucent Panel



GFRP Panel



Horizontal Metal Flutes



Stone Base



What do you think of the Translucent Panel design style and direction?

Do you feel the Translucent Panel example provides a new & modern approach to the design of a new facility located within the Downtown Corridor?

Does the integrated panel lighting add to the area's activation or is distracting to the fabric of the existing corner structures?

Façade Examples for Discussion



Decorative Panel Façade

- Vibrant color options
- Panel type and ornamental elements

Upper Façade

- Translucent panels
- Metal Panels – flat or 3D

Lower Façade*

- Texture
- Pattern

** Material type for lower half to be concrete/durable material*



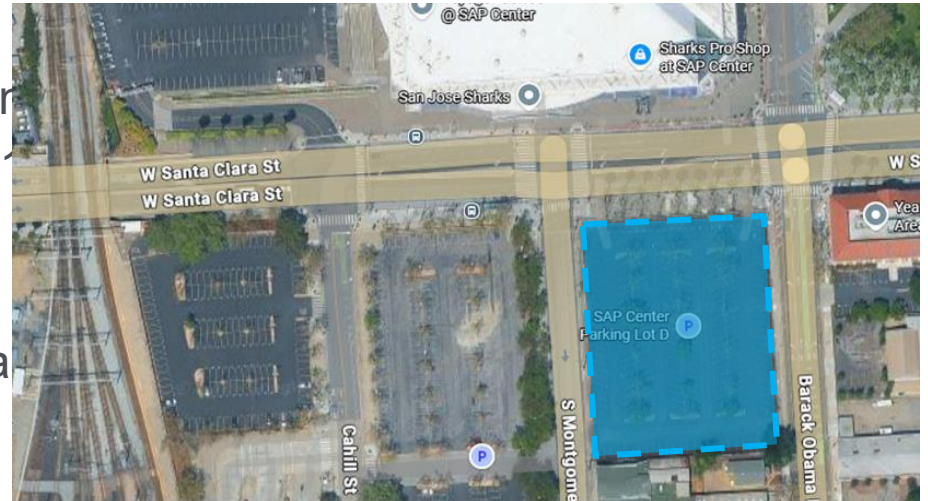


Construction Update

Diridon Temporary Parking Lot Closure



- **Parking Lot D** between Montgomery Street & Barack Obama Boulevard
- Temporary closure of lot for soils testing
- Closure slated for July 20 – October 2026
- No expected changes to traffic or pedestrian circulation
- VTA has engaged key stakeholders and will be distributing a host of outreach materials



Outreach for Temporary Lot Closure



VTA's outreach will include:

- Public notices
- Website updates
- Social media
- On-site signage
- Coordination with key stakeholders

BART SILICON VALLEY
PHASE II EXTENSION PROJECT

Construction Notice

Soils Testing at Diridon Parking Lot

Parking lot South of Santa Clara St. between Barack Obama Blvd. and S Montgomery St.

Beginning July 20th-October 18th
Working Hours: 7 a.m. to 7 p.m.

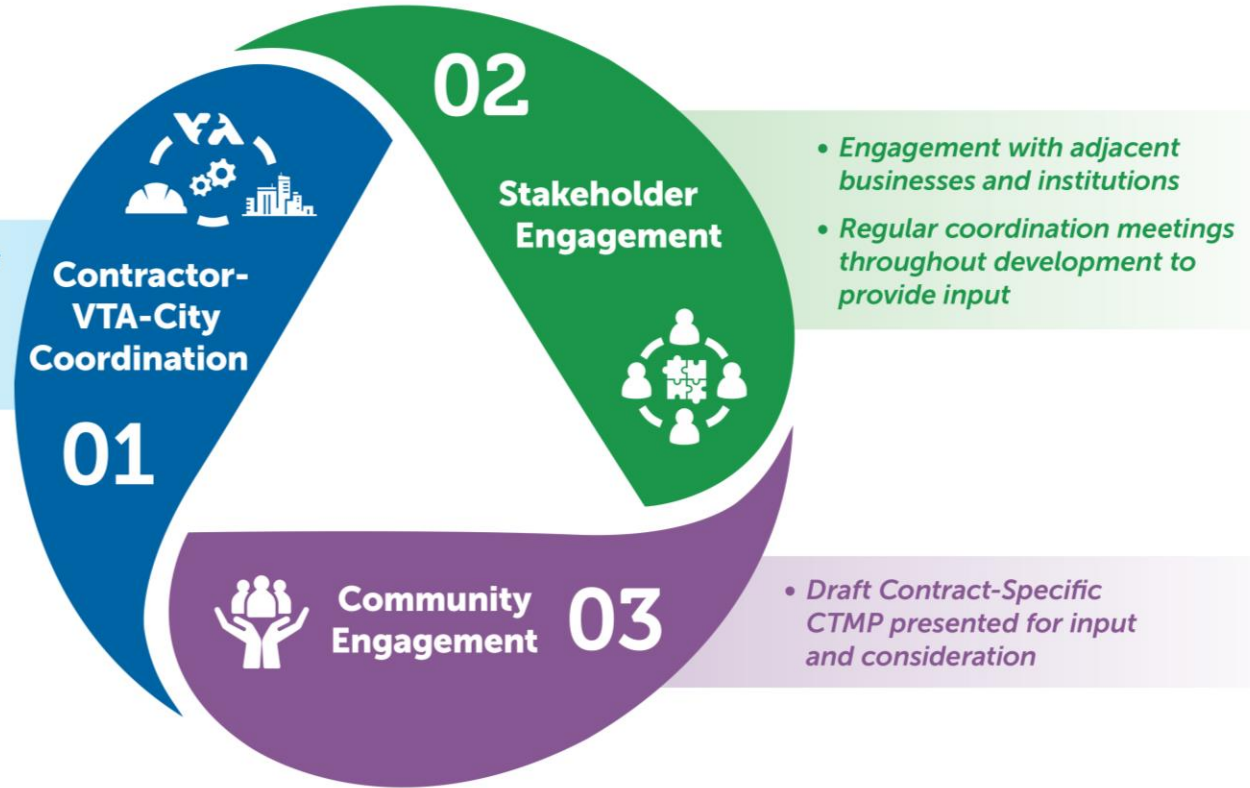
Closed for soils testing **Construction staging area**

What to Expect

- Soils testing and trenching activity in parking lot on the South Side of Santa Clara St. between Barack Obama Blvd. and S Montgomery St.
- Field equipment will include a sawcut machine, excavator/backhoe, and geotechnical coring machine
- Minor dust, noise, and vibration during working hours
- Parking lot on the South Side of Santa Clara St. between Barack Obama Blvd. and S Montgomery St. closed from July 20th-October 18th

Sign up for construction updates at www.vtabart.org

Area Specific Construction Transportation Management Plan (CTMP) Development



Downtown/Diridon CTMP Update



- Development of the Construction Transportation Management Plan (CTMP) for the Downtown San Jose and Diridon BART stations has been reinitiated
- Detailed update will be provided at the September CWG meeting
- Construction access documented in the CTMP is anticipated to be presented to the public in Q1 2027



Questions?



Next Steps



Tuesday, July 21, 2026 (Interim Meeting)

4 p.m. at VTA's BSVII Project Office

- Downtown BART Station Design Updates Only
 - Interior station design, materials, lighting, art placements
 - Exterior station materials and finishes
 - Station Infrastructure Facility architecture, artwork, screening

2026 Downtown-Diridon CWG Meeting Dates



Tuesday, September 15, 2026

4 p.m. at San José Chamber of Commerce

Tuesday, November 17, 2026

4 p.m. at San José Chamber of Commerce



VTA's BART Silicon Valley Phase II Oversight Committee

Thursday, June 11, 2026 at 12:00 PM

VTA Conference Room B-106

3331 North First Street, San Jose, CA 95134

VTA BOARD OF DIRECTORS MEETING

Friday, June 26, 2026 at 9:00 AM

Board of Supervisors' Chambers

County Government Center - 70 West Hedding Street, San Jose, CA 95110



Questions?