BART SILICON VALLEY
PHASE II EXTENSION PROJECT

Valley Transportation Authority

Downtown-Diridon Working Group (CWG) Meeting Summary

Date of Meeting: September 15, 2026 (4-6 p.m.)

Location: San José Chamber of Commerce, Zoom

Attendees:

Members in Attendance: Alan Williams, Anne Marie Todd, Bert Weaver, Elizabeth Chien-Hale, Huascar Castro, Martin Flores, Nate Leblanc, Tony Mirenda

Members not in Attendance: Adina Levin, Chris Burton, Chris Shay, Dana Grover, David Fenster, Edward Saum, Eric Eidlin, Eric Negomir, Fernando Cruz-Esparza, James Duran, José Magaña, Kohar Scott, Mike McLean, Ron Gonzales, Scott Smith, Sondra Weber, Tala Fatolahzadeh

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

Meeting Agenda:

- Welcome & Report Outs
- Phase II Program Update
- Downtown BART Station Design Update – Façade & Marquee Options
- Planning for Construction
  - CTMP Update
  - I&M Update
  - Aesthetic Fencing Design
- Next Steps & Discussion

Follow-Up Items:

- Muck Transportation Impact on Alviso County Park Trails

Comments, Issues, and Questions	Response
Welcome & Report Outs	
No updates.	
Phase II Program Update	
Great report. Great work keeping Kiewit Shea Traylor (KST) on board.	Comment noted.
Any preliminary reviews from the borings that have taken place in the ground at Diridon so far?	Nothing out of the ordinary.
After you are done with the Diridon parking lot, what will it be turned into?	It will reopen as a parking lot, and the fences will be removed.
I did not see the details on Salt Ponds. Will it impact trails at Alviso County Park?	We are not changing the Salt Ponds. The muck will be put into Salt Ponds to help restore and lift them up. VTA will report back regarding the impact on the park and trails.
Downtown BART Station Façade Design	
What do you like about the Vertical Floating Gesture Façade and Marquee Options (Subtle, Entrance-Focused, Extended)?	
On the Entrance-Focused option, is it protruding out to the street further than the Subtle or Extended Marquee?	The Entrance-Focused and Extended Marquees are the same depth – about six feet. The upper part of the building is projecting forward from the lower portion by a few feet. This projects further out from that. The Subtle Marquee is shallower – there is about 10 feet of projection.
Can you go over the difference between Subtle and Extended Marquees from a functional standpoint?	If you look at the Subtle Marquee from a distance, the marquee itself is not emphasized. It is very thin and will illuminate the upper façade. The Extended Marquee creates a shelf between the

	upper and lower façades. Visually, as you walk along the sidewalk, you will see more of the floating box. In terms of protection, all marquee options provide the same depth. When it is raining, the Subtle and Extended Marquee options provide full-length, longer shelter. The Entrance-Focused Marquee is just around the area where VTA expects most people to go in and out. The Entrance-Focused and Extended Marquees follow the same profile as the 28th Street/Little Portugal BART Station design. It will be in the same family as the Diridon BART Station design.
I think the one that provides the most shelter from the rain is the best. Otherwise, I prefer the Subtle or Extended Marquee because of the continuity of the look. I think that the Entrance-Focused Marquee kind of breaks up that really gorgeous façade.	Comment noted.
Is there equipment behind the wall/floating gesture? What is behind the marquee?	The façade is the same depth away from the centerline of the street on all versions. It is kind of an optical illusion. On the Subtle Marquee, you see more of a shadow on the underside so it looks like it is projecting out further, but they are all in the same plane. The building façade in all options provide a facing of the mezzanine/2nd floor of the building which contains station infrastructure equipment.
What do you like about the Horizontal Floating Gesture Façade and Marquee Options (Extended, Entrance-Focused)?	
The Extended Marquee speaks to me.	Comment noted.
The Extended Marquee looks better in both the façades we are looking at so far.	Comment noted.
I agree.	Comment noted.

I prefer the vertical lines over the horizontal for the glass. I like the thin marquee. When it stops at the entrance, I do not like it.	Comment noted.
End-to-end marquee is better functionally and aesthetically.	Comment noted.
In the Entrance-Focused Marquee, what are the materials? Is it wood on the sides beyond that retracted protruding piece, or is it a different material?	There is no wood in the station; it is a warm-tone material that will look like wood. That will come out on the underside of the station to become the soffit. On the sides of the bottom version, there is a shadow gap and the metal profile that continues and creates a separation between the concrete wall below and the illuminated façade above.
I like the bottom [Entrance-Focused Marquee]. The marquee does stand out and designates the opening of the theater, which makes a lot of sense to me architecturally. It is such a big box and the horizontal design makes it not look as tall.	Comment noted.
I like the Entrance-Focused Marquee. It is open and inviting – like open hands to welcome pedestrians to the station. It gives a strong visual image along Santa Clara Street.	Comment noted.
What do you like about the Bookend Façade and Marquee Options (Horizontally Curved Marquee, Vertically Curved Marquee, Entrance-Focused Marquee)?	
Is the Horizontally Curved Marquee the one that goes with the 28th St./Little Portugal and Diridon BART Stations?	Yes. The drum inside of the station is also horizontally curved, so it explains why projected curves are on the façade. It also draws the comparison with 28th St./Little Portugal and Diridon BART Stations, which have circular roofs. One drawback of the

	curve is that you get less overall shading as the corners are cut off.
It does not rain here much, so I guess the curve one is speaking to me. The bottom one [Entrance-Focused Marquee], I do not think makes sense. I guess the one that is speaking to me the most is the middle [Horizontally Curved Marquee].	Comment noted.
The vertical curve one looks like an eyebrow or something like that. I do not think it really adds much to the overall picture. But the horizontal curve does stand out and looks pretty attractive.	Comment noted.
I like the bookends. The way the buildings are adjacent in Downtown San José looks better. If you look at historic buildings, they have curved windows. How do you keep that while adding new elements? I like the Horizontally Curved Marquee.	Comment noted.
I always liked the bookends. Both curved options are fine for me. I have a slight preference for vertically curved. I like the Entrance-Focused option, as long as it is not a floating gesture.	Comment noted
I love that bookend look and love the subtle curve. The issue with the big box is because it is one material, it just looks big. This breaks it up because you have the different color on the bookend side. I like the vertical curve, pretty much in line with Nate's colleague over here on the historical side of downtown. The Cathedral, the original courthouse, the windows on the side of the building next to it — there is some curvature to the piece that makes sense to me. It also pins down the look in the middle of that big block and tends to make it look not as high, because you have the higher second floor for equipment. Either one of the curves is	Comment noted

superior in historical terms. Horizontal matches pretty much back to Diridon, which is great. I think the vertical curve gives the Downtown BART Station a little bit of a difference from that and does pay more attention to historical shapes around St. James.	
Either of the curved marquees really works for me. I see the point about the rain. It does not rain much here, and this does provide some cover, but I think the horizontal curved marquee with the Bookend Façade is really striking. This is awesome.	Comment noted.
What is your preferred façade design?	
These will be able to be done under cost constraints?	Correct. The elements are relatively close in cost. We are working in a particular framework and not going overboard. It is aligned with expectations.
Construction Transportation Management Plan (CTMP) Update	
Is the Barack Obama Boulevard two-way conversion permanent?	Yes. The Post Street extension will revert to normal, but Barack Obama Boulevard will be permanent.
On the muck-haul, have the trucks been going on First Street?	No. There will be a presentation at the next CWG meeting in November. It will be the shortest route to get to the 87 Freeway via Market Street.
Will it just be the Downtown/Diridon CTMP at the next meeting?	We will have CTMPs for Instrumentation and Monitoring (I&M) and Downtown/Diridon Preparatory Works. Others are not yet ready to advance.
Given the nervousness of the Tunnel Boring Machine (TBM) underground, the more conditioning we can do of our networks, the better we can settle down businesses.	Comment noted.

People still think this is dead and I keep saying, “No, it’s not dead.”	
Instrumentation & Monitoring Overview	
Is the I&M data publicly available?	I&M data is not necessarily something that is public via a live website. If you are interested in a report, specific data points can be requested.
Will there be weekly or monthly reports?	There are vast amounts of raw data that will be collected, so the project monitors trend logs and graphs on a real time basis for technical evaluations of the mining activities. These will be reviewed internally and are not necessarily published as raw data. Review of specific areas can be requested and evaluated for availability.
Is it possible for the data to be synthetized into a dashboard? It could be beneficial.	Once the TBM launches, there will be a tracker for the public to follow along with its progress.
In the zone of influence, are you considering basements?	Yes, that has been factored in. All buildings along the alignment in the zone of influence had a pre-construction survey done and analyzed by the engineer of record to decide where structural upgrades or mitigation are needed.
Aesthetic Fencing Design	
Is the fencing going to be similar to Caltrain (the blue mesh), or wooden board, or mixed?	We have temporary fencing, such as surface-mounted screening, during preparatory works. Then, as we move into heavy construction, it will be more durable fencing.
I think you are limited with creativity with mesh. Once you get to heavy construction, there is opportunity for murals. I see a lot of branding and logos, but not artwork.	We have started conversations with Diridon-area stakeholders. We will accommodate those uses during heavy construction. In some locations, we

	may have plywood for murals; some sections may be mesh.
I love peep holes. It is more transparent to the public.	Comment noted.
Make sure it is graffiti proofed.	Comment noted.
Next Steps, Discussion, Feedback	
No comments.	

Upcoming CWG Meetings:

- December 2026 – Date TBA

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Distribution: Website, Email