



VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon
Community Working Group Meeting

Tuesday, September 15, 2026
San José Chamber of Commerce

AGENDA

- I. Welcome & Report Out
- II. Phase II Program Update
- III. Downtown BART Station Design Update – Façade & Marquee Options
- IV. Planning for Construction
 - i. Construction Transportation Management Plan (CTMP) Update
 - ii. Instrumentation & Monitoring (I&M) Overview
 - iii. Aesthetic Fencing Design
- V. Next Steps & Discussion

Downtown-Diridon CWG Members



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Anne Marie Todd, *San José State University*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Chris Shay, *Sharks Sports & Entertainment*
- Dana Grover, *Horace Mann Neighborhood Association*
- David Fenster, *San José Downtown Association*
- Edward Saum, *The Alameda Business Association*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- Eric Negomir, *Silicon Valley Leadership Group*
- Fernando Cruz-Esparza, *Student Rep at San José State University*
- Huascar Castro, *Working Partnerships USA*
- James Duran, *Hispanic Chamber of Commerce*
- José Magana, *San José Unified School District*
- 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 Mirenda, *San José Chamber of Commerce***
- Chris Burton, *City of San José*
- Eric Eidlin, *City of San José*
- Tala Fatolahzadeh, *City of San José*
- Scott Smith, *BART*



Phase II Program Update

Contract Package 2 (CP2) Update



- Amendment & Restatement (A&R) of CP2 design build agreement executed on August 9th
- Continued coordination with VTA's BSVII Oversight Committee SME Gall Zeidler and FTA/PMOC on review and A&R feedback
- Presentation on CP2 A&R contract management at September Oversight



Funding Update

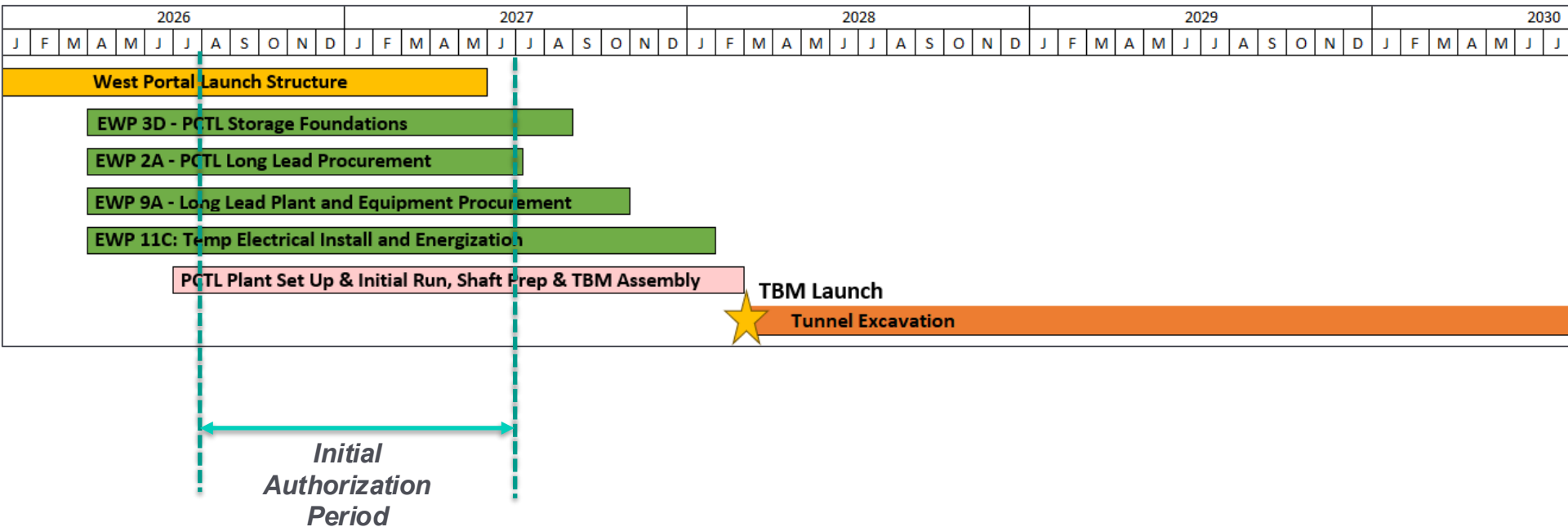


Committed Funding Sources	Amount	Status
Primary Non-Local Funding Sources for Pre-tunneling Construction Work		
Senate Bill 1 (SB1) <i>Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP)</i>	\$110M	✓ Received
Regional Measure 3 (RM3) <i>RM3 approved in 2018; Revenue from bridge tolls.</i>	\$375M	✓ \$192.5M Allocation approved by MTC on August 26 th
Primary Non-Local Funding Sources for Future Tunnel Work		
Transit & Intercity Rail Capital Program (TIRCP) – Senate Bill 125 (SB125)	\$375M	Discussing drawdown plan with MTC
TIRCP Cycle 3, 6	\$867M*	Discussing drawdown plan with CTC and CalSTA

*Currently requires Full Funding Grant Agreement (FFGA) with FTA before spending

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Pre-Tunneling Construction Authorization



Muck Disposal Options

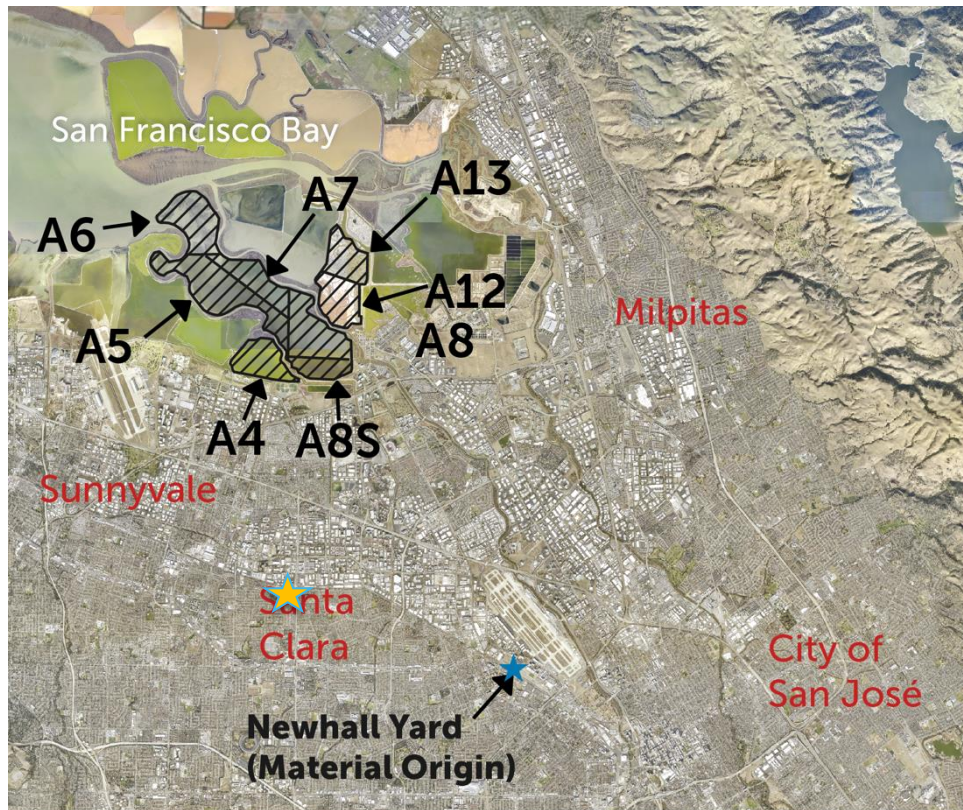


Two disposal approaches were evaluated:

1. **Truck** tipping fee reductions
(locate/negotiate with disposal sites)
 - Former Salt Ponds – Alviso area
 - Lehigh Permanente Quarry
 - Stevens Creek Quarry
2. **Rail** options for removing muck to:
 - Former Salt Ponds – Alviso area
 - Lehigh Permanente Quarry



Former Salt Ponds Disposal Sites



 Salt Ponds

Potential for disposal of tunnel muck to former salt ponds (A4, A8/S, A12 and A13)

Beneficial Reuse (Salt Ponds) Project Status



- Soil/Conditioner testing program (Acceptability of material in Ponds) completed
 - Material acceptable by Regulatory Agencies for disposal in salt ponds
- Environmental clearance underway – technical studies underdevelopment/review
- Ongoing coordination with Regulatory Agencies
- Targeting completion Fall 2027



Challenges with Rail



- Additional \$150M+ in capital improvements, transport, and equipment



- Rail spur construction and improvements not complete until 2029/2030
Potential schedule risks with required third party reviews and approvals



- Requires re-design of KST tunneling operations at West Portal site

Transport via rail no longer being advanced

Transport to Ponds via Trucking



Trucks can deliver
to A4 and A8S
with minimal
infrastructure
improvements

Next Steps



- Maintain **Salt Ponds** as a preferred **beneficial reuse** destination for tunnel spoils by **trucking**
- Continue **environmental clearance** and **permitting** for **Beneficial Reuse (Salt Ponds) project**
- **Task Force** convened for **muck off-haul and disposal**
- Develop **Construction Transportation Management Plan (CTMP)** in coordination with **Cities of San José, Santa Clara,** and **stakeholders** in **partnership with KST**

Engagement Preparing for Construction

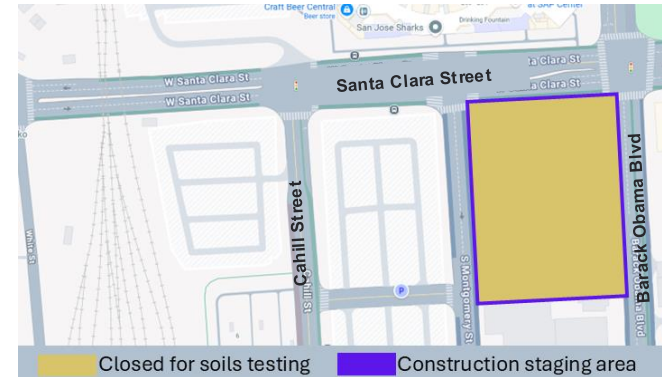


Temporary Parking Lot Closure in Future Diridon BART Station

- Area Temporary closure of parking lot south of Santa Clara St. between Barack Obama Blvd. and S. Montgomery St.
 - July 20-Oct 18, 2026



Temporary Lot Closure Signage on Fencing



Map of Temporary Lot Closure Area

VTA's BART Silicon Valley Phase II Achieves 3 Million Safe Work Hours



Construction on BART Silicon Valley Phase II (BSVII), one of the nation's largest transportation infrastructure projects, has surpassed 3 million work hours without a worker missing time due to injury, reflecting an unwavering commitment to safety as crews continue building the future of regional transit through downtown San José and into Santa Clara.

View the full press release [here](#).

Part 1: Questions?

Downtown BART Station Design Update: Façade and Marquee Options



Today's discussion follows up on topics previously requested by the CWG:

- Renderings that include nearby buildings to show how the station façade fits into Downtown San José
- Floating gesture façade preference
- Desire to see curved marquee options

Conceptual Downtown San José BART Station Site Plan



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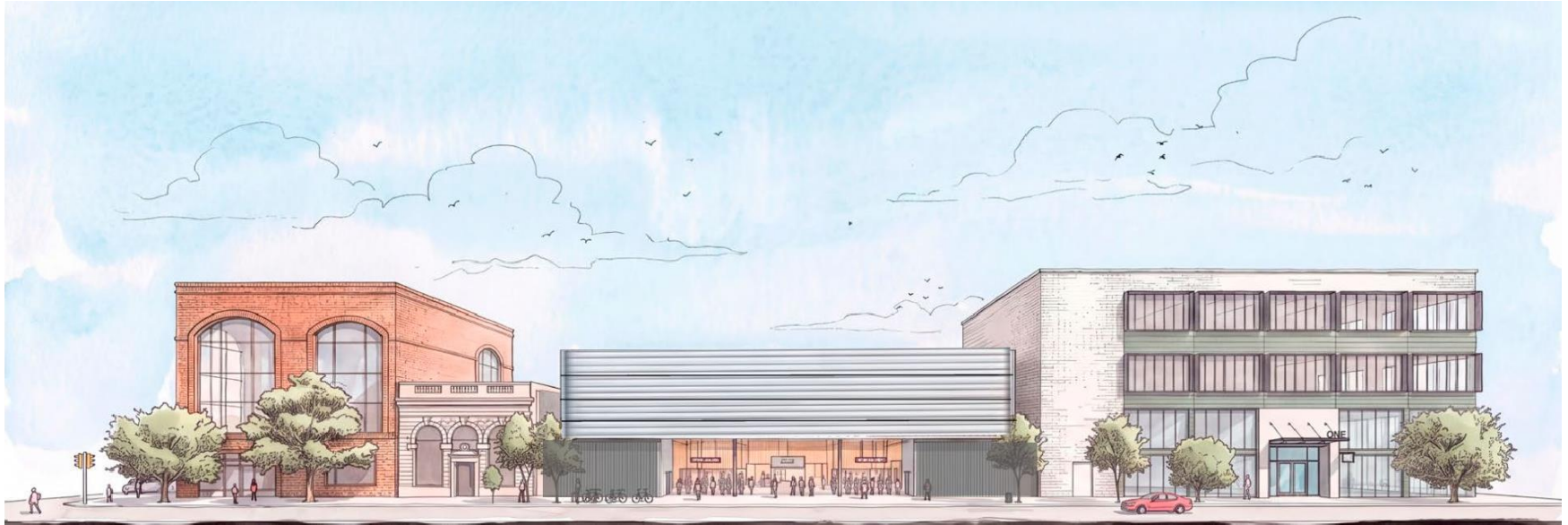
Santa Clara Street Context

Conceptual Rendering with Vertical Floating Gesture Façade



Santa Clara Street Context

Conceptual Rendering with Horizontal Floating Gesture Façade



Santa Clara Street Context

Conceptual Rendering with Bookend Façade



What makes San Jose unique?

Historical Context – Marquee examples in San José



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Vertical Floating Gesture Façade with Marquee Options

Conceptual Rendering of Vertical Floating Gesture Façade with Marquee Options



MARQUEE OPTIONS

1. Subtle Marquee
2. Entrance-Focused Marquee
3. Extended Marquee

Conceptual Rendering of Subtle Marquee

Shown with Vertical Floating Gesture Façade – P1



***View looking northeast at Station Entrance
Building from Santa Clara Street***



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Subtle Marquee Shown with Vertical Floating Gesture Façade – P2



*View looking northwest at Station Entrance
Building from Santa Clara Street*



Conceptual Rendering of Entrance-Focused Marquee Shown with Vertical Floating Gesture Façade



*View looking northeast at Station Entrance
Building from Santa Clara Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Extended Marquee Shown with Vertical Floating Gesture Façade



*View looking northeast at Station Entrance
Building from Santa Clara Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

What do you like about the Vertical Floating Gesture Façade's Marquee Options?



*Subtle
Marquee*



*Entrance-
Focused
Marquee*

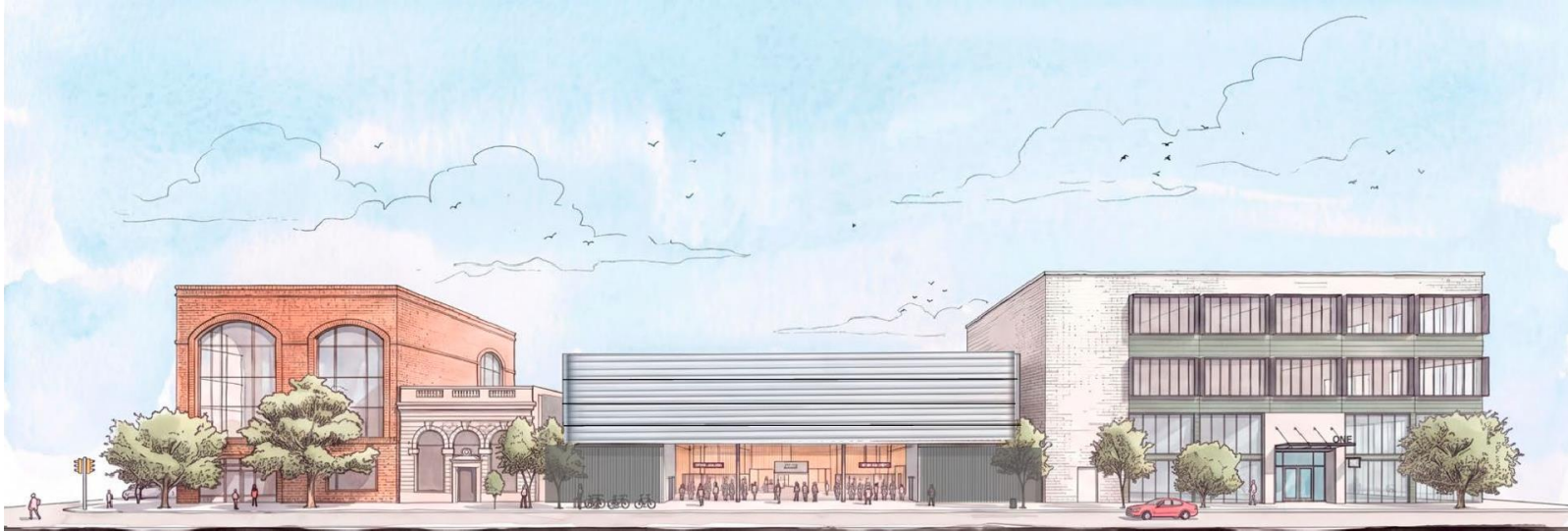


*Extended
Marquee*



Horizontal Floating Gesture Façade with Marquee Options

Conceptual Rendering of Horizontal Floating Gesture Façade with Marquee Options – P1



MARQUEE OPTIONS

1. Extended Marquee
2. Entrance-Focused Marquee

Conceptual Rendering of Extended Marquee

Shown with Horizontal Floating Gesture Façade – P1



View looking northeast at Station Entrance Building from Santa Clara Street



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Entrance-Focused Marquee

Shown with Horizontal Floating Gesture Façade – P2



View looking northeast at Station Entrance Building from Santa Clara Street



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Entrance-Focused Marquee Shown with Horizontal Floating Gesture Façade – P3



View looking northeast at Station Entrance Building from Santa Clara Street



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Entrance-Focused Marquee Shown with Horizontal Floating Gesture Façade – P4



*View looking northwest at Station Entrance
Building from Santa Clara Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Entrance-Focused Marquee Shown with Horizontal Floating Gesture Façade – P5



*View looking northwest at Station Entrance
Building from Santa Clara Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

What do you like about the Vertical Floating Gesture Façade's Marquee Options? – P2



*Extended
Marquee*



*Entrance-
Focused
Marquee*



Bookend Façade with Marquee Options

Conceptual Rendering of Bookend Façade with Marquee Options



MARQUEE OPTIONS

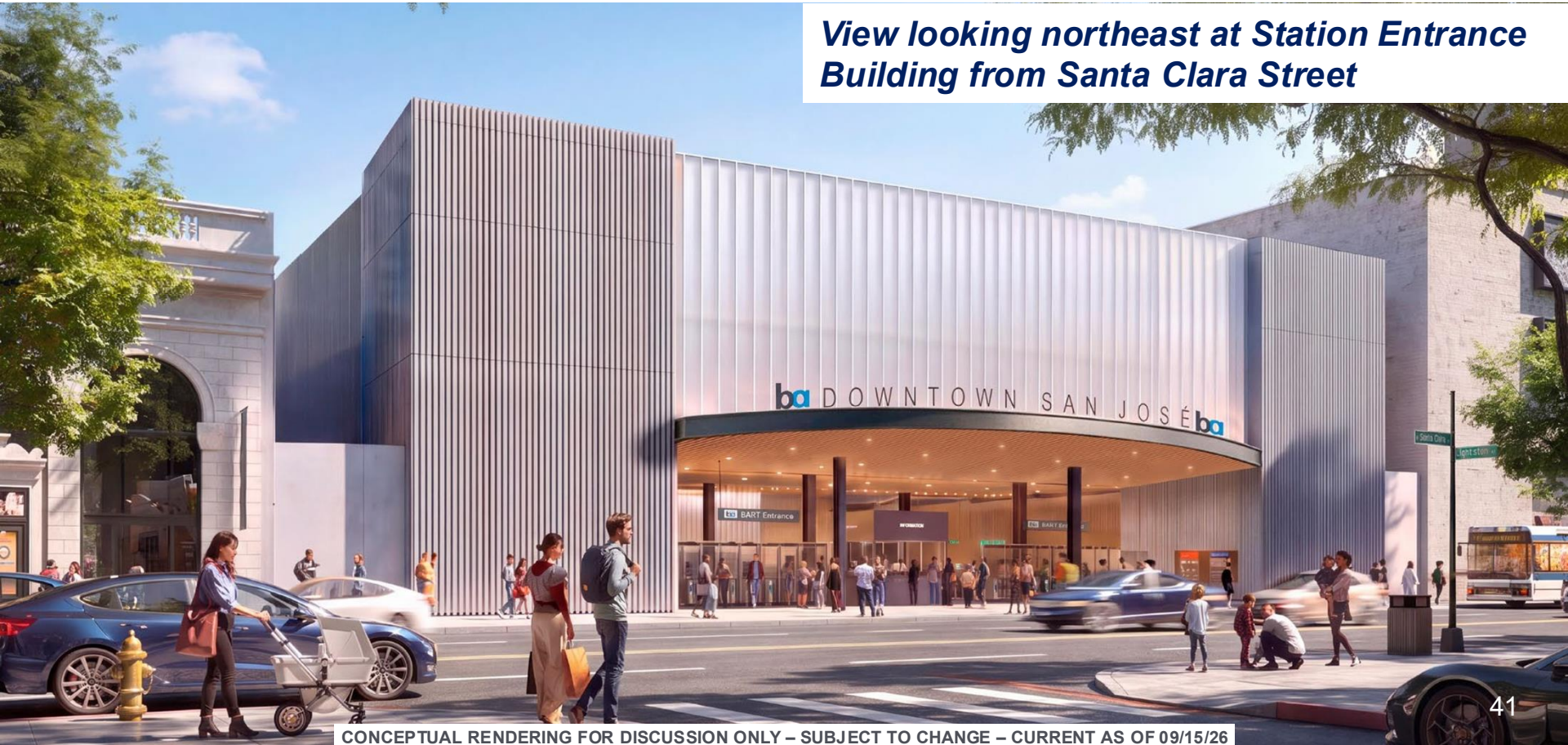
1. Horizontally Curved Marquee
2. Vertically Curved Marquee
3. Entrance-Focused Marquee

Conceptual Rendering of Horizontally Curved Marquee

Shown with Bookend Façade – P1



*View looking northeast at Station Entrance
Building from Santa Clara Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Vertically Curved Marquee

Shown with Bookend Façade – P2



*View looking northeast at Station Entrance
Building from Santa Clara Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Entrance-Focused Marquee

Shown with Bookend Façade – P3



***View looking northeast at Station Entrance
Building from Santa Clara Street***



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Entrance-Focused Marquee Shown with Bookend Façade—P4



*View looking northeast at Station Entrance
Building from Santa Clara Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Entrance-Focused Marquee Shown with Bookend Façade – P5



*View looking northwest at Station
Entrance Building from Santa Clara Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

Conceptual Rendering of Entrance-Focused Marquee Shown with Bookend Façade – P6



*View looking northwest at Station
Entrance Building from Santa Clara Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/15/26

What do you like about the Bookend Façade's Marquee Options?



Entrance-Focused Marquee



Horizontally Curved Marquee



Vertically Curved Marquee



Which is your preferred façade design?



***Vertical Floating
Gesture Façade***



***Horizontal Floating
Gesture Façade***



Bookend Façade

Planning for Construction

- CTMP Update
- I&M Overview
- Aesthetic Fencing Design

Construction Transportation Management Plan (CTMP) Update

Construction Outreach Management Program



Construction Outreach Management Program



Construction Education and Outreach Plan:

Communication during construction between VTA, cities of San José and Santa Clara, and the public.



Construction Transportation Management Plan (CTMP):

Coordinates circulation and access within and around the construction areas for all transportation modes (walk, bike, take transit, drive).



Emergency Services Coordination Plan:

Coordinates with local emergency services to minimize impact to emergency service routes and response times due to construction activities.

The Process: Construction Transportation Management Plan (CTMP) Development



Currently Anticipated CTMPs

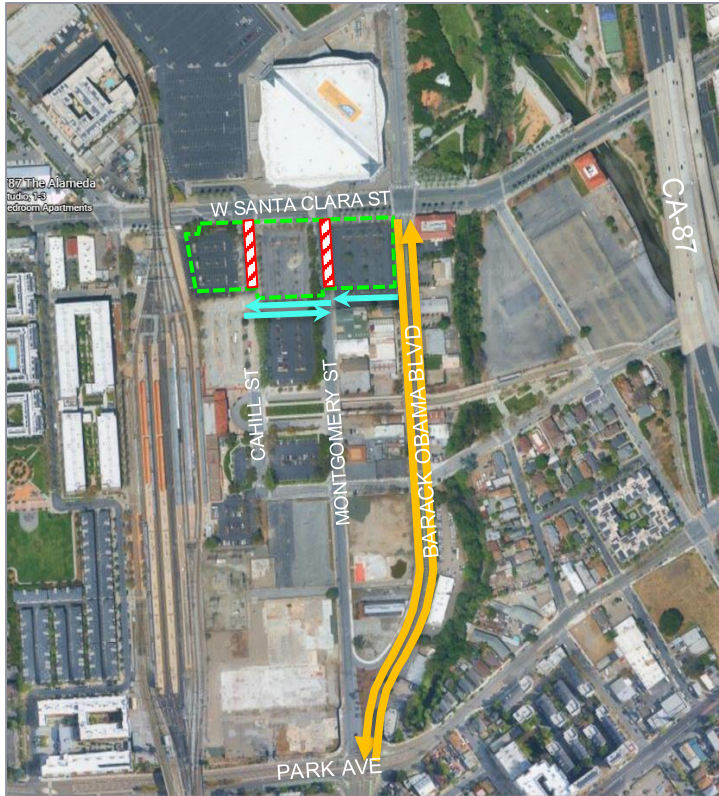


- CTMP for West Portal Major Construction
- CTMP for Instrumentation and Monitoring on Stockton Avenue
- CTMP for Downtown and Diridon Preparatory Works
- CTMP for Downtown and Diridon Major Construction
- CTMP for Instrumentation and Monitoring on East Santa Clara Street
- CTMP for 28th Street/Little Portugal & East Portal
- CTMP for Santa Clara Station & Newhall Maintenance Facility
- CTMP for Systems



- The Construction Transportation Management Plan (CTMP) for the Downtown San José and Diridon BART Stations has been split into two:
 - CTMP for Downtown/Diridon Preparatory Works
 - CTMP for Downtown/Diridon Major Construction
- Detailed update on the CTMP for Downtown/Diridon Preparatory Works will be provided at the **November 2026 CWG meeting**.
- **Public Meeting Planned Q1 2027**
 - Construction access documented in the CTMP for Downtown/Diridon Preparatory Works will be presented to the public for input.
 - CWG members will receive meeting information via email.

Diridon Area: Barack Obama Boulevard Two-Way Conversion



LEGEND:

- VTA'S BSVII Construction Staging Area (CSA)
- Post St extension (configuration during BSVII Construction)
- Future road closure during BSVII Construction within CSA
- Barack Obama Blvd two-way

Barack Obama Blvd. two-way conversion and Post Street extension:

BSVII is actively advancing the design in collaboration with the City of San José, funding partner for the effort

Part 2: Questions?

Instrumentation & Monitoring (I&M) Overview

How Instrumentation & Monitoring Protects Our Neighborhoods & Infrastructure



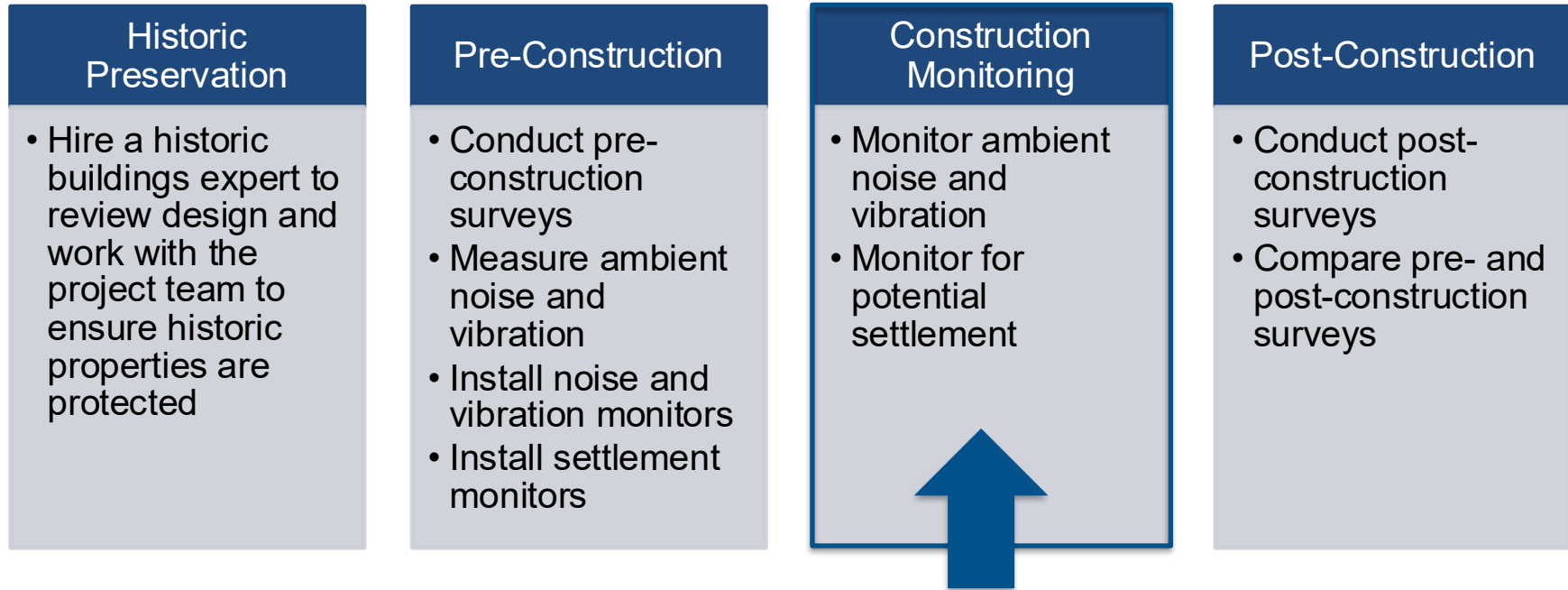
GOAL: Use instrumentation to **monitor** the effects of tunneling operations on assets above and adjacent to the tunnel to **detect** trends and **adjust** construction activities as needed

- **Mitigates** structural risks across buildings, bridges, utilities, and ground surfaces
- Ensures **public safety** and continuous surface traffic flow
- Acts as **an early warning system** to alter construction activities
- Allows **real-time informed decision-making** to mitigate surface and subsurface impacts from Tunnel Boring Machine tunneling

Commitment to Protect Historic Properties



To protect the Five Wounds Portuguese National Parish and historic properties in Downtown San José, VTA commits to do the following:

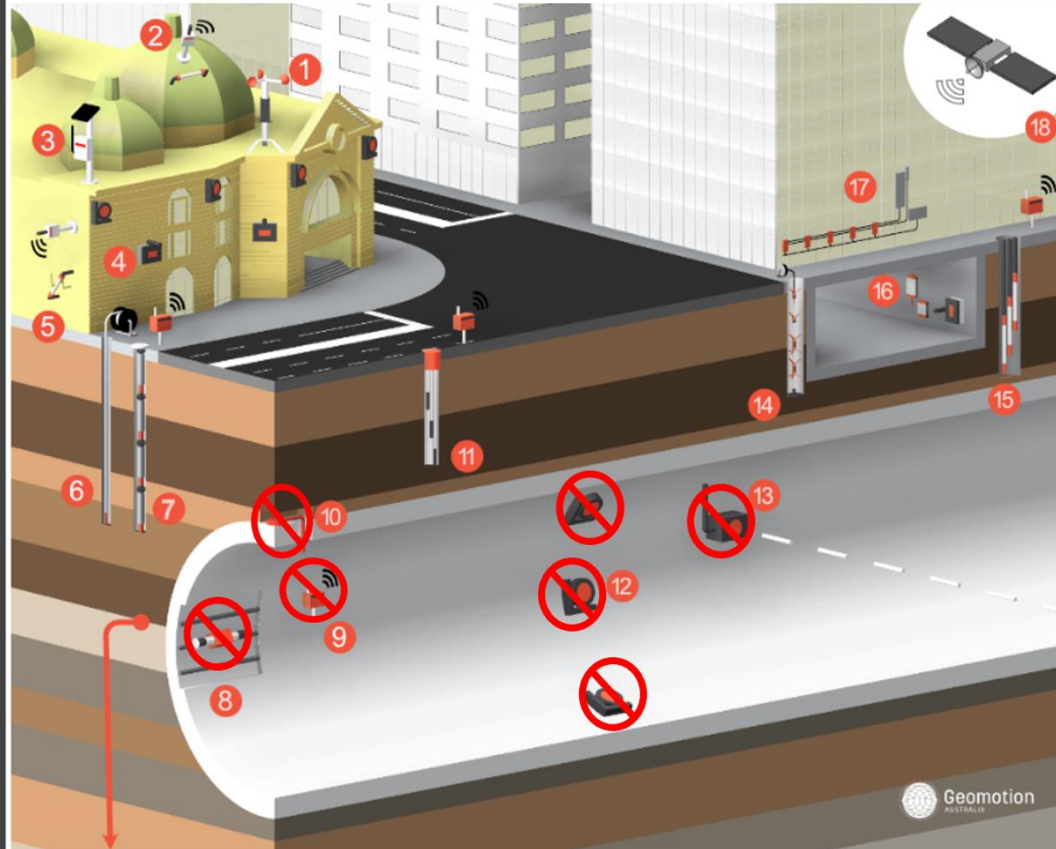


Instrumentation & Monitoring

Example of I&M Equipment Installed Above and Adjacent to Tunnel



1. Meteorological Station
2. Single Channel Data Logger
3. Gateway with Solar Panel
4. Tiltmeter
5. Vibrating Wire Crackmeter
6. Water Level Meter
7. In-Place Inclinator
11. Multipoint Extensometer
14. Magnetic Extensometer
15. Piezometer
16. Vibration Monitor
17. Liquid Level System
18. InSAR



I&M – During Tunneling – P1

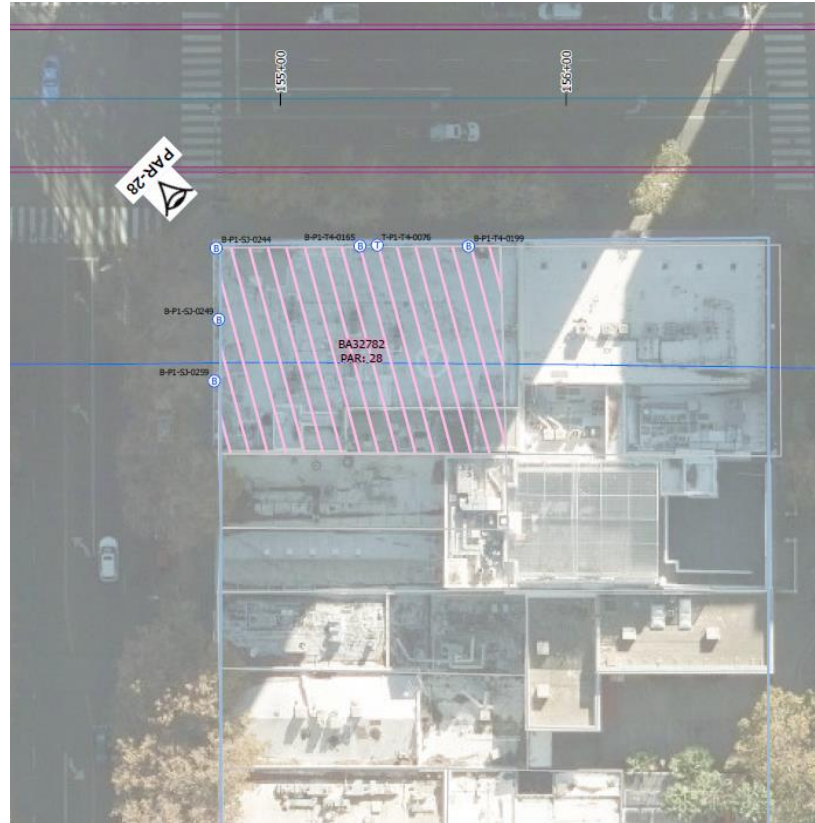


Example I&M at PAR-28,
Similar for others



LEGEND

- | | | | |
|--|-----------------------------------|--|--|
| | TUNNEL | | GROUP A STRUCTURES |
| | TUNNEL CENTERLINE | | TO BE DEMOLISHED |
| | TUNNEL ZOI | | BUILDING MONITORING POINT ABOVE GROUND LEVEL |
| | PRIVATE ROW | | BUILDING MONITORING POINT GROUND LEVEL |
| | PUBLIC ROW | | TILT METER |
| | BUILDING | | |
| | PROTECTED ARCHITECTURAL RESOURCES | | |



**I&M for TBM,
Within of the
Zone of
Influence
(ZOI):**

**Building
Monitoring
Devices
(DRAFT/Example
Locations Shown)**

Instruments in City Right-of-Way



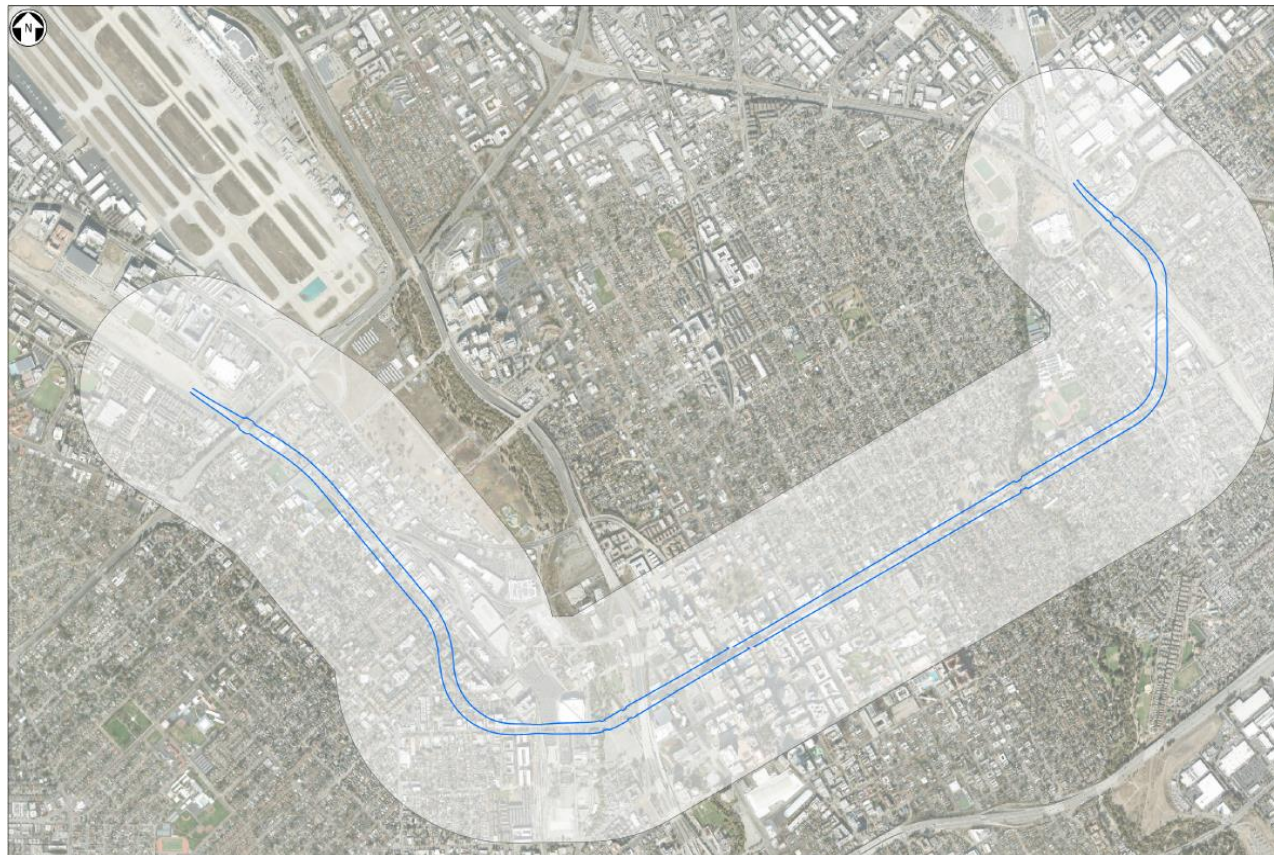
Instruments to monitor ground movement	Instruments to monitor utilities and overlying structures
Extensometers	Utility Monitoring Points
Surface Settlement Markers	Building Settlement Markers
Vibrating Wire Piezometers (monitors groundwater)	Liquid level gauges
Horizontal Inclinometers	Tiltmeters

- Instruments are monitored with Automated Total Stations (AMTS) and manual survey, as applicable.
- BSVII program also using InSAR, a satellite-based monitoring technique, to establish early baselines prior to construction.

Examples of Instruments



I&M – During Tunneling – P2



**I&M for TBM, Within
and Outside of the
Zone of Influence
(ZOI):**

InSAR (Interferometric
Synthetic Aperture
Radar)

LEGEND

— TUNNEL ZOI

□ INSAR PROJECT
AREA OF INTEREST

I&M for Tunneling Coordination



BART SILICON VALLEY
PHASE II EXTENSION PROJECT



Current and Future I&M Efforts



- Coordination with the City, utility owners, and private property owners (partnering easements and Permits To Enter).
- Construction Transportation Management Plan for I&M under development in coordination with the City
- Pre-construction surveys of properties along the alignment.
- Coordination with third parties on encroachment permits.

Target: Instrumentation installation scheduled to begin January 2027 starting from the west.

Part 3: Questions?

Aesthetic Fencing Design

Construction Screening



- Contributes to an overall more positive public experience in shared spaces
- Screens construction activity and helps blend into surrounding neighborhoods
- Creates a platform for messaging and education
- 20-35% of this screening dedicated to information on:
 - Construction information & signage
 - Thriving Businesses Plan
- 25-50% dedicated to aesthetic treatments



On-the-Ground User Experience



Aesthetic fencing designs support:

- Pedestrian wayfinding
- Public transit access clarity
- Event-day circulation

Opportunities to integrate:

- Directional cues
- Stakeholder branding and messaging
- Milestone branding – City anniversary
- Project messaging and visual continuity across project sites

Proposed Aesthetic Fencing Goals



01

Integrate with Station area businesses, milestones, character, and identity

02

Strike a balance between functional construction screening and visual design and community impact

03

Incorporate the needs of diverse communities, patrons, and workers in the area

04

Design and install fencing on time and ensure proper maintenance

Design Themes, Colors and Identity



Possible themes that reflect:

- San José and Santa Clara identities
- Local history and storytelling
- Transit and connectivity
- Community artwork



Part 4: Questions?

Next Steps:

Upcoming CWG Meeting Date



Tuesday, November 17, 2026

4 p.m. at San José Chamber of Commerce

Upcoming VTA Meetings (Hybrid) – P1



VTA BOARD OF DIRECTORS MEETING

Thursday, October 1, 2026 at 5:30 PM
Board of Supervisors' Chambers
County Government Center
70 West Hedding Street, San José, CA 95110

VTA's BART Silicon Valley Phase II Oversight Committee

Thursday, October 8, 2026 at 12:00 PM
VTA Conference Room B-106
3331 North First Street, San José, CA 95134

VTA BOARD OF DIRECTORS MEETING

Thursday, November 5, 2026 at 5:30 PM
Board of Supervisors' Chambers
County Government Center
70 West Hedding Street, San José, CA 95110

VTA's BART Silicon Valley Phase II Oversight Committee

Thursday, November 12, 2026 at 12:00 PM
VTA Conference Room B-106
3331 North First Street, San José, CA 95134

Upcoming VTA Meetings (Hybrid) – P2



Joint VTA/BART Working Committee Meeting

Friday, October 9, 2026 at 9:30 AM

BART Headquarters - BART Board Room

2150 Webster Street, 1st Floor

Oakland, CA 94612

Part 5: Questions?