

VTA's BART Silicon Valley Phase II Extension Project

Downtown/Diridon Community Working Group

February 5, 2019

Martin Luther King Jr. Library, Room 225
150 E San Fernando Street
San José, CA 95112

**BART Silicon Valley Phase II
Extension Project**



Agenda

- Follow-Up Items & 2019 Work Plan
- Caltrain Electrification Update
- Phase II Update
- Construction Education and Outreach Plan
- Diridon Station Integrated Concept Plan
- Transit Oriented Development Strategy & Access Planning Studies Update
- Next Steps

Role of the CWG

- Be project liaisons
- Receive briefings on technical areas
- Receive project updates
- Build an understanding of the project
- Collaborate with VTA
- Contribute to the successful delivery of the project

Your Role as a CWG Member

- Attend CWG meetings
 - Bring your own binder (BYOB)
- Be honest
- Provide feedback
- Get informed
- Disseminate accurate information
- Act as conduits for information to community at large

Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Gretchen Baisa	Primary Outreach Contact
Jill Gibson	Phase II Planning Manager
Erin Sheelen	Technical Lead
Charla Gomez	City of San José – Planning Liaison
Eric Eidlin	City of San José – DOT Liaison

Upcoming Meetings

- **CWG Dates**

(<http://www.vta.org/bart/upcomingmeetings>)

- April 16, 2019, 4:00 – 5:30 PM
- June 11, 2019, 4:00 – 6:00 PM
- September 10, 2019, 4:00 – 6:00 PM
- November 12, 2019, 4:00 – 6:00 PM

- **VTA Board of Directors**

(<http://www.vta.org/get-involved/board-of-directors>)

- February 7, 2019 – 5:30 PM
- March 7, 2019 – 5:30 PM
- April 4, 2019 – 5:30 PM

- **Joint Policy Advisory Board (JPAB)**

- April 25, 2019 – 3:00 PM

Follow-Up Items

**BART Silicon Valley Phase II
Extension Project**



Follow-Up Items

- VTA staff will update CWG members when station naming is an item on a future VTA Board agenda.
- VTA staff will update CWG members tonight with new information on the project's funding plan.
- November CWG meeting notes contained information regarding TIRCP funding. There are no longer any legal threats to Phase II's \$750 million allocation.
- VTA staff emailed out 2019 City Council and VTA Board rosters on 1/21/2019.

CalMod



Caltrain Electrification Update

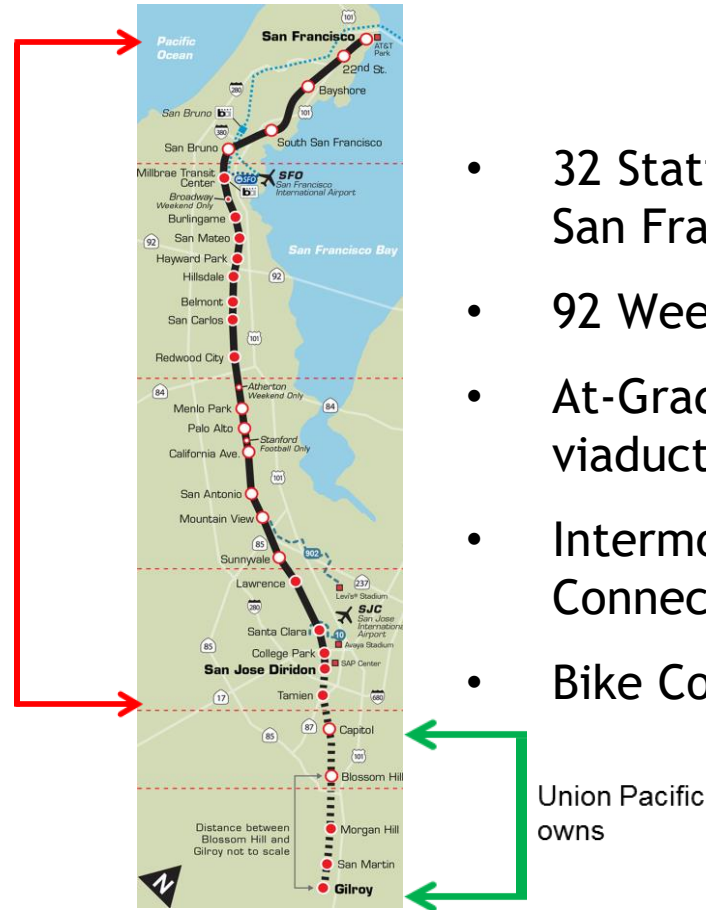
VTA's BART Silicon Valley Phase II Downtown/Diridon CWG

- Caltrain System Overview
- Project Overview
- Electric Train Design
- San José Construction Activities
- Questions



Caltrain System

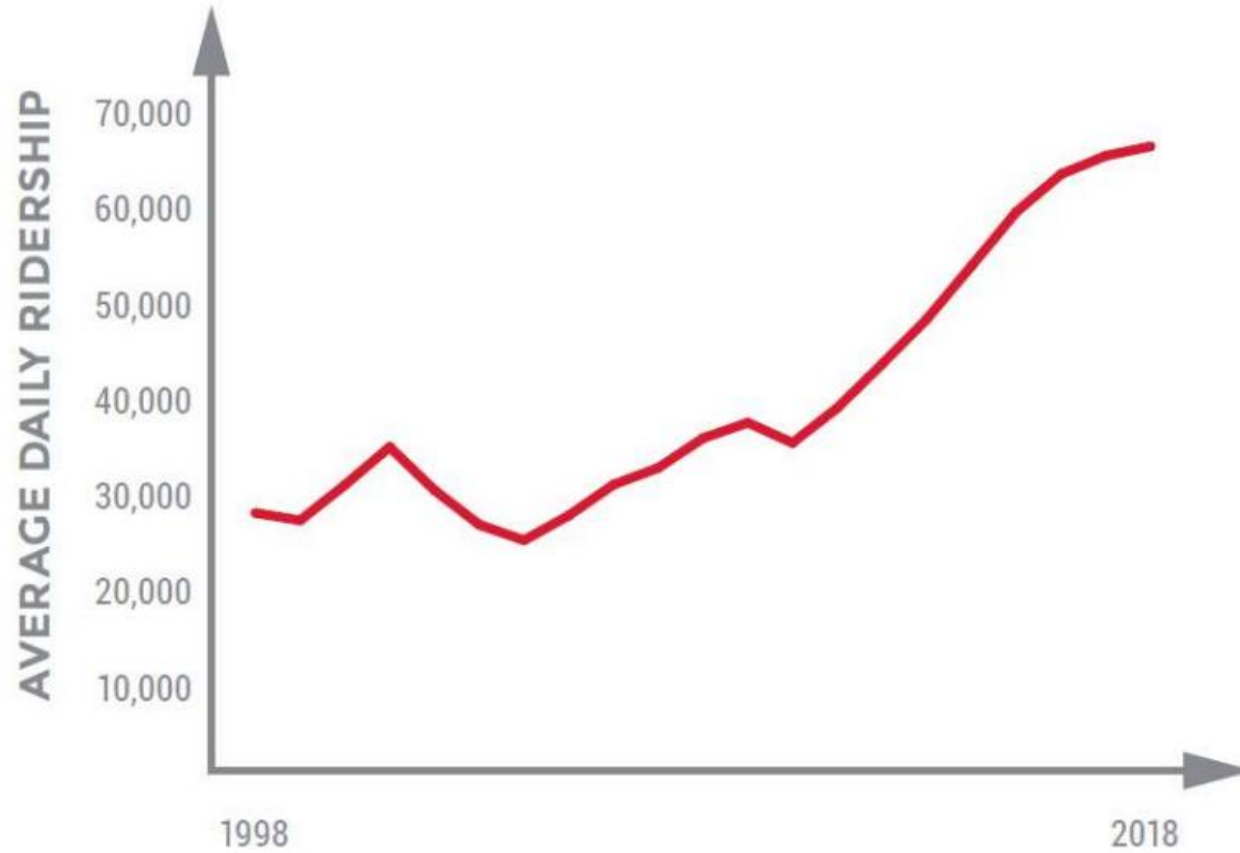
JPB owns
right-of-way
from SF to
San José



- 32 Stations Gilroy to San Francisco
- 92 Weekday Trains
- At-Grade Crossings, viaducts, and bridges
- Intermodal Connections
- Bike Commuters



Ridership



At Capacity Today



Bi-directional commute with riders standing on trains going southbound and northbound

Aging Fleet

Table 1.2: Caltrain Fleet Inventory

SERIES	QUANTITY	NUMBER OF SEATS	YEAR OF MANUFACTURE	MAKE	RETIRE DATE
Locomotives					
F40 PH-2	5	na	1985	GM - EMD	2015
F40PH-2-CAT	15	na	1985-1987	GM - EMD	2015-2017
F40 PH-2C	3	na	1998	Boise Locomotive	2028
MP36PH-3C	6	na	2003	Motive Power	2033
Passenger Cars					
Gallery Trailer	26	142	1985-1987	Nippon Sharyo	2015-2017
Gallery Trailer	16	148	1985-1987	Nippon Sharyo	2015-2017
Gallery Trailer	14	120	1999-2000	Nippon Sharyo	2030
Gallery Cab (Bike)	10	108	1985-1987	Nippon Sharyo	2015-2017
Gallery Cab (Bike)	6	78	1999-2000	Nippon Sharyo	2030
Gallery Cab (Bike)	21	97	1985	Nippon Sharyo	2015
Bi-Level Trailer*	16	149	1997	Bombardier	2027
Bi-Level Trailer	9	144	2002	Bombardier	2032
Bi-level Trailer (Bike)	2	114	2002	Bombardier	2032
Bi-level Trailer (Bike)	5	114	2001-2002	Bombardier	2031-2032
Bi-level Trailer (Bike)	2	114	2008	Bombardier	2038
Bi-level Trailer (Bike)	1	127	2002	Bombardier	2032
Bi-Level Trailer	6	140	2008	Bombardier	2038

*Trailers recently acquired from Metrolink with refurbishment ongoing.



At Retirement Age: 20/29 locomotives; 73/134 cars

Regional Transportation Needs

- US 101 and Interstate 280 congested
- Corridor supports growing economy
- 75% Caltrain riders commute to work
- 60% are choice riders



Project Description

Area	Project	Service
51 miles San Francisco to San Jose (Tamien Station)	Electrification: <ul style="list-style-type: none">• Overhead Contact System (OCS)• Traction Power Facilities Electric Trains <ul style="list-style-type: none">• 75 percent of fleet	Up to 79 mph Service Increase <ul style="list-style-type: none">• 6 trains / hour / direction• More station stops / reduced travel time• Restore Atherton & Broadway service Mixed-fleet service (interim period) Continue tenant service <ul style="list-style-type: none">• ACE, Capital Corridor, Amtrak, Freight



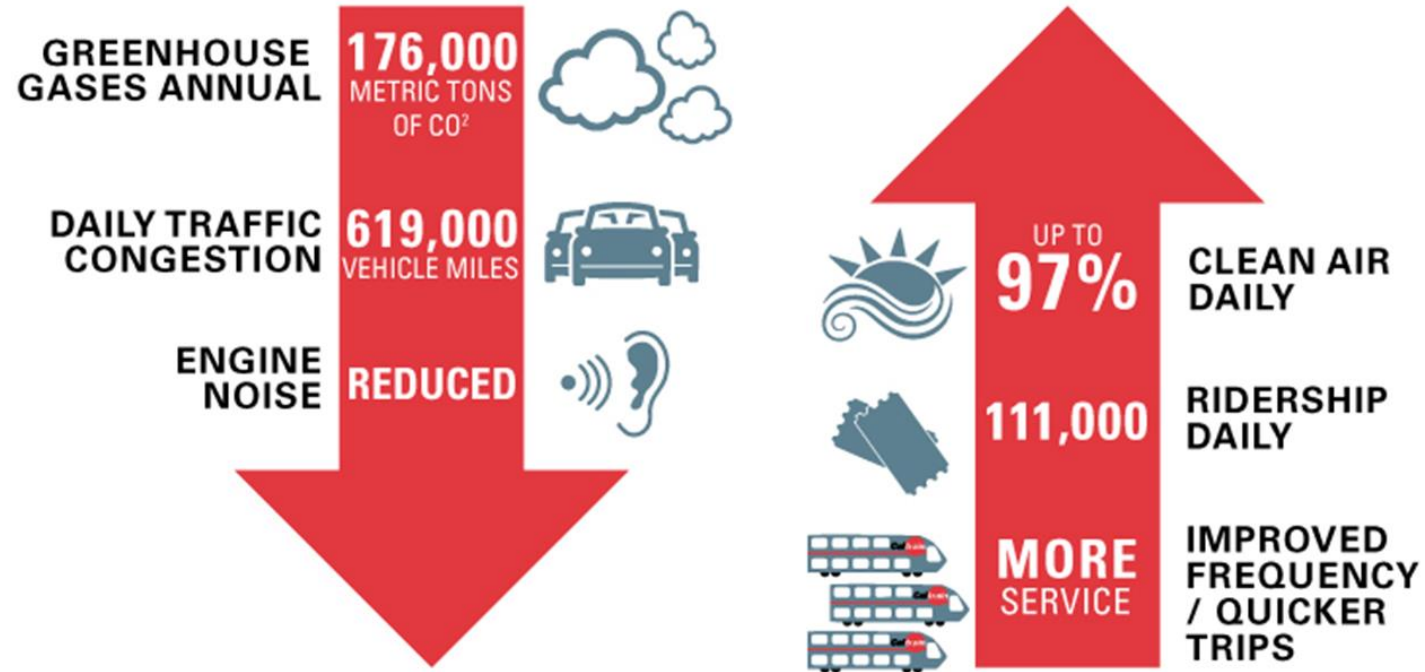
Service Benefits

Metric	Today	PCEP
Example Baby Bullet Train		
Retain 5-6 stops	60 minutes	45 minutes
Retain SF to SJ 60 minutes	6 stops	13 stops
Example Redwood City Station		
Train stops / peak hour	3	5



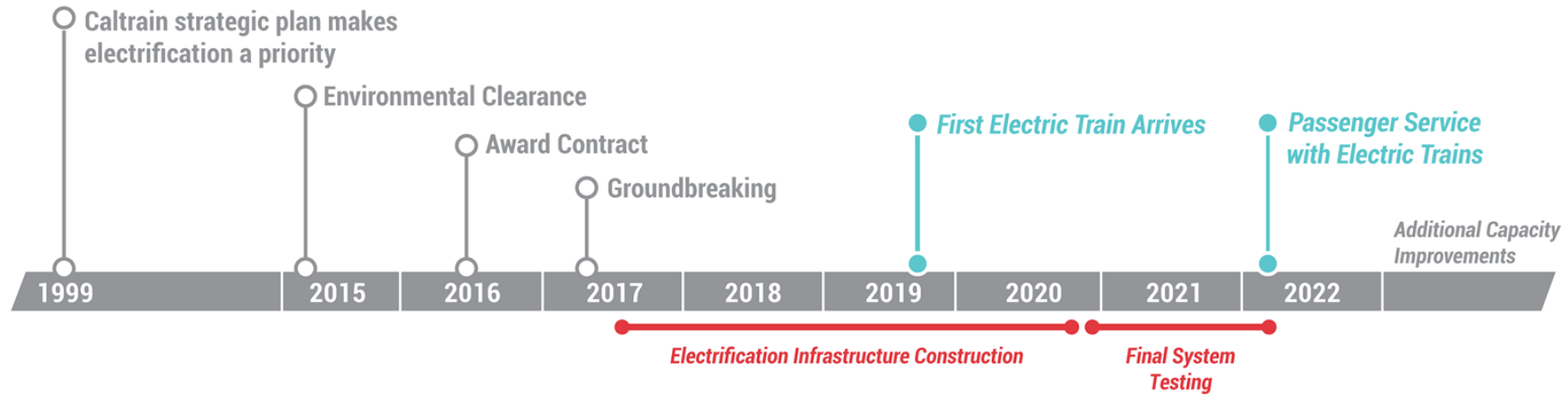
Note: Prototypical Train and Schedule

Key Regional Benefits (2040)



Note: 2013 BAC Report, generates \$2.5B economic activity and 9,600 jobs

MILESTONES

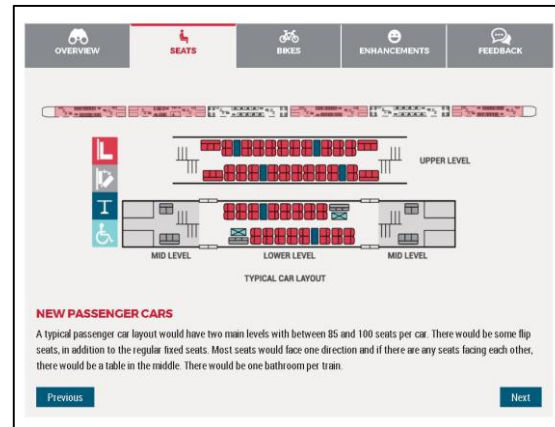


**Please keep in mind that testing and construction will overlap as each Segment will be tested individually, prior to final system testing.*



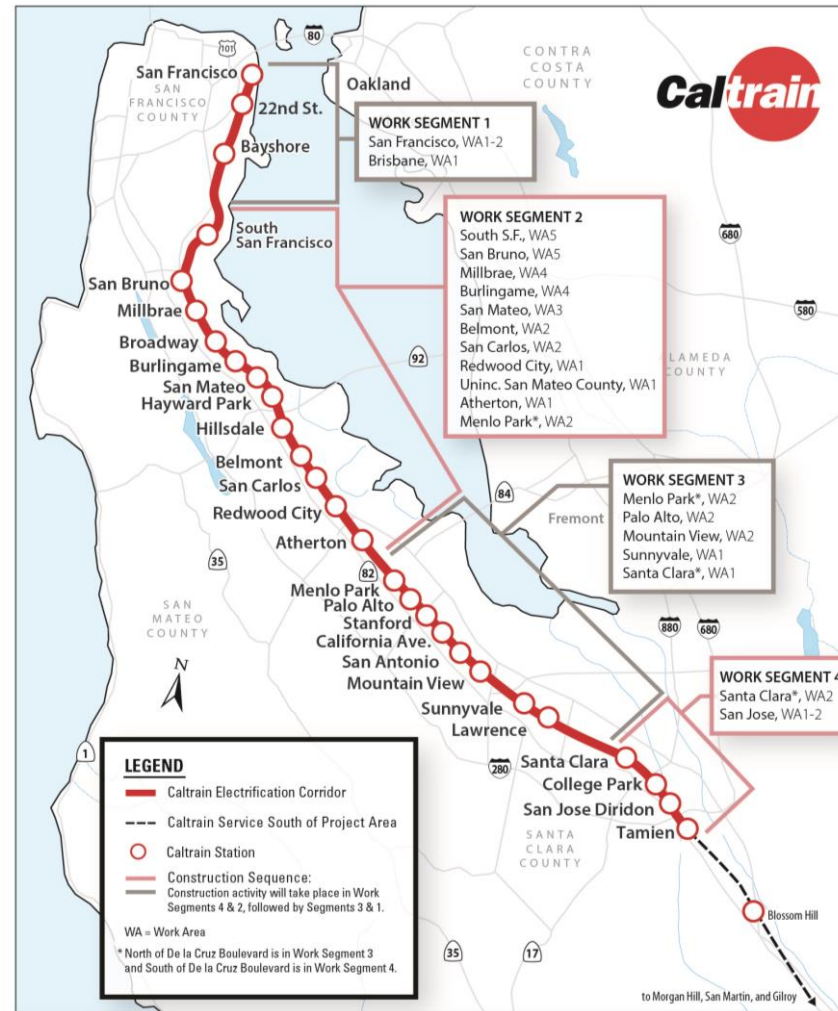
Note: Schedule Subject to Change

- 2016 Capacity Board Decision (bike to seat ratio, onboard bathrooms, upper doors ‘not precluded’)
- 2017 Design Decisions with Public Input (Exterior design, Seat colors, Bike Storage, ADA restroom)
- 2019 Virtual Reality 360 Tour

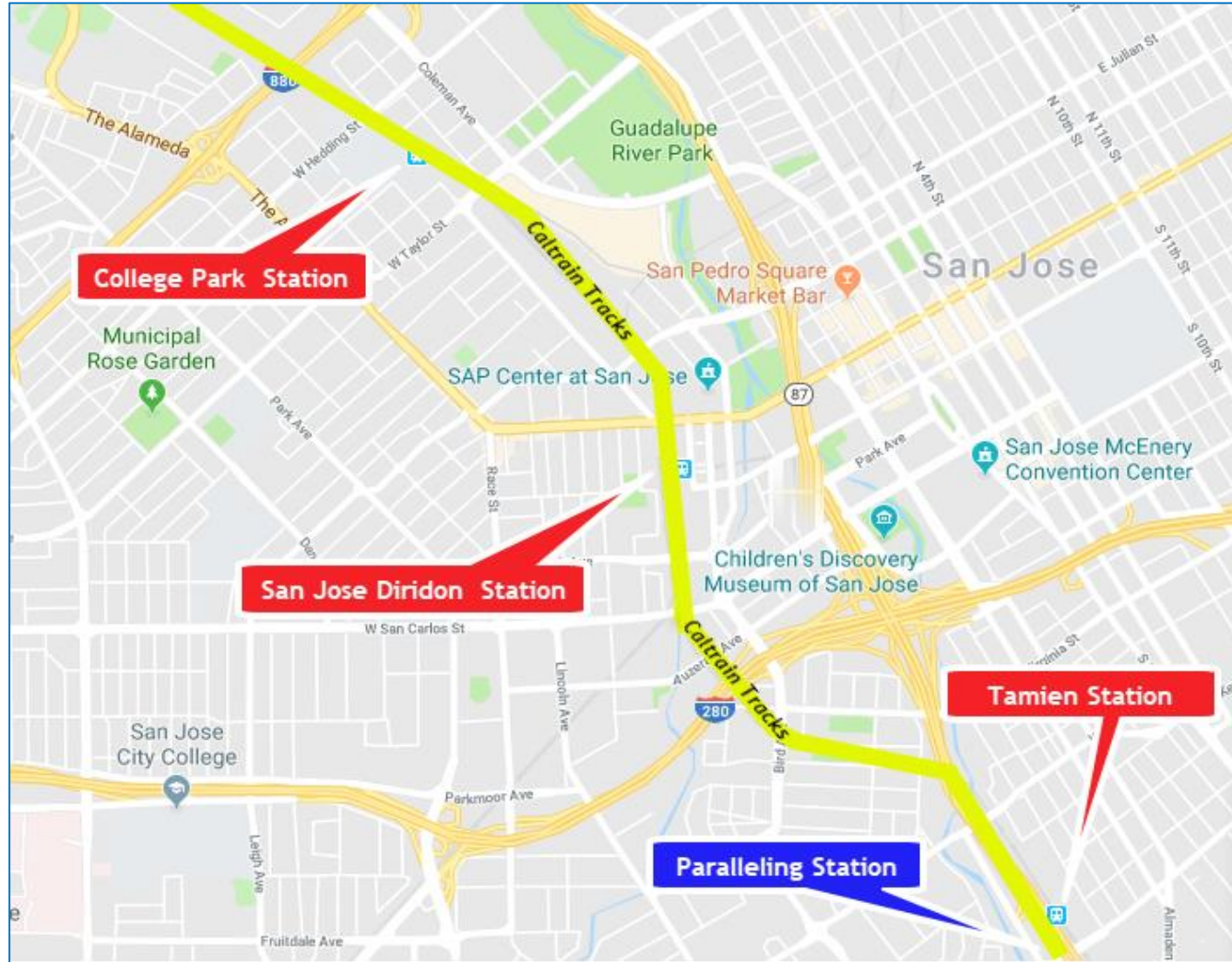


Construction Phasing

- 51 Miles Corridor
- 4 Work Segments
- 3,000 Poles
- 10 Traction Power Facilities



San José Work Area



Field Work Status

Pre-Construction Work Completed	<ul style="list-style-type: none">• Utility Survey• Geotechnical Investigations• Disposal of Soil from Geotechnical Investigations• Soil Resistivity Testing• Site Surveys• Signal Cable Inspections
Pre-Construction Work In Progress	<ul style="list-style-type: none">• Foundation Potholing• Tree Pruning and Removal
Future Work	<ul style="list-style-type: none">• Foundation Installation• Pole Installation• Wire Installation



Date	Work Activity	Expected Duration*
In Progress	Potholing	2-3 months
Early 2019	Foundation Construction	3-4 months
Summer 2019	Pole Installation	3-4 months
Fall 2019	Wire Installation	3-4 months
In Progress	Traction Power Substation Construction	4-6 months
In Progress	Paralleling Station Construction	4-6 months
Spring 2019	CEMOF Facility Modifications	6-9 months



*Expected duration indicates first and last day of activity. Number of actual work days will be fewer.

Potholing



- Excavation
- Rebar and Anchor Installation
- Electrical Grounding
- Concrete Fill



Foundation Installation



- 3,000 Installed throughout Corridor
 - Approx. 460 Poles in San José
- Pole Height: 30-45.5'
- Pole Spacing: ~180' apart



Pole Installation San José



Single Track Cantilever



Two Track Cantilever



Center



Example of Poles Currently Planned for Use in San José

Pole Installation San José



Portal

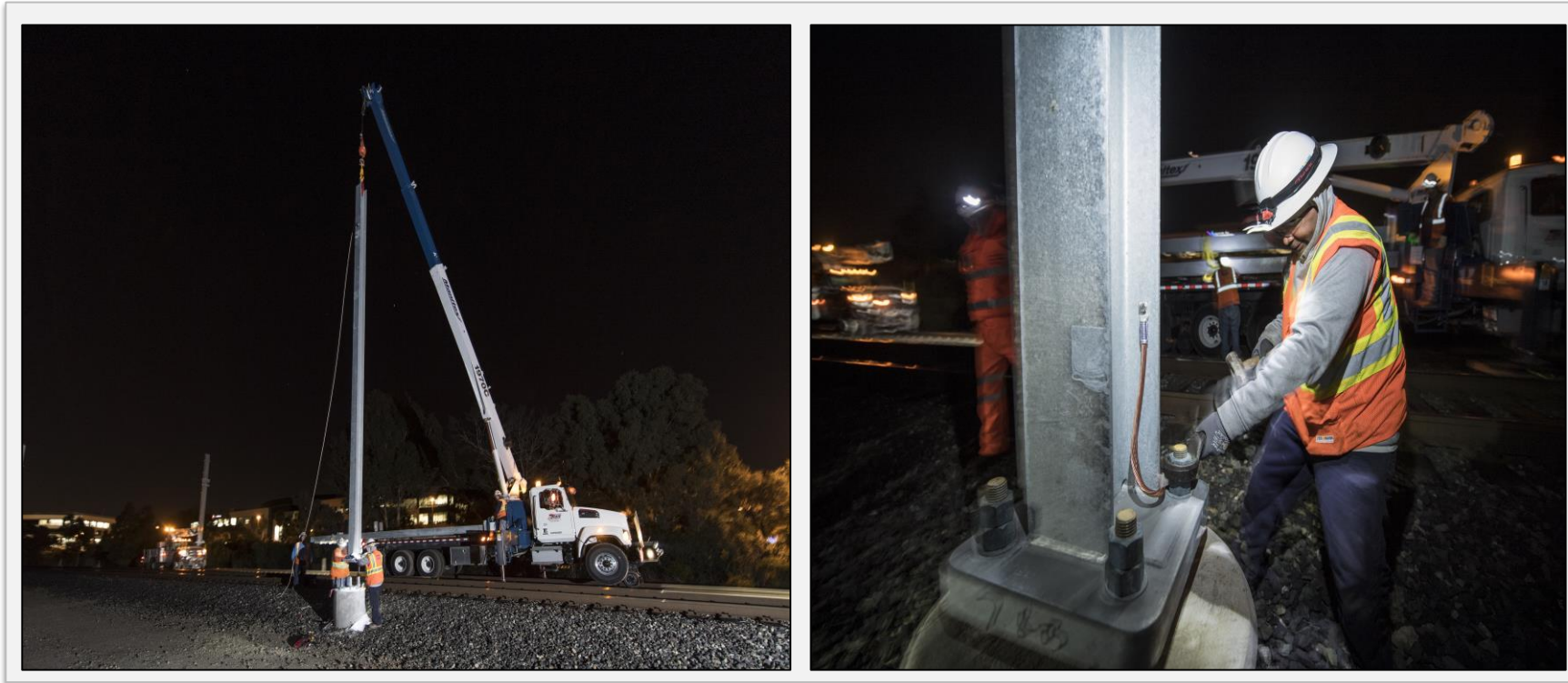


Headspan



Example of Poles Currently Planned for Use in San José

Pole Installation



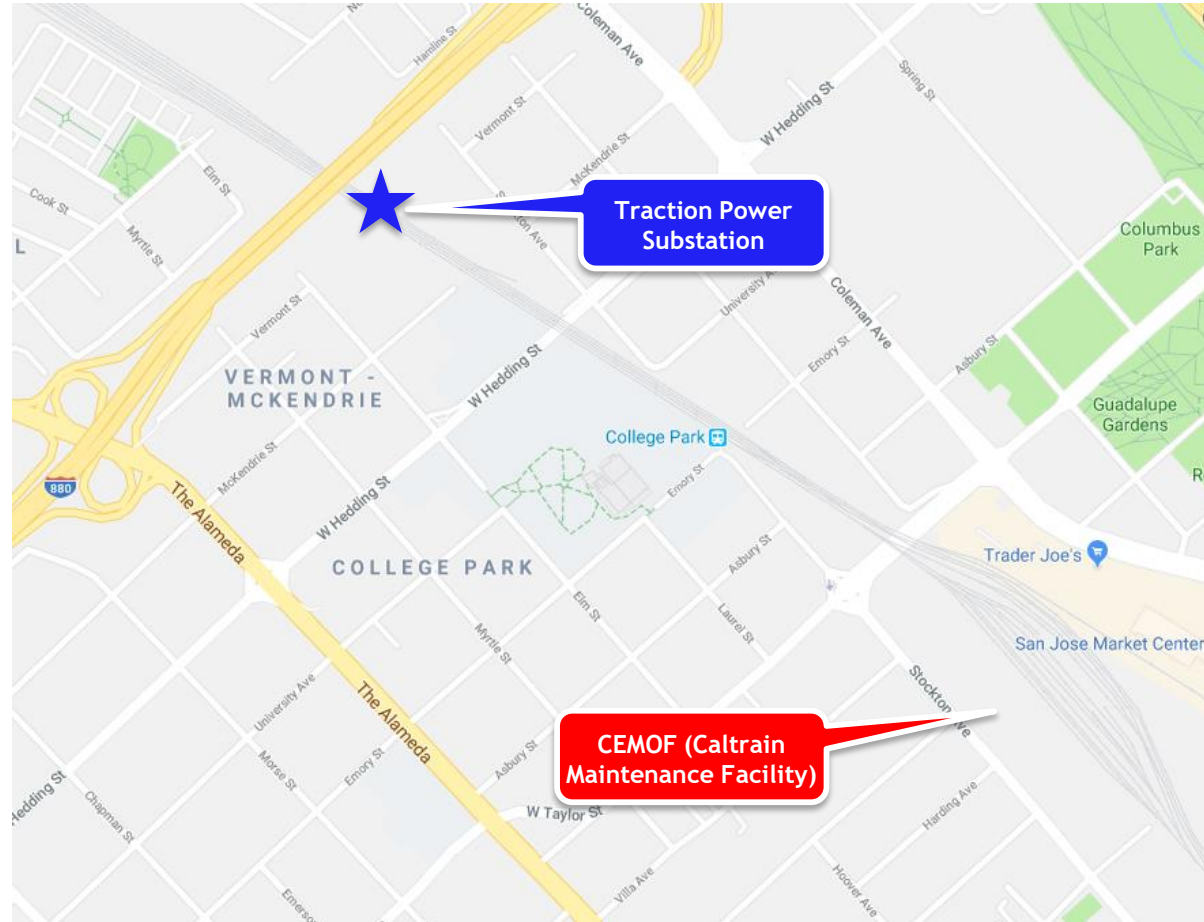
Stringing Wire



- 10 Traction Power Facilities Installed throughout Corridor
 - 1 Traction Power Substation installed in San José
 - 1 Paralleling Station in San José
 - Gantry structures up to 50'
- Provides electrical power to trains through the Overhead Contact System
- Unmanned station
- Day and weekend construction work
- Limited night work during construction



CalMod Traction Power Substation Location

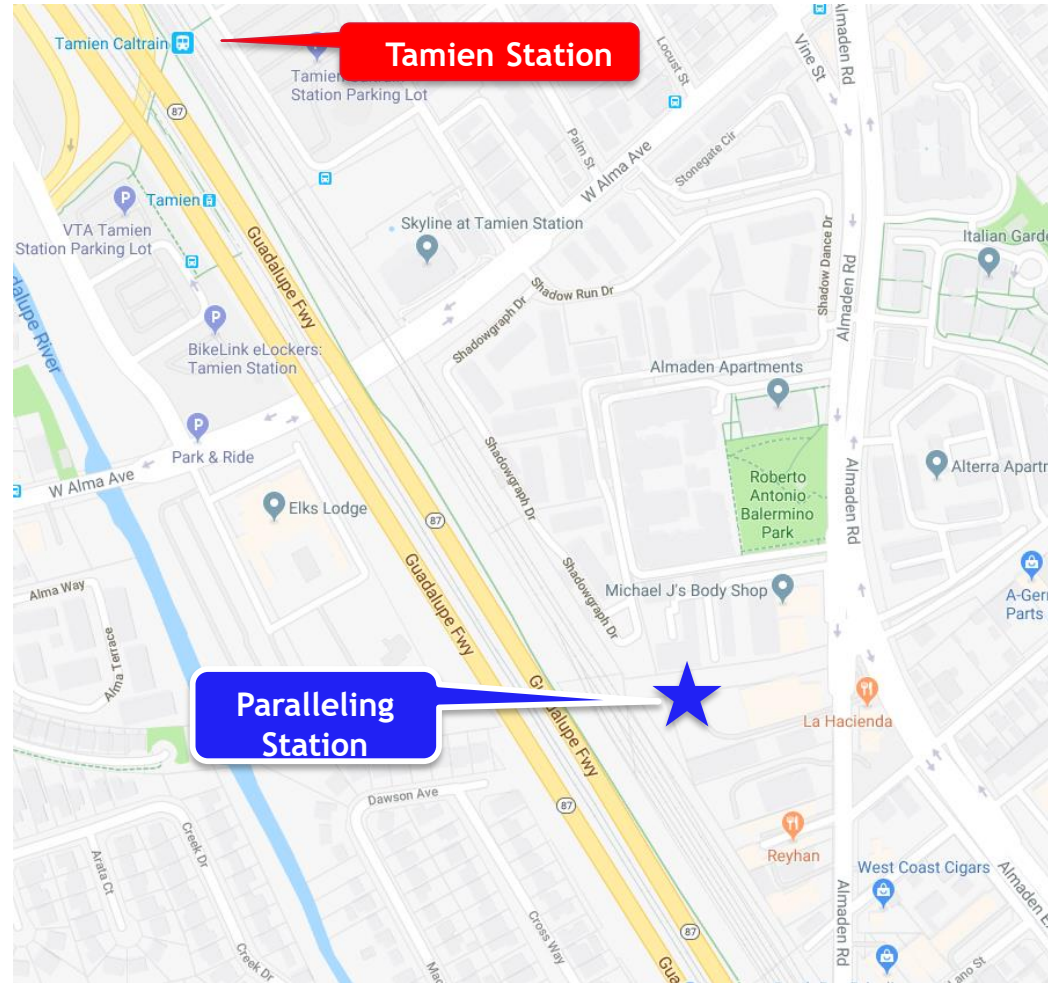


Traction Power Substation



Example Traction Power Substation

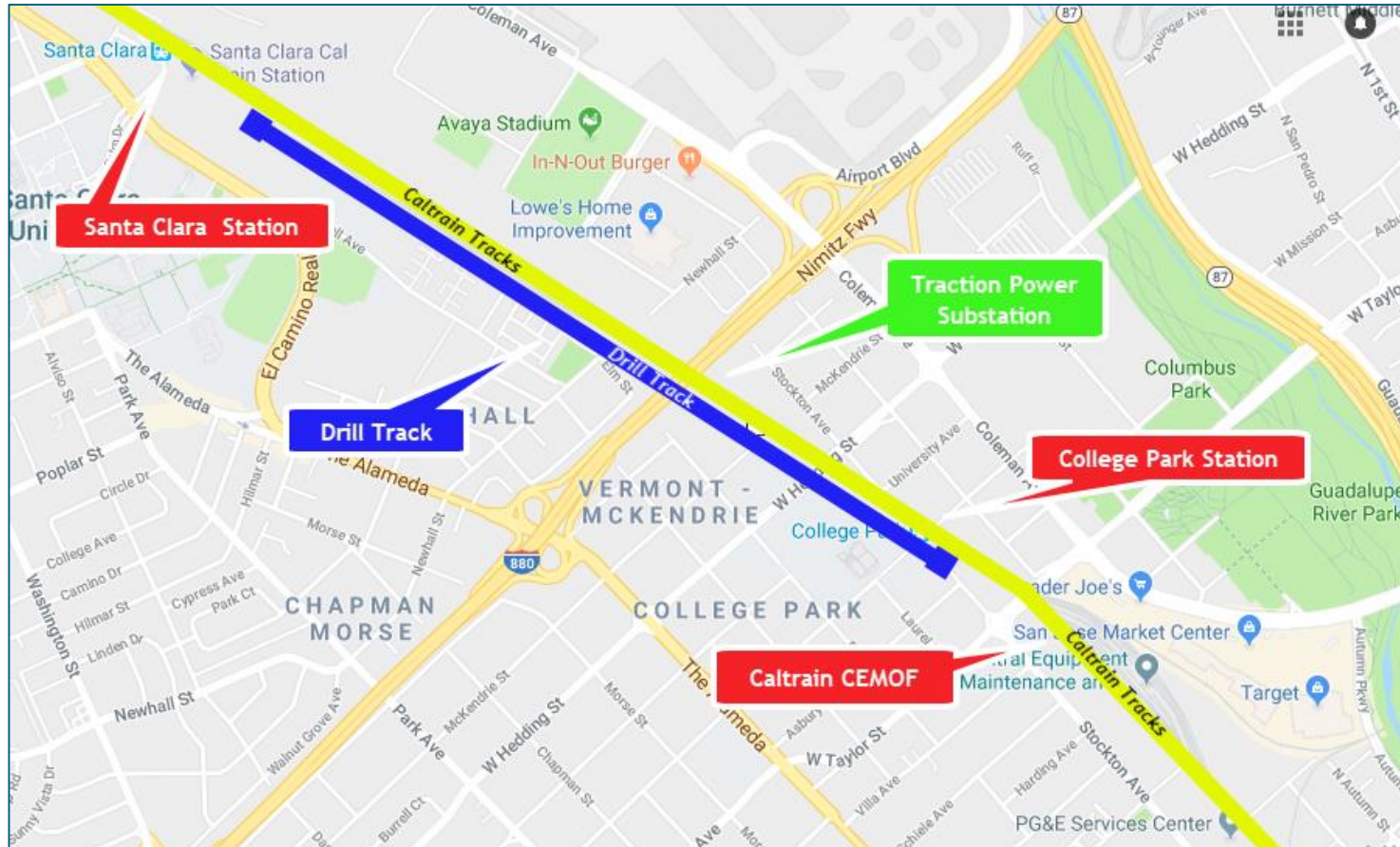
Paralleling Station Location



Example Paralleling Stations



Test Track Location



Currently existing maintenance track (no new track)

- Approximately 1.5 miles of existing maintenance track (no new track)
- Located between Santa Clara Station and Caltrain CEMOF facility
- Foundations, poles and wires to be installed prior to electric train testing



- New electric trains will be tested on track
- Testing to occur between Late 2019 to Spring 2022
- Testing anticipated to be during daytime



CalMod Overall Construction Information

- Work will occur during day and night
- Some 24 hour weekend work
- Crews will utilize acoustical barrier blankets and position lights away from homes
- Dedicated hotline for construction complaints - (650) 399-9659



CalMod SF Weekend Caltrain Closures

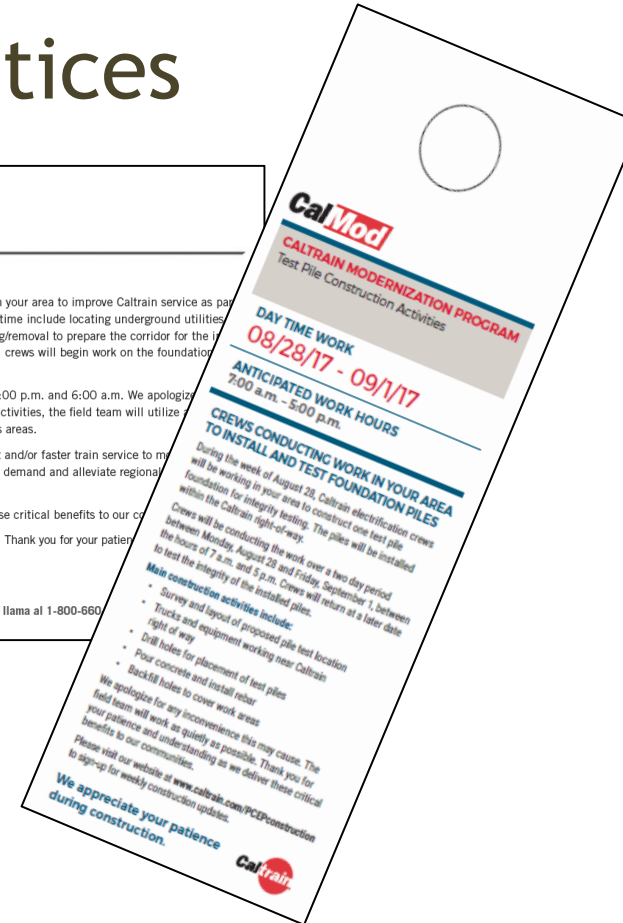
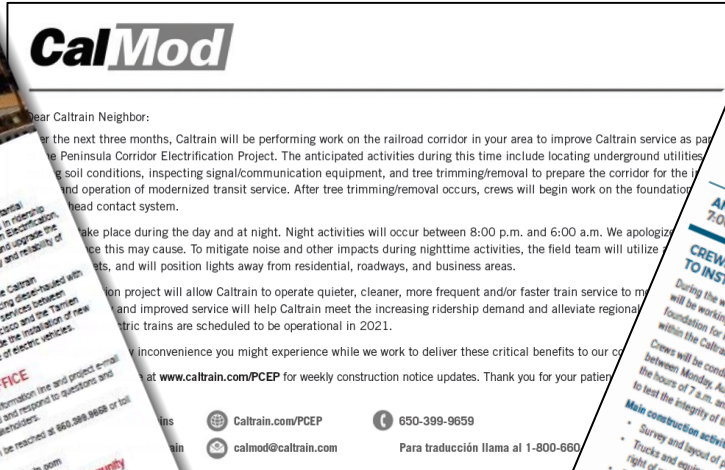
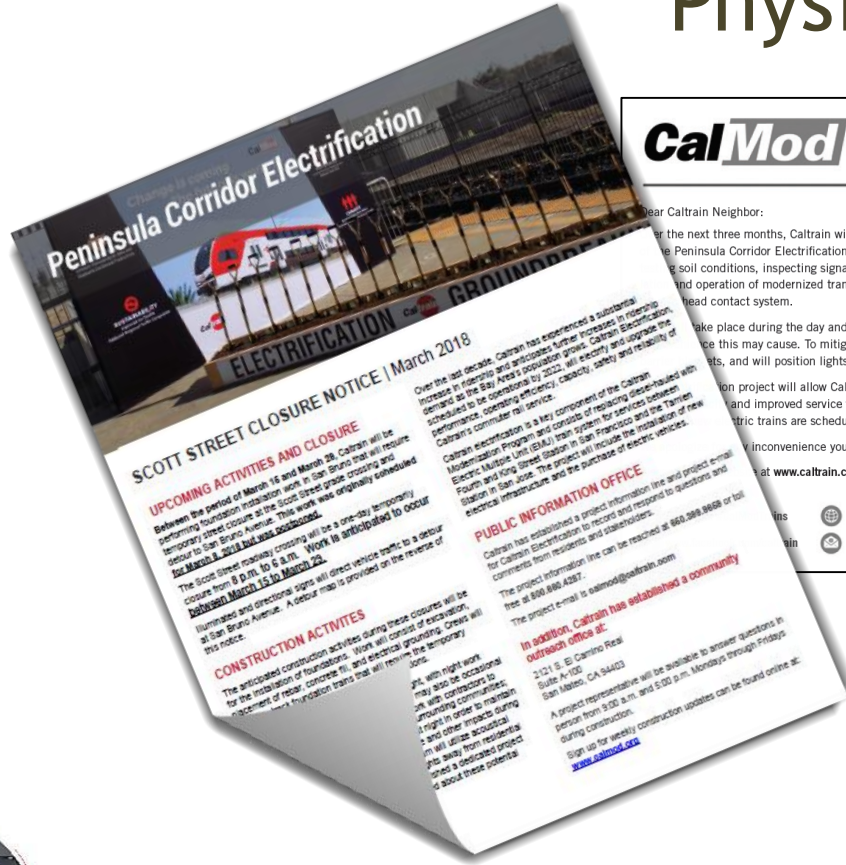
- Weekends - Oct 6, 2018 to Late Spring 2019
 - Caltrain service north of the Bayshore Station will be suspended on the weekends
 - Bus service will be provided from Bayshore to 4th and King and 22nd Street stations
- Weekday service will remain unchanged
- Caltrain service south of Bayshore will remain unchanged
- Bus schedule available at caltrain.com



- Subscribe to Weekly Updates
 - Visit www.calmod.org/get-involved
- Additional Community Meetings
 - Pole and Wire Installation
- Social Media
- Construction Outreach Office




Physical Notices






CALMOD CONTACT INFORMATION

WEBSITE  CalMod.org

EMAIL  CalMod@caltrain.com

PHONE  650-399-9659
800-660-4287 (Toll Free)

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San Mateo, CA 94403
9 a.m. - 5 p.m. Monday - Friday

FACEBOOK  www.facebook.com/caltrain
TWITTER  @caltrain



Phase II Update

Jill Gibson, VTA

Mark Ramsey, VTA

**BART Silicon Valley Phase II
Extension Project**

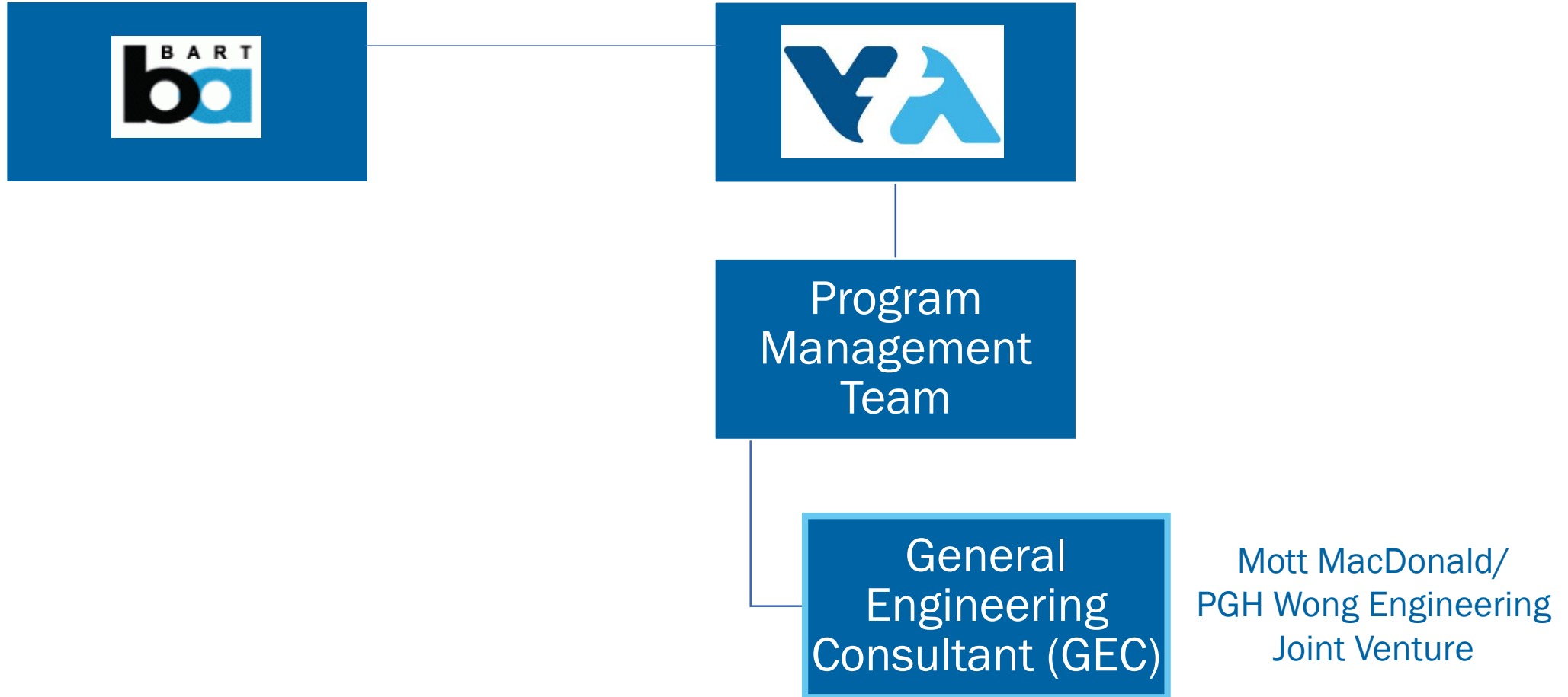


Phase II Update

- Measure B Update
- General Engineering Consultant (GEC)
- Project Funding Strategy
- Field Investigations

GEC – Background

Project Organization Chart



GEC – Scope

Design

- Develop design in accordance with final contracting plan
- Integrate all design scope

Review

- Review and evaluate alternate concepts submitted during construction procurement
- Review design-build progress and final design submittals

Support

- Support design changes during construction
- Support systems integration testing and commissioning

Coordinate

- Coordinate infrastructure transition to BART/City
- Ensure timely as-built (i.e. blueprint) documentation

Project Funding Strategy – Update

Projected Local & State Funds:

\$4.186 Billion

- 2000 Measure A Sales Tax \$1.0 Billion
- 2016 Measure B Sales Tax \$1.5 Billion
- Local Measures Revenues to fund financing and escalation costs¹ \$0.4 Billion
- Regional Measure 3 \$0.375 Billion
- State Transit & Intercity Rail Capital Program \$0.750 Billion
- State Traffic Congestion Relief Program \$0.161 Billion

Projected Federal Funds:

\$1.395 Billion

- FTA Expedited Project Delivery

Projected Funding:

\$5.581 Billion²

¹ Financing costs assumed to be available from 2000 Measure A and/or 2016 Measure B.

² Funding strategy to cover project capital costs, unallocated contingency, and financing costs during construction. Funding strategy will be updated as project advances.

Field Investigations in Major Project Areas



Field Investigations



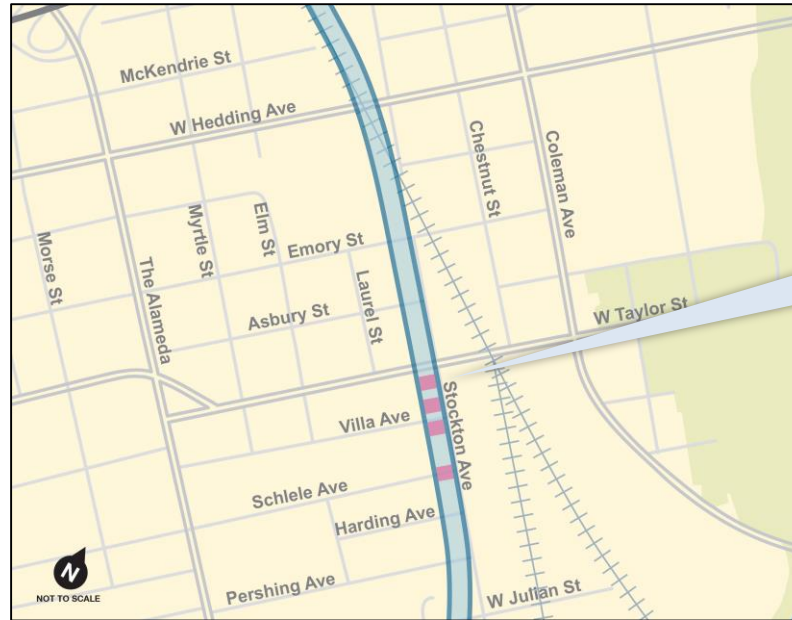
13th Street Ventilation Facility Area

- Started: Early December 2018
- Expected Completion: Summer 2019



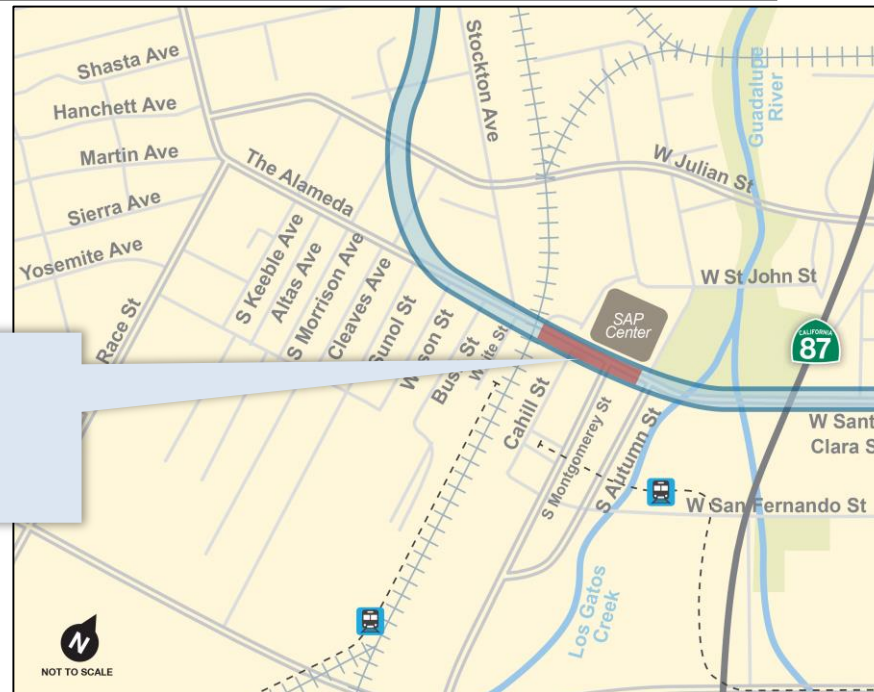
Downtown San José Station Area

- Started: Late September 2018
- Expected Completion: June 2019



Stockton Avenue Ventilation Facility Area

- Started: Mid-November 2018
- Expected Completion: April 2019



Diridon Station Area

- Started: Late October 2018
- Expected Completion: June 2019

Questions?

Construction Education & Outreach Plan (CEOP)

Gretchen Baisa, VTA

Jill Gibson, VTA

**BART Silicon Valley Phase II
Extension Project**



CEOP

- Community Meeting Participation
- General Outreach Activities
- Small Business Marketing and Assistance Program (MAP)
- Small Business Assistance Study

Community Meeting Participation

- Coordination with City and internal stakeholders
- Community Presentations:
 - January 16: San José Downtown Association Commercial Property Owners
 - January 17: San José Downtown Association Historic District
 - February 2: Shasta Hanchett Park Neighborhood Association
 - February 21: 13th Street Neighborhood Action Coalition (NAC)
 - April 18: Alameda Business Association
 - On the horizon: VTA-hosted community meetings to be held in Santa Clara, Downtown/Diridon and Alum Rock/28th Street areas in early spring

General Outreach: November – January

- Digital: Email newsletters, social media, website postings
- Door to door outreach for all field work
- Mailing and stakeholder outreach for fieldwork

CEOP – Five Focus Areas



Business Resources – Small Business MAP



Small Business Marketing and Assistance Program (MAP)

Marketing Support

- Support marketing campaigns
- Provide wayfinding

Technical Support

- Provide assistance to identify resources, such as Small Business Administration, prior to preconstruction and construction activities
- Mentorship Program/consulting

Supported by Engagement & Outreach

- Interview business to understand needs and concerns
- Partner with local nonprofits
- Notify project progress and impacts
- Communicate procedures and requirements to receive assistance
- Task force

Small Business Assistance Best Practice Examples



Purple Line – LA Metro, Los Angeles, CA

- Art Program Campaign
 - Metro Art Presents Series
 - Art Tours
- [Animated video tour of extension](#)
- **EAT, SHOP, PLAY Business Marketing Campaign** *Highlights the ways the community can Eat at local restaurants, Shop at local retail stores and Play at local destination.*
 - YouTube Video featuring M Day Spa on Wilshire Blvd
 - https://www.youtube.com/watch?v=n0_J81VZI5I



Northwest Valley Extension – Valley Metro, Phoenix, AZ

- METRO MAX Rewards Program
 - Monthly discount program
 - Marketing and advertising to support businesses
 - Videos and social media campaign
 - 4,000 followers, 500,000+ monthly views

Small Business Assistance Best Practice Examples



2nd Avenue Subway – New York MTA

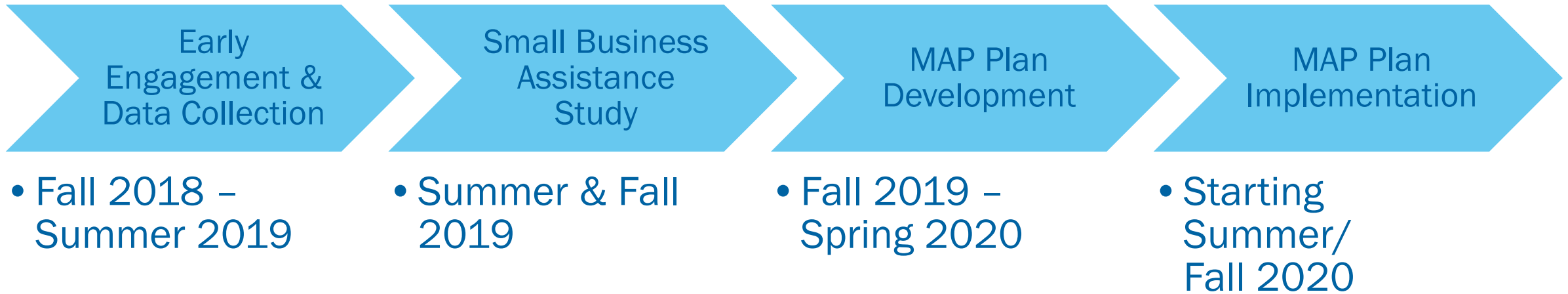
- **Project Tours**
 - Over 1,000 individuals
 - Lead by MTA Capitol Construction CEO
- **Community Information Center**
 - Hands on custom innovative displays
 - Museum quality interpretation and visuals
 - Feature exhibit “The People Behind the Project”
 - Staffed five days a week, one Saturday a month



2nd Avenue Subway – New York MTA

- **Shop 2nd Ave Marketing Campaign**
 - Daily specials
 - Attract foot traffic to corridor
 - Partnership with Chamber of Commerce
 - Enhance branding of 2nd Ave
 - Development of mobile app

Small Business MAP Timeline



Small Business Assistance Study – Purpose

- VTA is in the process of procuring a study that provides recommendations for how to efficiently and equitably provide technical and financial assistance to businesses affected by construction
 - Single-bore tunnel reduces construction impacts, but unexpected events are always possible.

Small Business Assistance Study Objectives

Profile various existing technical and financial assistance program models from major transit projects

Conduct interviews with businesses to determine the business environment and business needs during construction

Define business eligibility criteria and create revenue baseline methodology to gauge construction impacts

Report recommendations for consideration to the VTA Board

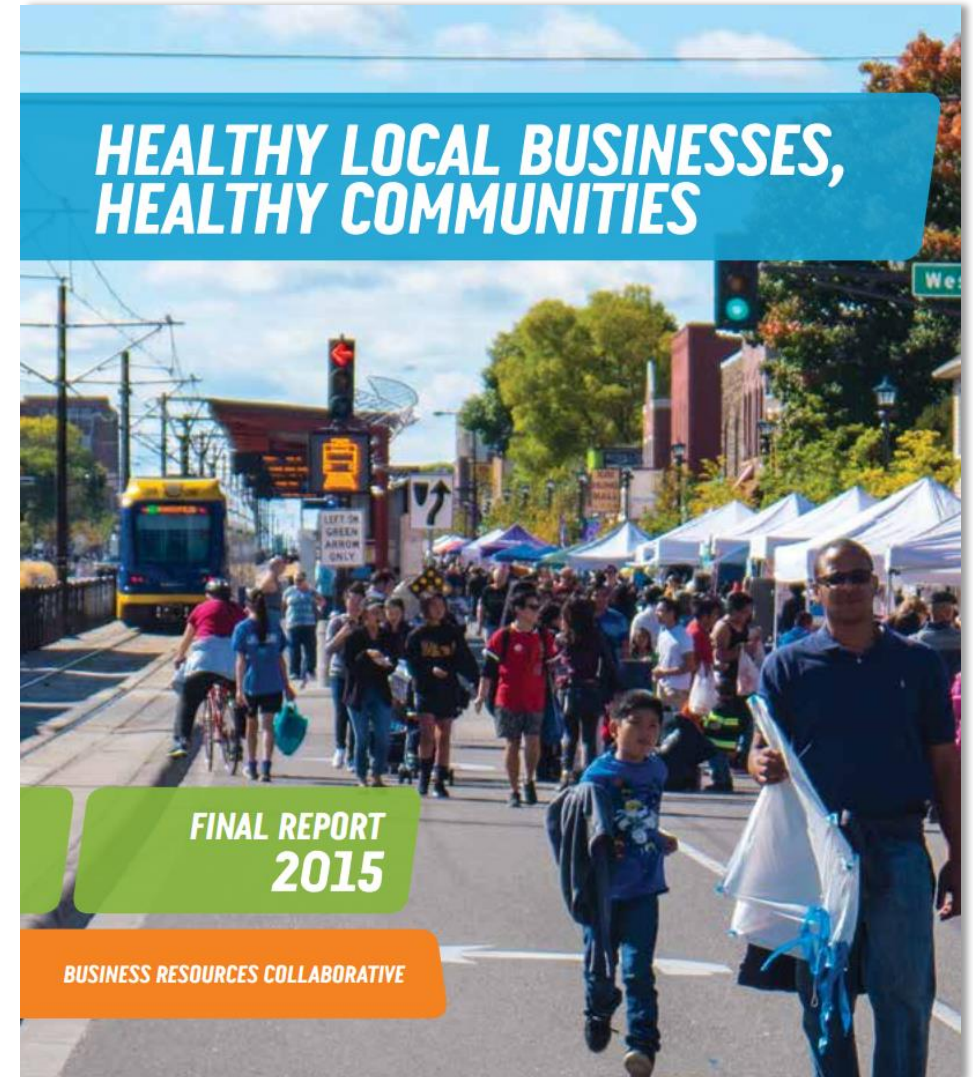
Questions that will be Considered

- **Impacts:** How will construction impact businesses?
- **Support Services Provided:** What types of small business support services are needed? What has worked elsewhere?
- **Measuring and Proving Impact:** What are the metrics and criteria for proving construction impacts?
- **Program Eligibility:** How will program eligibility be defined?
- **Program Funding:** Where will funding come from? How much is needed?
- **Program Management:** Who will manage and administer the assistance program?
- **Measuring Program Effects:** What metrics should be used to measure program efficacy?

Case Study: Minneapolis - Saint Paul, MN

Business Resources Collaborative (2008-2014)

- Transit Project: 11 mile street-level light rail between Minneapolis and Saint Paul
- Construction Duration: 3 years (2010-2013)
- Major construction impacts: reduced sidewalk access, extensive street closures, and lost street parking
- Established Business Resources Collaborative
 - Group of business coalitions, nonprofits, and local governments (*note: transit agency not involved*)
 - Provided financial, technical, and marketing support to small businesses
- Results: \$2.8 billion invested, 13 net businesses, 4,459 new market rate housing units, and 2,375 new or preserved long-term affordable housing units



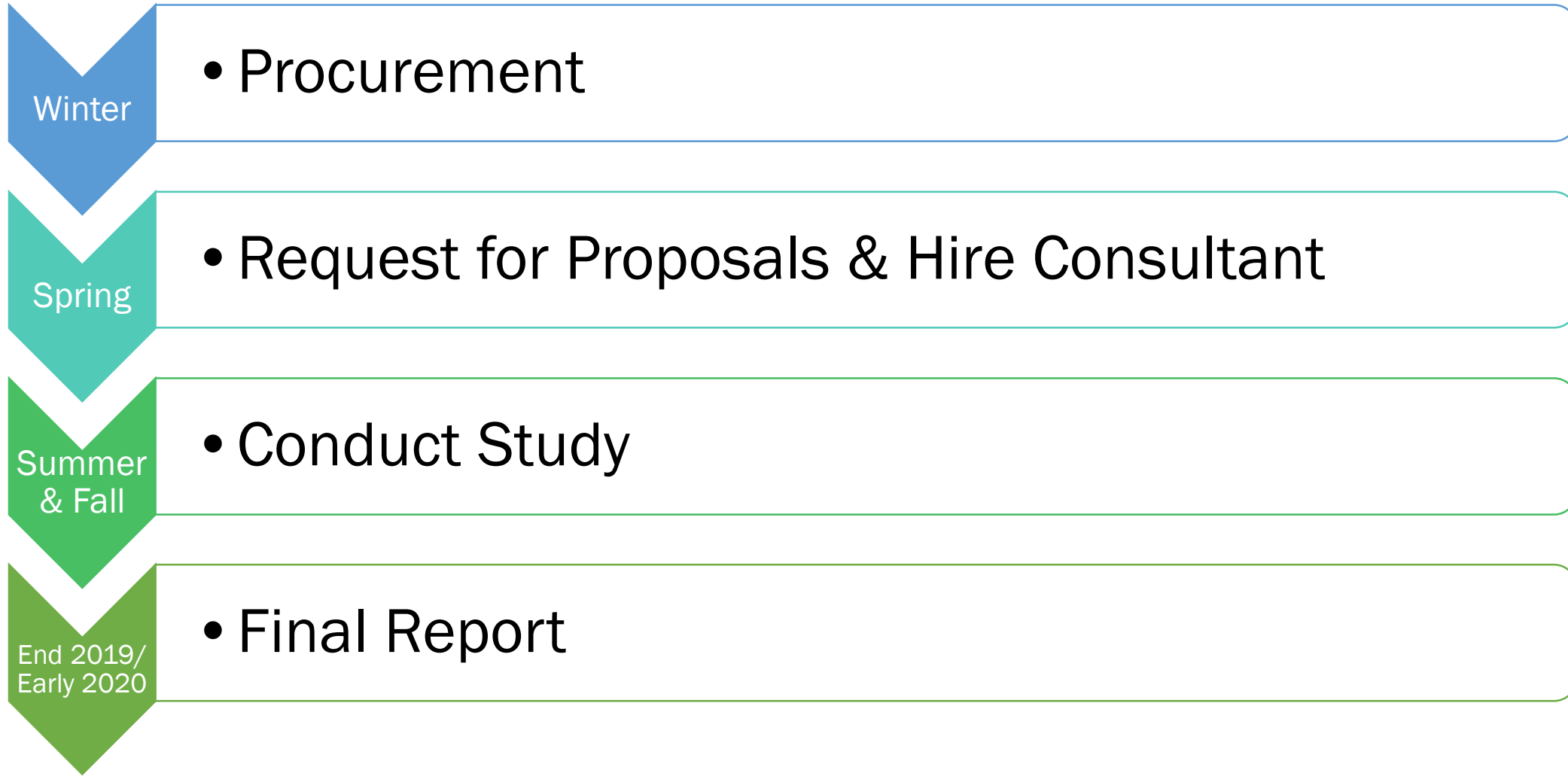
Case Study: Los Angeles, CA



LA Metro's Business Interruption Fund (2014 – present)

- Transit Projects: 8.5 mile street-level light rail, 9 mile subway, and 1.9 mile subway
- Construction duration: Started 2014 – present
- Major construction impacts: extensive street closures
- LA Metro established Business Interruption Fund (BIF)
 - LA Metro Board approved \$10 million/year for BIF
 - Qualifying “mom and pop” businesses are eligible to receive a maximum grant of \$50,000/year
 - Grants cover operating expenses, such as rent/mortgage, utilities, and insurance
 - Funds administered by Pacific Coast Regional Small Business Development Corporation
- Results (so far): 82% of businesses remain open 2 years after award, 87% of clients satisfied

Timeline



Questions? Feedback?

San José Diridon Station Integrated Concept Plan

Dennis Kearney, VTA

**BART Silicon Valley Phase II
Extension Project**



Philosophy for the Future Station

The vision is to deliver a world-class transportation hub that provides seamless customer experience for movement between transit modes within the station and into the surrounding neighborhoods and Downtown.



JPAB Summary – 1/31/19

- Questions/Comments Included:
 - Ability to build above tracks
 - Track placement to east/west
 - Definition of the planning envelope/study area
 - Ensure access from all sides of station
 - Don't under design/don't skimp on design elements
 - Parking
 - Maintaining community engagement
- Next JPAB meeting: April 25, 2019

Concept Plan



The Concept Plan will establish:

Seamless connections between transportation modes

A harmonious relationship between the station and surroundings

An effective organizational structure to deliver the vision

Key Concept Plan Objectives

Physical Objectives



A Multi-modal, Integrated, and Human-centered Station



The Station as Catalyst for the Urban Environment



The Station as a Destination



A Compelling Vision for the Future of the Diridon Station



A Futureproof, Flexible, Adaptive, and Innovative Station

Operational Objectives



Partnership Organization

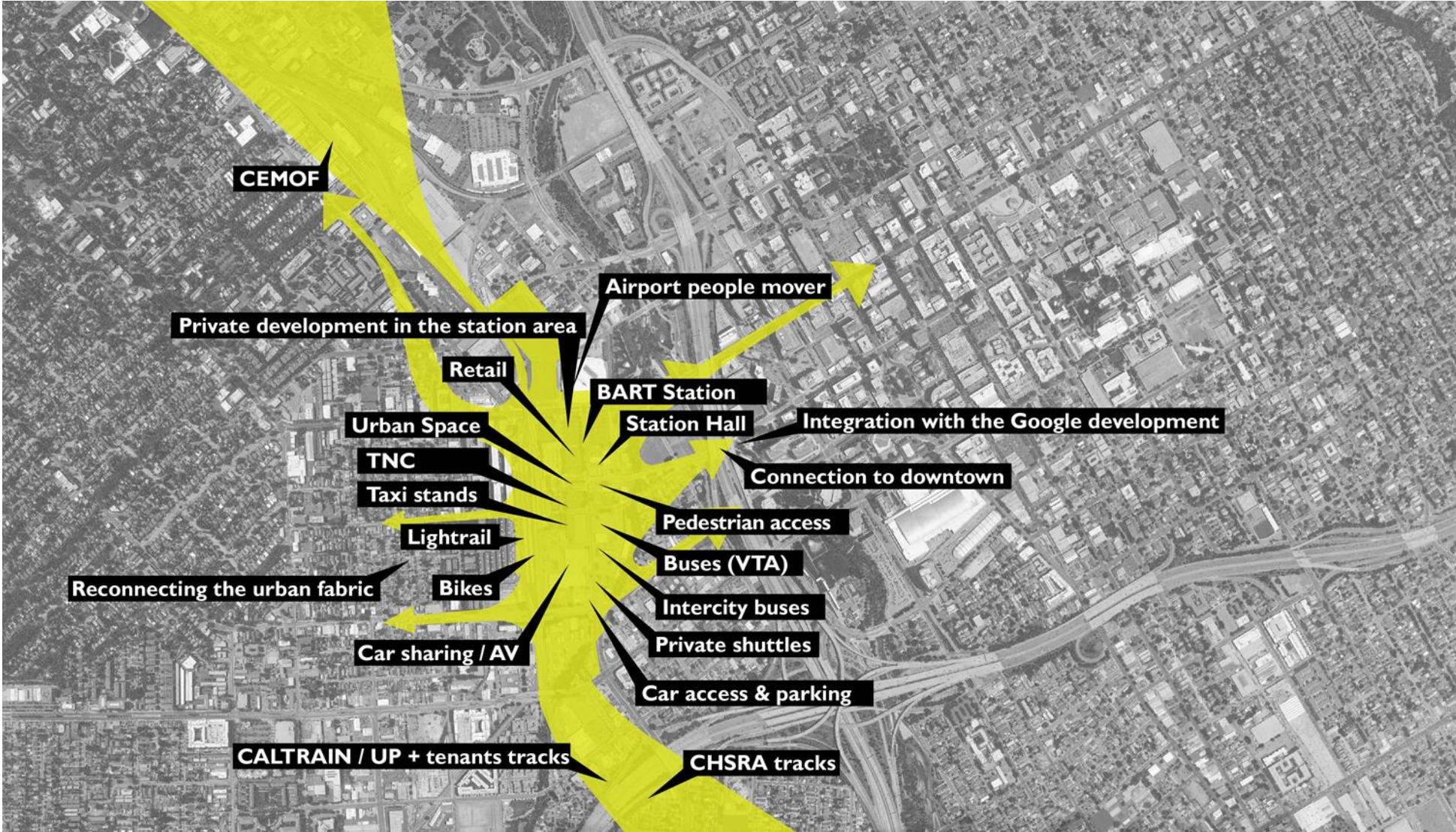


Internal & External Stakeholder



Funding Objectives and Risk Management

Station and Surroundings



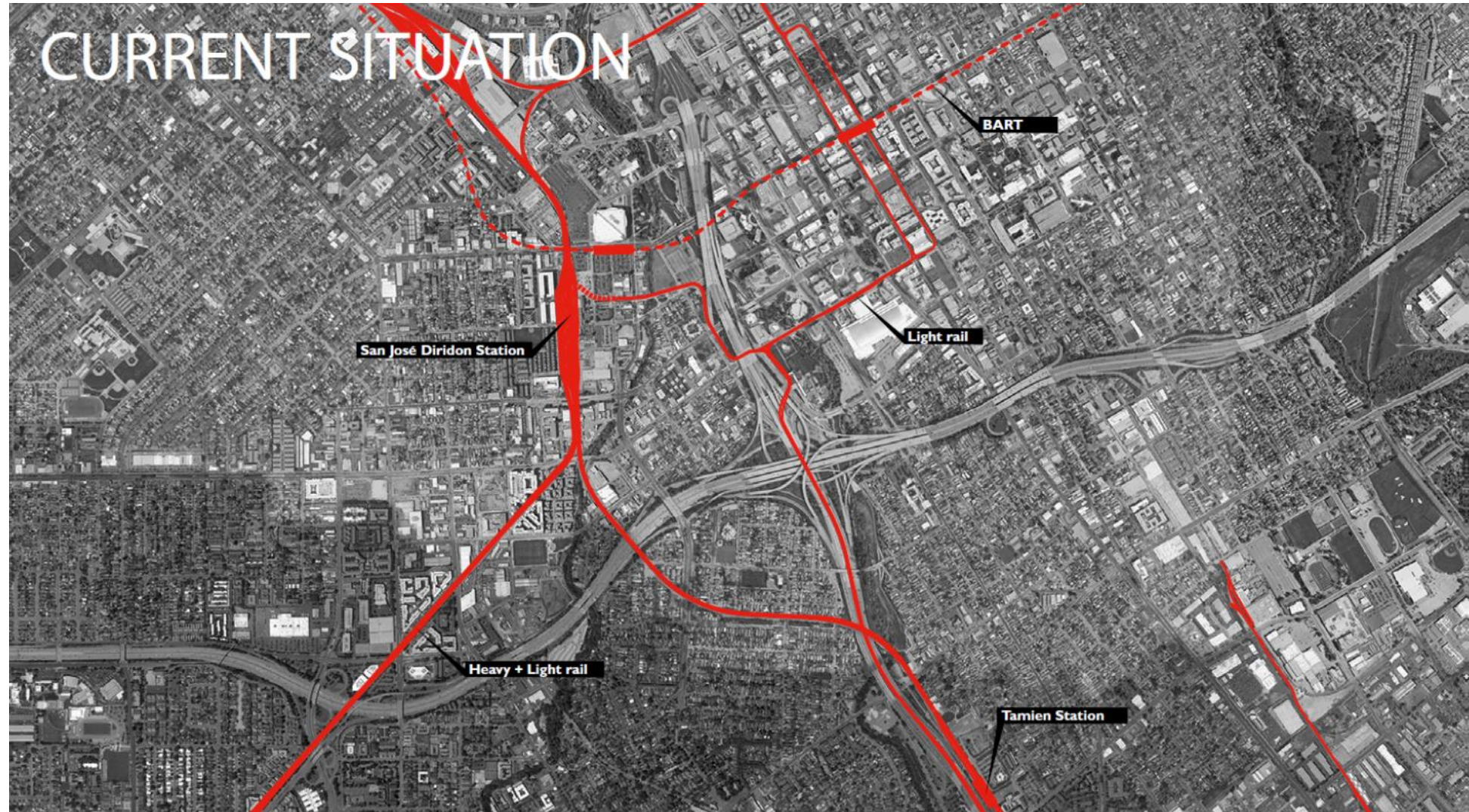
What's Included in the Concept Plan?

- ✓ Track configuration
- ✓ Spatial configuration of the Multimodal Hub
- ✓ Urban integration
- ✓ Position of Bus Stops, Light Rail, Taxis, TNCs, Vehicles, etc.
- ✓ Intermodal transfer
- ✓ Station Access
- ✓ Basis for evaluation

- ✗ NOT: Architectural Vision
- ✗ NOT: Detailed Engineering
- ✗ NOT: Atmosphere, Colors, Materials, Look & Feel

Track Configuration

- Physical Infrastructure
- Integration w/Surroundings
- Alignment w/ Caltrain Business Plan



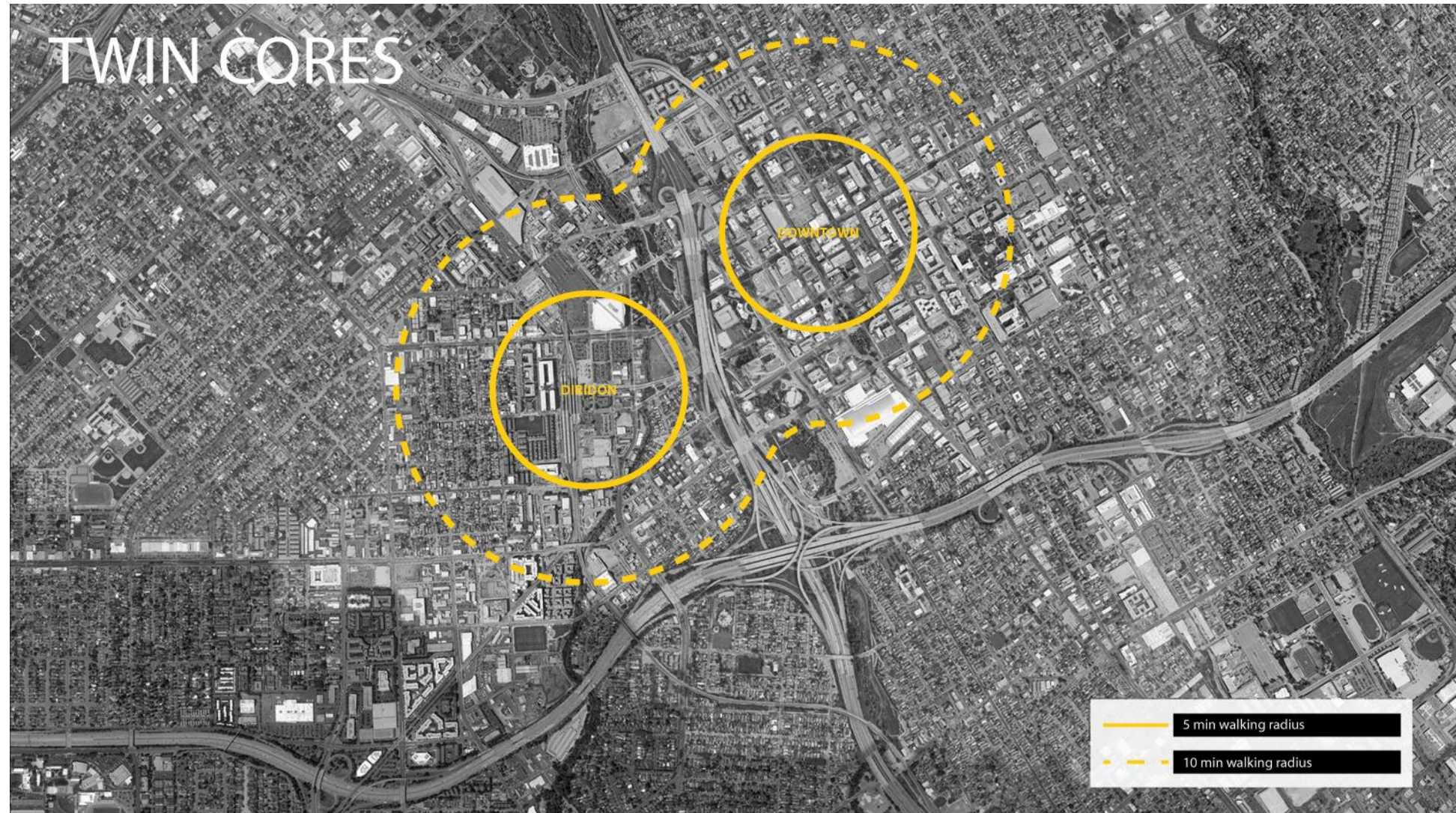
Station Configuration

- Horizontal Location
- Balanced Integration
- Easy, seamless connections



Urban Integration

- Physical Surroundings
- Connections & Pathways
- Barriers



Community Engagement Strategy

The Partners Developed an Outreach Strategy. Objectives Include:

- **Inform and educate** the public about the project and decision-making process
- Encourage **active public participation** by a broad range of the community
- **Gather feedback** for the Partner Agencies to consider during preparation of the Concept Plan
- Foster a **sense of pride** and collective ownership in the ultimate vision established by the Concept Plan

Completed Outreach Activities

- October 18, 2018: Presented to the City's Diridon Station Area Advisory Group
- December 10, 2018: Community Kick-off Meeting
- Supported SJSU Master's of Urban Planning capstone class project on Diridon Station, which included focus groups of community leaders, an interactive event on Dec. 1, and final report and presentation
- Updated www.diridonsj.org with information on the Concept Plan
- Maintaining email list to provide updates



Emerging Themes from Community

- The station needs to work well for the **passenger**
- The station should reflect the **cultural diversity** of San José – design, art, accessibility, public spaces, and amenities
- The station should be **easily accessible** from anywhere in the city -- with a focus on pedestrian connectivity and access
- The station should function as a **community hub 24/7**

Upcoming Outreach Activities

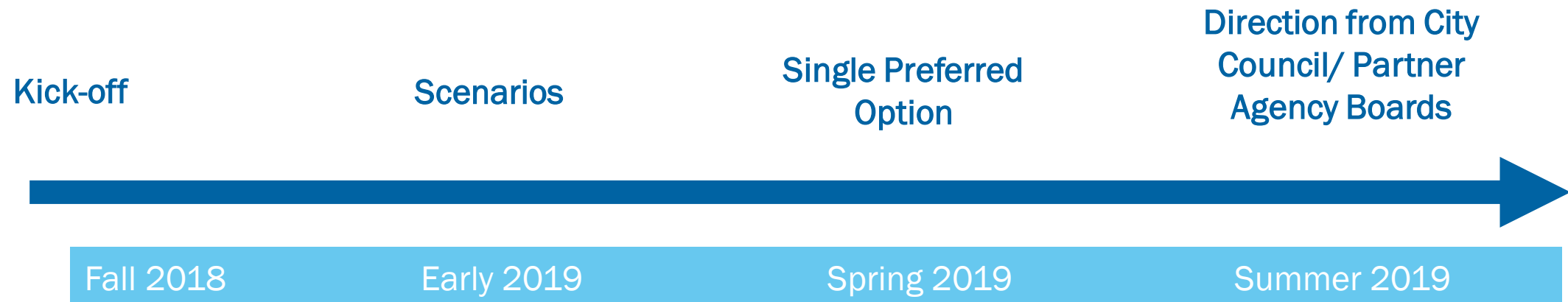
Future Outreach Focus:

- Elements, evaluation criteria, and trade-offs
- Scenario Evaluation and Single Preferred Option

➤ Next Community Meeting:
March/April 2019

Anticipated engagement activities: Community meetings, online/mobile feedback mechanisms, pop-ups, presentations to advisory groups, conversations with transit riders and other stakeholders, etc.

Key Milestones/Tentative Timeline – Phase I



Next Steps

- Joint Policy Advisory Board – *April 25, 2019*
- Narrow to 3 Concept Scenarios – *Spring 2019*
- Public Engagement, Consulting the Community – *Ongoing*
- Concept Plan Update at April 2019 CWGs

For more information: www.diridonsj.org

Questions?

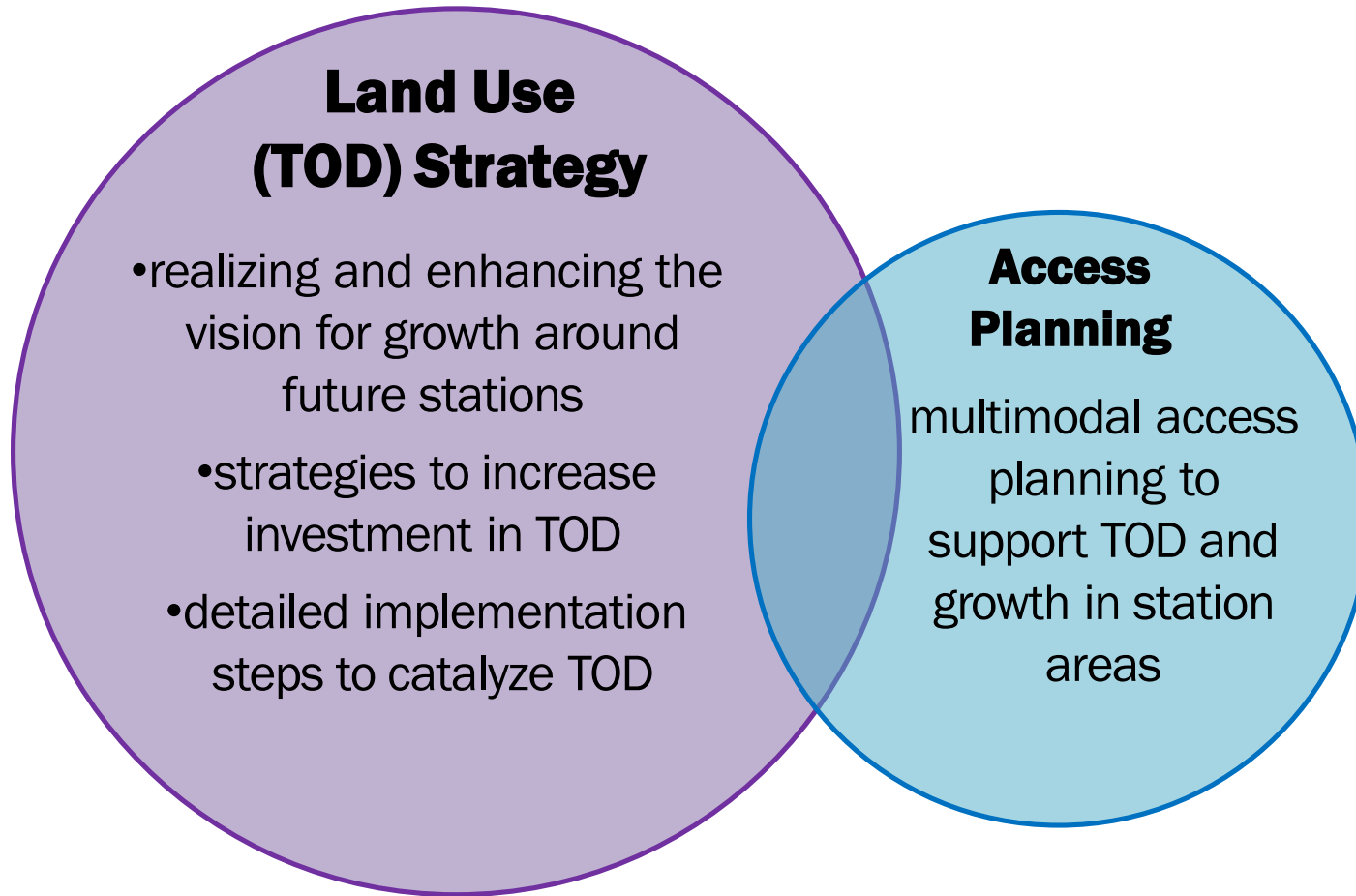
Transit-Oriented Development Strategy & Access Planning Studies

Adriano Rothschild, VTA

**BART Silicon Valley Phase II
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TOD Strategy Study

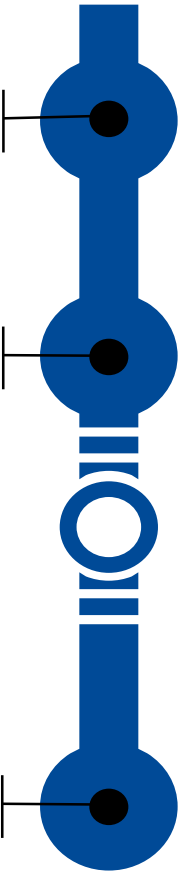


Alum Rock/28th Street Station

Downtown San José Station

Diridon Station (Separate Effort)

Santa Clara Station



Study Phases and Timeline

background conditions

Jan.-May 2018

- review previous planning efforts and existing conditions
- **“what is good TOD?”** – April CWG workshop
- **“background conditions”** – June CWG workshop

corridor opportunities & constraints

Mar.-Sept. 2018

- identify opportunity sites and station area access needs
- develop TOD prototypes and identify TOD potential
- evaluate development capacity and TOD barriers
- **“opportunities and constraints”** – September CWG workshop

implementation strategies & tools

Oct.- June 2019

- **“overcoming TOD barriers”** – November CWG workshop
- strategies to create a market for TOD
- guidelines for public and private improvements
- **“plan for strategy implementation”** – February CWG
- **“TOD strategies and policy recommendations”** – April CWG

final report

Apr.- June 2019

- compile findings and recommendations
- distribute draft final report to CWGs
- present implementation strategies to city councils
- **“final recommendations”** – June CWG



City and Agency Engagement

- City collaboration is essential for Study's success
 - monthly coordination meetings with City staff
 - City, BART, and VTA staff involved in Technical Advisory Group

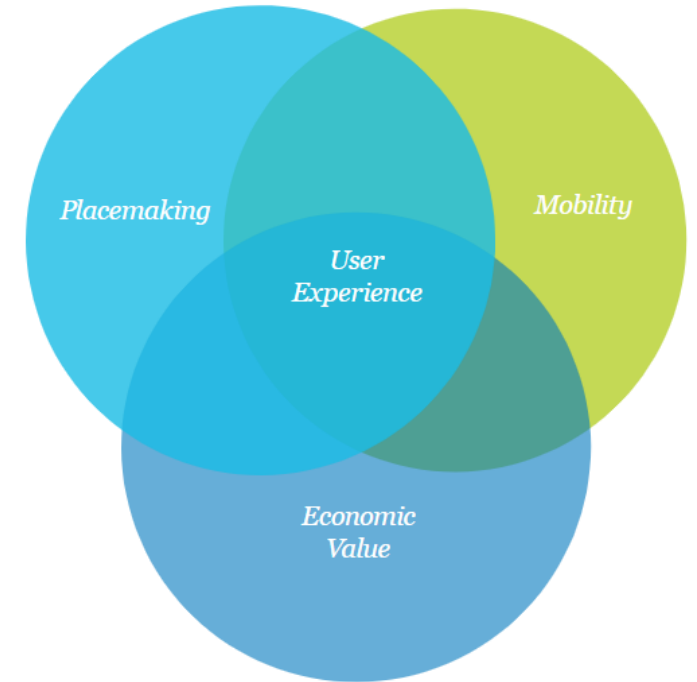


Challenges for Realizing TOD Potential

- **Regulatory constraints** on development
- **Parking requirements** and demand
- **Short- to mid-term market demand conflicts with long-term vision for TOD**
- **Major capital improvements** necessary for access and infrastructure to support development
- **Risk of displacement** of existing small businesses and households
- **Multiple demands on existing and potential new funding sources**

Study Outcome

- provide a “path to TOCs playbook” that includes guidance for cities to realize Transit-Oriented Communities (TOCs) around each BART Station
 - **land use and zoning recommendations** to support balanced, 24-hour places
 - **development guidelines** for creating pedestrian-friendly environments
 - prioritized **infrastructure and access improvements** to serve Transit-Oriented Communities
 - **policies that facilitate** good Transit-Oriented Development
 - **financing tools** for implementation



Engagement in 2019

How CWG members can participate

educate & create awareness

Winter – Spring 2019

- public & stakeholder engagement
- City and agency partner coordination
- VTA Board briefings and presentation
- City Council study sessions

preview & test strategies

Spring – Summer 2019

- preview TOD strategies to public & stakeholders
- City and agency partner coordination
- refine TOD strategies and finalize “path to TOCs playbook” for each station

present strategies

Summer – Fall 2019

- present to VTA Board – **call to action!**
- present to City Councils – **call to action!**
- support City in implementation of TOD strategies

circulate information shared online and through social media

invite us to present at your community meetings
provide feedback and buy-in on strategies

attend and provide support for strategies at VTA Board and City Council meetings

...Next on
Downtown/
Diridon
CWG

TOD STRATEGIES AND POLICY RECOMMENDATIONS

Join us as we preview strategies and policy
recommendations that will guide growth around
your station

When: Tuesday, April 16, 2019
5:30 - 6:30 pm

Where: San José City Hall, Wing 118/119
200 E. Santa Clara Street, San José

PUBLIC INVITED

Questions?

Next Steps

Eileen Goodwin, Facilitator

**BART Silicon Valley Phase II
Extension Project**



Next Steps

- Next CWG meeting:
Tuesday, April 16, 2019, 4:00 – 5:30 PM
San José City Hall Wing, Rooms 118/119,
200 E Santa Clara Street, San José, CA 95113
 - Phase II Update
 - Construction Education & Outreach Plan
 - Diridon Station Integrated Concept Plan
 - Real Estate Update
 - Transit-Oriented Development Strategy & Access Planning Studies Update
- TOD Strategies and Policy Recommendations Workshop 5:30-6:30 PM
- Action Items
- Parking Items