Phase II Extension Project
Santa Clara Community Working Group

February 7, 2019
South Bay Historic Railroad Museum
1005 Railroad Avenue
Santa Clara, CA 95050

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

Agenda
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  
  o 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

<table>
<thead>
<tr>
<th>CWG Team Member</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eileen Goodwin</td>
<td>Facilitator</td>
</tr>
<tr>
<td>Gretchen Baisa</td>
<td>Primary Outreach Contact</td>
</tr>
<tr>
<td>Jill Gibson</td>
<td>Phase II Planning Manager</td>
</tr>
<tr>
<td>Erica Roecks</td>
<td>Technical Lead</td>
</tr>
<tr>
<td>Charla Gomez</td>
<td>City of San José – Planning Liaison</td>
</tr>
<tr>
<td>Jessica Zenk</td>
<td>City of San José – DOT Liaison</td>
</tr>
<tr>
<td>John Davidson</td>
<td>City of Santa Clara – Planning Liaison</td>
</tr>
</tbody>
</table>

Upcoming Meetings

• **CWG Dates**
  ([http://www.vta.org/bart/upcomingmeetings](http://www.vta.org/bart/upcomingmeetings))
  - April 18, 2019, 4:00 – 5:30 PM
  - June 13, 2019, 4:00 – 6:00 PM
  - September 12, 2019, 4:00 – 6:00 PM
  - November 14, 2019, 4:00 – 6:00 PM

• **VTA Board of Directors**
  - March 7, 2019 – 5:30 PM
  - April 4, 2019 – 5:30 PM
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.
- VTA staff will update CWG members on the FedEx site when more information is available.
- VTA staff emailed out 2019 City Council and VTA Board rosters on 1/21/2019.
- VTA’s Access Planning Study team met with City of Santa Clara staff in December 2018 and City of San José staff in January 2019 to coordinate on development surrounding the station area.
Caltrain
Electrification Update

VTA’s BART Silicon Valley Phase II Santa Clara CWG

Agenda

- Caltrain System Overview
- Project Overview
- Electric Train Design
- Santa Clara Construction Activities
- Questions
Caltrain System

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

Ridership

Average Daily Ridership

<table>
<thead>
<tr>
<th>Year</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td></td>
</tr>
</tbody>
</table>
At Capacity Today

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

Aging Fleet

Table 1.2: Caltrain Fleet Inventory

<table>
<thead>
<tr>
<th>SERIES</th>
<th>QUANTITY</th>
<th>NUMBER OF SEATS</th>
<th>YEAR OF MANUFACTURE</th>
<th>MAKE</th>
<th>RETIRE DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>F40 PH-2</td>
<td>5</td>
<td>na</td>
<td>1995</td>
<td>GM - EMD</td>
<td>2024</td>
</tr>
<tr>
<td>F40 PH-3C</td>
<td>3</td>
<td>na</td>
<td>1998</td>
<td>Boise Locomot</td>
<td>2028</td>
</tr>
<tr>
<td>MPh3PH-5G</td>
<td>6</td>
<td>na</td>
<td>2003</td>
<td>Motive Power</td>
<td>2003</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Area</th>
<th>Project</th>
<th>Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>51 miles</td>
<td>Electrification:</td>
<td>Up to 79 mph</td>
</tr>
<tr>
<td>San Francisco to San Jose</td>
<td>• Overhead Contact System (OCS)</td>
<td>Service Increase</td>
</tr>
<tr>
<td>(Tamien Station)</td>
<td>• Traction Power Facilities</td>
<td>• 6 trains / hour / direction</td>
</tr>
<tr>
<td></td>
<td>Electric Trains</td>
<td>• More station stops / reduced travel time</td>
</tr>
<tr>
<td></td>
<td>• 75 percent of fleet</td>
<td>• Restore Atherton &amp; Broadway service</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mixed-fleet service (interim period)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Continue tenant service</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ACE, Capital Corridor, Amtrak, Freight</td>
</tr>
</tbody>
</table>
### Service Benefits

<table>
<thead>
<tr>
<th>Metric</th>
<th>Today</th>
<th>PCEP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Example Baby Bullet Train</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retain 5-6 stops</td>
<td>60 minutes</td>
<td>45 minutes</td>
</tr>
<tr>
<td>Retain SF to SJ 60 minutes</td>
<td>6 stops</td>
<td>13 stops</td>
</tr>
<tr>
<td>Example Redwood City Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Train stops / peak hour</td>
<td>3</td>
<td>5</td>
</tr>
</tbody>
</table>

Note: Prototypical Train and Schedule

### Key Regional Benefits (2040)

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

- 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

Field Work Status

<table>
<thead>
<tr>
<th>Pre-Construction Work Completed</th>
<th>Utility Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Geotechnical Investigations</td>
</tr>
<tr>
<td></td>
<td>Disposal of Soil from Geotechnical Investigations</td>
</tr>
<tr>
<td></td>
<td>Soil Resistivity Testing</td>
</tr>
<tr>
<td></td>
<td>Site Surveys</td>
</tr>
<tr>
<td></td>
<td>Signal Cable Inspections</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pre-Construction Work In Progress</th>
<th>Foundation Potholing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Tree Pruning and Removal</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Future Work</th>
<th>Foundation Installation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pole Installation</td>
</tr>
<tr>
<td></td>
<td>Wire Installation</td>
</tr>
</tbody>
</table>
Future Construction Activities

Santa Clara (Segment 3 - North of De La Cruz)

<table>
<thead>
<tr>
<th>Date</th>
<th>Work Activity</th>
<th>Expected Duration*</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Progress</td>
<td>Potholing</td>
<td>2-3 months</td>
</tr>
<tr>
<td>Late 2019/Early 2020</td>
<td>Foundation Installation</td>
<td>3-4 months</td>
</tr>
<tr>
<td>Early 2020</td>
<td>Pole Installation</td>
<td>3-4 months</td>
</tr>
<tr>
<td>Early-Mid 2020</td>
<td>Wire Installation</td>
<td>3-4 months</td>
</tr>
</tbody>
</table>

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

Santa Clara (Segment 4 - South of De La Cruz)

<table>
<thead>
<tr>
<th>Date</th>
<th>Work Activity</th>
<th>Expected Duration*</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Progress</td>
<td>Potholing</td>
<td>2-3 months</td>
</tr>
<tr>
<td>Early 2019</td>
<td>Foundation Installation</td>
<td>3-4 months</td>
</tr>
<tr>
<td>Summer 2019</td>
<td>Pole Installation</td>
<td>3-4 months</td>
</tr>
<tr>
<td>Fall 2019</td>
<td>Wire Installation</td>
<td>3-4 months</td>
</tr>
</tbody>
</table>

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

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

Foundation Installation
Pole Installation

- 3,000 Installed throughout Corridor
  - Approx. 150 Poles in Santa Clara
- Pole Height: 30-45.5’
- Pole Spacing: ~180’ apart

Example Pole Types

- Single Track Cantilever
- Two Track Cantilever
- Center
Pole Installation

Current Pole Installation

Stringing Wire

On-track Equipment
Santa Clara Test Track

- Approximately 1.5 miles of track
- Located between Santa Clara Station and Caltrain CEMOF facility
- Foundations, poles and wires to be installed prior to electric train testing

Santa Clara Test Track

- New electric trains will be tested on track
- Testing to occur between 2020 and 2021
- Testing anticipated to be during daytime
**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

**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
Public Outreach

- Subscribe to Weekly Updates
  - Visit www.calmod.org/get-involved

- Additional Community Meetings
  - Pole and Wire Installation

- Social Media

- Construction Outreach Office

Physical Notices
Phase II Update

Jill Gibson, VTA
Paul Hetu, VTA
Phase II Update

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

GEC – Background

Project Organization Chart

Program Management Team

General Engineering Consultant (GEC)

Mott MacDonald/PGH Wong Engineering Joint Venture
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

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**Project Funding Strategy – Update**

**Projected Local & State Funds:**
- 2000 Measure A Sales Tax $1.0 Billion
- 2016 Measure B Sales Tax $1.5 Billion
- Local Measures Revenues to fund financing and escalation costs $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:**
- FTA Expedited Project Delivery

**Projected Funding:**
- $5.581 Billion

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
Stockton Avenue Ventilation Facility Area
• Started: Mid-November 2018
• Expected Completion: April 2019

Santa Clara Station & Newhall Yard Area
• Started: Mid-October 2018
• Completed: Mid-January 2019

West Portal Area
• Started: Mid-November 2018
• Completed: Late December 2018

Questions?
Construction Education & Outreach Plan (CEOP)

Gretchen Baisa, VTA
Jill Gibson, VTA

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

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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

- **Early Engagement & Data Collection**
  - Fall 2018 – Summer 2019

- **Small Business Assistance Study**
  - Summer & Fall 2019

- **MAP Plan Development**
  - Fall 2019 – Spring 2020

- **MAP Plan Implementation**
  - Starting Summer/Fall 2020

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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

- **Winter**
  - Procurement

- **Spring**
  - Request for Proposals & Hire Consultant

- **Summer & Fall**
  - Conduct Study

- **End 2019/Early 2020**
  - Final Report

Questions? Feedback?
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.
• Questions/Comments Included:
  o Ability to build above tracks
  o Track placement to east/west
  o Definition of the planning envelope/study area
  o Ensure access from all sides of station
  o Don’t under design/don’t skimp on design elements
  o Parking
  o 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](http://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

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

Next Community Meeting: March/April 2019
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
TOD Strategy Study

**Land Use (TOD) Strategy**
- realizing and enhancing the vision for growth around future stations
- strategies to increase investment in TOD
- detailed implementation steps to catalyze TOD

**Access Planning**
- multimodal access planning to support TOD and growth in station areas

Study Phases and Timeline

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

Jan.-May 2018

**corridor opportunities & constraints**
- 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

Mar.-Sept. 2018

**implementation strategies & tools**
- "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

Oct.- June 2019

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

Apr.- June 2019

Kick-off: January 2018  Estimated Completion: Summer 2019
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

  o **land use and zoning recommendations** to support balanced, 24-hour places
  o **development guidelines** for creating pedestrian-friendly environments
  o prioritized **infrastructure and access improvements** to serve Transit-Oriented Communities
  o **policies that facilitate** good Transit-Oriented Development
  o **financing tools** for implementation

Engagement in 2019

**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

**How CWG members can participate**

- 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
TOD STRATEGIES AND
POLICY RECOMMENDATIONS
Join us as we preview strategies and policy recommendations that will guide growth around your station

When: Thursday, April 18, 2019
5:30 - 6:30 pm

Where: Santa Clara Senior Center, Room 232
1303 Fremont Street, Santa Clara

PUBLIC INVITED

Questions?
Next Steps

Next CWG meeting:
Thursday, April 18, 2019, 4:00 – 5:30 PM
Santa Clara Senior Center, Room 232
1303 Fremont Street, Santa Clara, CA 95050

- 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