

VTA's BART Silicon Valley Phase II Extension Project

Combined Community Working Group Meeting

September 18th, 2024

# In memory of Chris Esparza

School of Arts and Culture at the Mexican Heritage Plaza 28th Street/Little Portugal CWG Member 2023-2024





# Agenda

- Welcome & Introduction
- Phase II Update
- Aligning the Project with Available Funding
- CWG Referral
- CWG Member Report Out
- Next Steps



### **Downtown-Diridon CWG Members**



- Adina Levin, Friends of Caltrain
- Alan Williams, Campus Community Association (Naglee Park)
- Bert Weaver, Delmas Park Neighborhood Association
- Carol Austen, Shasta / Hanchett Park Neighborhood Association
- Charlie Faas, San José State University
- Chris Morrisey, Arena Authority
- Dana Grover, Horace Mann Neighborhood Association
- Edgar Arellano, California Walks
- Elizabeth Chien-Hale, Downtown Residents Association
- James Duran, Hispanic Chamber of Commerce
- Jeffrey Buchanan, Working Partnerships USA
- José Magana, San José Unified School District
- Chris Shay, Sharks Sports & Entertainment
- Kristen Brown, Silicon Valley Leadership Group
- Larry Clark, The Alameda Business Association
- Mike McLean, Adobe
- Nate LeBlanc, San José Downtown Association
- Ron Gonzales, Hispanic Foundation of Silicon Valley
- Tony Mirenda, San José Chamber of Commerce

# 28th Street/Little Portugal CWG Members



- Bill Rankin, Friends of Five Wounds Trail
- In Memory of Chris Esparza, School of Arts and Culture at the Mexican Heritage Plaza
- Chris Patterson-Simmons, East Village San Jose
- Connie Alvarez, Alum Rock Santa Clara Street Business Association
- Danny Garza, Plata-Arroyo Neighborhood Association
- Davide Vieira, Five Wounds Portuguese National Parish
- Dee Barragan, Roosevelt Park Neighborhood Association
- Elma Arredondo, Alum Rock Urban Village Advocates (ARUVA)
- Elsa Oliveira, Portuguese Organization for Social Services & Opportunities (POSSO)
- Ed Berger, Northside Neighborhood Association
- Helen Masamori, Five Wounds / Brookwood Terrace Neighborhood Action Coalition
- Isamar Gomez, Cristo Rey San José Jesuit High School
- Jesus Flores, Five Wounds Latino Business Foundation
- Justin Tríano, Ride East Side San José (Ride ESSJ)
- Marisa Diaz, Cristo Rey High School Student Council Rep
- Terry Christensen, CommUniverCity
- Vacant, Somos Mayfair

## Santa Clara CWG Members



- Alden Smith, Holland Partner Group
- Ana Vargas-Smith, Reclaiming Our Downtown
- Sean Collins, Santa Clara University
- Bella Burleigh, SCU Service & Social Justice (SCCAP)
- Jack Morash, South Bay Historic Railroad Society
- John Urban, Newhall Neighborhood Association
- Jonathon Evans, Old Quad Residents Association
- Ron Miller, Bellarmine College Preparatory
- Ryan Morfin, San José Earthquakes
- Todd Trekell, Hunter Partners
- Vacant, Silicon Valley Central Chamber of Commerce

# **Upcoming Meetings**



- Upcoming CWG Dates
  - Downtown-Diridon CWG Meeting: November 12, 2024
  - 28th Street Little Portugal CWG Meeting: November 13, 2024
  - Santa Clara CWG Meeting: November 14, 2024
- VTA Board of Directors <u>vta.org/about/board-and-committees</u>
  - Board of Directors' Workshop Meeting: September 20, 2024, 9:00 AM
  - Board of Directors' Meeting: October 3, 2024, 4:00 PM
  - VTA's BSVII Oversight Committee: October 10, 2024, 12:00 PM
  - Joint VTA/BART Working Committee: October 18, 2024, 9:00 AM
- Kristen will email alerts for other meetings

# Meeting Objectives



- Staff to provide overview of budget gap
- Staff to present Cost Savings Candidates
- Stakeholders & community to provide feedback on Cost Savings Candidates and the Initial Assessment





Staff to present the CWG Referral

### **Fist of Five: Engagement Activity**





Example Topic	In-Person Participants							Virtual Participants						
	0	1	2	3	4	5	0	1	2	3	4	5		
Is a hot dog a sandwich?							4		4	4	2	6		



# Phase II Update

**Tom Maguire, VTA** 

# Agenda

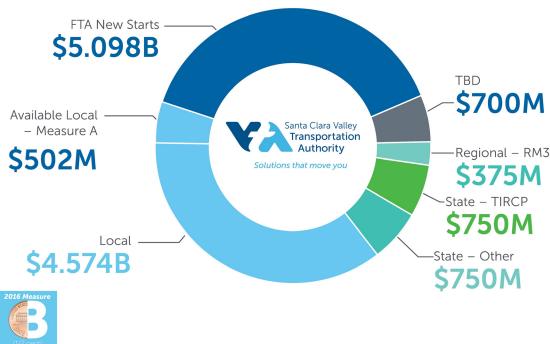


- Overview of Cost Savings Candidates
- Tunnel/Contract Package 2 (CP2)
- Yard & Maintenance Facility
- Criteria/Requirements
- Pause for Discussion
  - Station Configurations & Parking by Station
- Pause for Discussion for Each Station
  - Future Community & Board Engagement

### **Program Funding Sources**



- Addressing the Funding Gap
  - Cost Savings Candidates
  - Explore non-local funding options





Note: Subject to change pending further analysis.

### **Framework**







**Maintain Opening Day** 



**Minimize Schedule Delays** 



**Keep Environmental Commitments** 

#### Guardrails





#### NEPA/CEQA

- 2018 FTA Record of Decision (including Re-Evaluations)
- 2018 VTA Board Certification of SEIR (including Addenda)



#### Ridership Forecast

55,000 Daily Weekday Riders

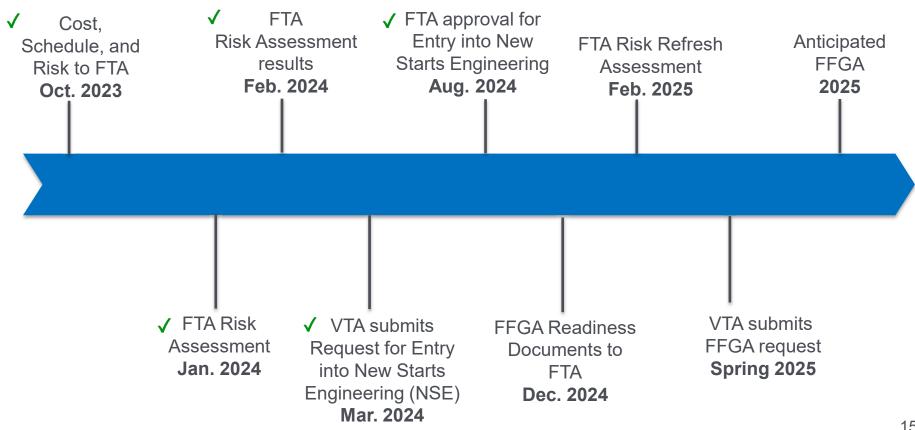


#### Risk Profile

Q1 2025 Risk Assessment

## Path to FTA Full Funding Grant Agreement (FFGA)







# Aligning the Project with Available Funding

Monica Born, VTA

# Cost Savings Candidates Evaluation Criteria: Tunnel, Yard & Maintenance Facility, Criteria/Requirements



	Evaluation Criteria	Description	Indicators
(A)	Cost Savings	<ul> <li>Amount saved with option.</li> <li>Draft Rough Order of Magnitude (ROM) costs in Year of Expenditure (YOE) dollars and subject to change.</li> <li>ROM costs reflect preliminary estimates based on conceptual design alternatives.</li> </ul>	\$XM - \$XM
<b>\$</b>	Operations & Maintenance (O&M)	<ul><li>Anticipated reduction in annual O&amp;M costs.</li><li>Effect on O&amp;M capabilities.</li></ul>	+ Positive change
	Construction Schedule	<ul> <li>Effect on duration of construction.</li> <li>Construction schedule evaluations require further analysis once revised program scope is determined.</li> </ul>	<ul><li>No change</li><li>Negative change</li></ul>
	Construction Logistics	Effect to truck traffic on public street network; etc.	N/A Not applicable for option



# **Tunnel/Contract Package 2 (CP2)**

# Tunnel Interior Reconfiguration





#### Cost Savings(1)

\$150M - \$170M

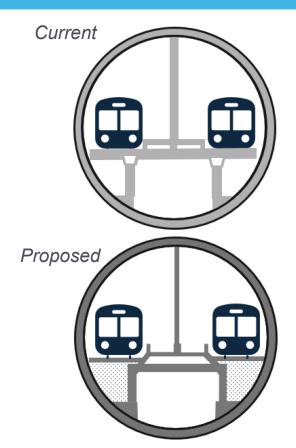
(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

- A more economical tunnel internal structure with simplified design and construction methodology
  - Reduce concrete quantity
  - · Optimize structural layout
  - Optimize mechanical and systems layouts
- More efficient interior buildout

Initial Assessmer	nt:	
O&M	Construction Schedule	Construction Logistics
+	+	+

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change. Construction schedule evaluations require further analysis once revised program scope is determined.



# **Muck Off-Haul Options**





**Cost Savings** 

**TBD** 

#### Overview:

- Place excavated materials from project tunneling into various ponds in the South San Francisco Bay
- Exploring additional off-haul and reuse locations and means and methods of transportation

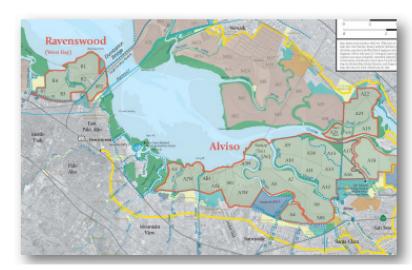


Construction schedule evaluations require further analysis once revised program scope is determined.









## Tunneling between 28th St/LP and East Portal





**Cost Savings** 

**TBD** 

#### **Overview:**

- Twin bore tunneling between 28th Street/Little Portugal Station and the East Portal.
- Concurrent tunneling of single bore and twin bore at both east and west ends of the alignment is being assessed.
   Additional schedule & cost savings TBD.
- No anticipated change to passenger-facing elements of 28th Street/Little Portugal Station.
- Anticipate minimal change to construction truck traffic.
- Considering alternative transition points from single bore to twin bore.





Construction schedule evaluations require further analysis once revised program scope is determined.



# Yard & Maintenance Facility

## **Newhall Yard Facility Reconfiguration Options**





#### Cost Savings<sup>(1)</sup>

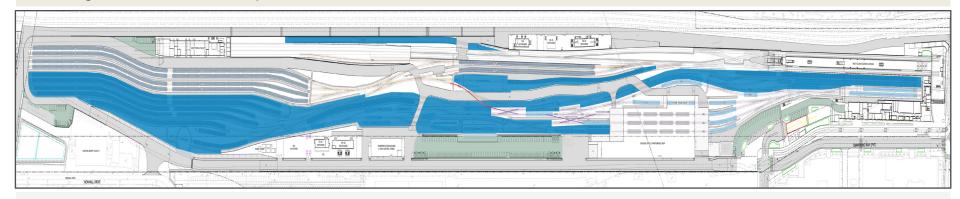
\$100M - \$300M

(1) Draft ROM costs in YOE dollars and subject to change upon agreed options.



#### Overview:

- Exploring several options to reduce vehicle storage capacity, maintenance areas, shops buildings, and ancillary facilities.
- Evaluating trade-offs between O&M and capital costs.
- Potentially redefine parking garage footprint and capacity and evaluate associated changes to surface parking.
- Maintain the integrity of the current design and allow for a full build out of the yard tracks and facilities in the BART approved configuration in the future, if required.



ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change. Construction schedule evaluations require further analysis once revised program scope is determined.



# Criteria / Requirements

# Criteria / Requirements Assessment





Cost Savings(1)

\$50M - \$90M

(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

- Revisit design requirements for systems to provide equivalency to the current BART Operating System, including:
  - Remove a traction power facility.
  - Rationalize the communications network and facility power designs.
  - · Optimize ventilation system.
- Evaluate cost reductions through owner furnished materials.

Initial Assessment O&M	construction Schedule	Construction Logistics
+	+	+





Costs reflect preliminary ROM estimates based on conceptual design alternatives and are subject to change. Construction schedule evaluations require further analysis once revised program scope is determined.

# Fist of Five: Tunnel, Yard & Maintenance Facility, Criteria/Requirements Cost Savings Candidates





Cost Savings Candidates		In-Person Participants							Virtual Participants						
		1	2	3	4	5	0	1	2	3	4	5			
Tunnel Interior Reconfiguration		1	1		3	2		1	4	3		3			
Muck Off-Haul Options		1	1	2	2					4	2	2			
Tunneling between 28th St/LP and East Portal				1	3	2				4	2				
Newhall Yard Facility Reconfiguration Options				2	2	2		1	1	1		3			
Criteria / Requirements Assessment				1	2	3		1		2	2				



# Station Configurations & Parking

**Greg Thiebaut, VTA** 

# **Cost Savings Candidates Evaluation Criteria: Station Configurations & Parking**



	Evaluation Criteria	Description	Indicators
ê	Cost Savings	<ul> <li>Amount saved with option.</li> <li>Draft ROM costs in Year of Expenditure (YOE) dollars and subject change.</li> <li>ROM costs reflect preliminary estimates based on conceptual design alternatives.</li> </ul>	\$XM - \$XXM
<b>F</b>	Operations & Maintenance (O&M)	Anticipated reduction in annual O&M costs.	
İ	Access & Orientation	<ul><li>Location of station entrance.</li><li>Location of faregates.</li></ul>	+ Positive change
	Transit-Oriented Development (TOD) Opportunity & Placemaking	<ul> <li>Effect to future TOD opportunity.</li> <li>Effect to placemaking elements (e.g., paseo, rooftop garden).</li> </ul>	No change     Negative change
	Station Presence	Scale and size of station entrance building.	N/A Not applicable for option
Y <sub>2</sub>	Passenger Experience	<ul> <li>Passenger travel to/from faregates and platform (e.g., elevators, escalators).</li> <li>Aesthetic materials and finishes.</li> </ul>	

### **Overview of Station Cost Savings Candidates**



- Parking
  - Convert parking structure spaces to surface parking
- Station Layout Configuration
  - Simplify Station Entrance Building
    - Reduce and simplify station entrance building (e.g., roof/canopy)
    - Utilize more affordable station materials
  - Minimize Circular Station Shaft
    - Reduce size of circular drum below ground
    - Adjust escalator configuration
  - Convert to Rectangular Station Shaft
    - Change circular drum to rectangular shaft
    - Adjust escalator configuration

#### 28th St/LP Candidate: Convert to Surface Parking





#### Cost Savings(1)

\$60M - \$70M

(1) Draft ROM costs in YOE dollars and subject to change.

#### **Overview:**

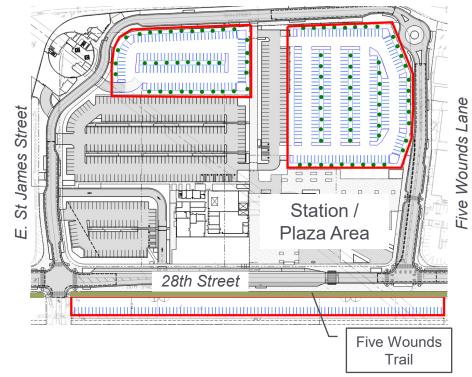
- Replace parking garage with surface parking lots for opening day condition
- Integrate surface parking into future Transit-Oriented Development (TOD) to maintain required parking spaces for BART patrons
- Maintain future Five Wounds Trail along 28<sup>th</sup> Street



ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



# Opening Day Parking with Future TOD 30th Street



#### 28th St/LP Candidate: Convert to Surface Parking





#### Cost Savings(1)

\$60M - \$70M

(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

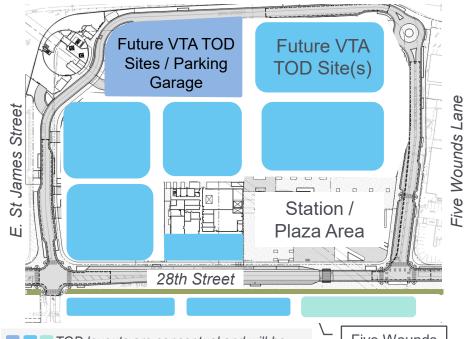
- Replace parking garage with surface parking lots for opening day condition
- Integrate surface parking into future Transit-Oriented Development (TOD) to maintain required parking spaces for BART patrons
- Maintain future Five Wounds Trail along 28<sup>th</sup> Street



ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



# Opening Day Parking with Future TOD 30th Street



TOD layouts are conceptual and will be coordinated with the ongoing design development framework activities.

Five Wounds Trail

#### 28th St/LP Candidate: Simplify Station Entrance Building





Cost Savings<sup>(1)</sup>

\$10M - \$20M

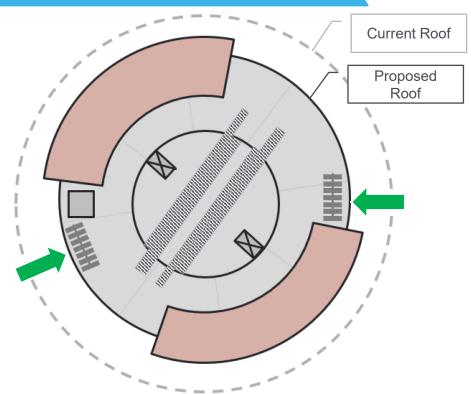
(1) Draft ROM costs in YOE dollars and subject to change.

#### **Overview:**

- Utilize more affordable station materials
- Provide smaller diameter and simplified circular roof



ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



#### 28th St/LP Candidate: Minimize Circular Station Shaft





Cost Savings<sup>(1)</sup>

\$15M - \$30M

(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

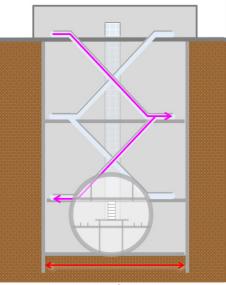
- Provide smaller diameter and simplified circular roof
- Reduce below ground shaft diameter (128' to 108')
- Add one escalator run/landing (2 to 3)
- Remove one escalator (4 to 3)



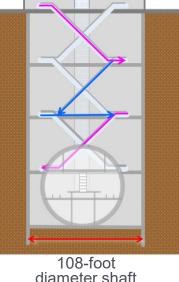
ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current Station Shaft (one switchback)





128-foot diameter shaft



#### 28th St/LP Candidate: Convert to Rectangular Station Shaft





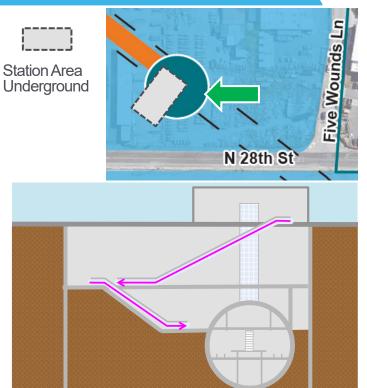
**Cost Savings** 

**TBD** 

#### Overview:

- Change circular drum to rectangular shaft below ground
- Maintain 2 escalator runs
- Remove one escalator (4 to 3)





## 28th St/LP Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings <sup>(1)</sup>	Cost Increase for Station Design Board Referral <sup>(2)</sup>					
Convert to Surface Parking	\$60M - \$70M						
Simplify Station Entrance Building	\$10M - \$20M	Adds					
Minimize Circular Station Shaft	\$15M - \$30M	\$15M - \$20M					
<b>Convert to Rectangular Station Shaft</b>	TBD						

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

<sup>(1)</sup> Draft ROM costs in YOE dollars. (2) Integrated above & underground station infrastructure facilities option can be accommodated, but it will result in additional costs to the project. Costs are draft ROM costs in YOE dollars.

## Fist of Five: 28th St/LP Cost Savings Candidates





Coat Sovings Condidates		In-Person Participants						Virtual Participants						
Cost Savings Candidates	0	1	2	3	4	5	0	1	2	3	4	5		
Convert to Surface Parking				1		1			1		1	1		
Simplify Station Entrance Building				1	1				1	2				
Minimize Circular Station Shaft			1	1					1	2				
Convert to Rectangular Station Shaft				2					1	1	1			

# Downtown Candidate: Simplify Station Entrance Building





#### Cost Savings(1)

\$15M - \$25M

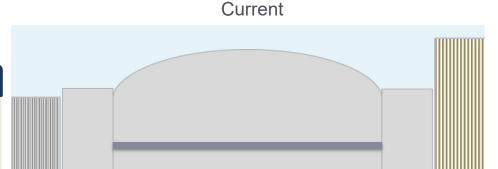
(1) Draft ROM costs in YOE dollars and subject to change.

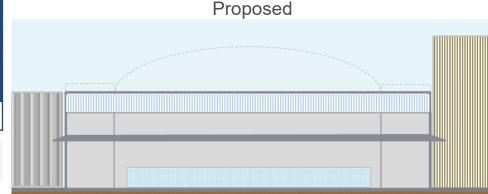
#### Overview:

- Utilize more affordable station materials
- Lower building height
- Lower marquee height
- Flat roof instead of arched



ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.





#### Downtown Candidate: Convert to Rectangular Shaft





#### Cost Savings(1)

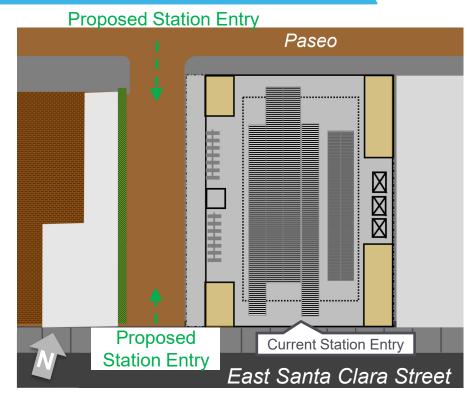
**TBD** 

(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

- · Smaller, rectangular shaft below ground
- Lower building height with flat roof
- Maintains 2 escalator runs
- Relocated station entrance to west station plaza area
- Station plaza connects Santa Clara Street to Paseo and future potential Transit-Oriented Development
- Minimizes temporary activities to adjacent parcels





ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

# **Downtown Cost Savings Candidates Summary**



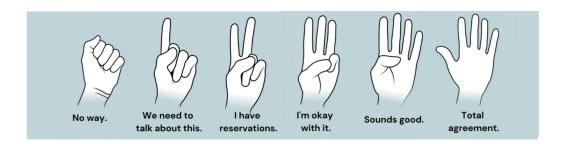
Cost Savings Candidates	Cost Savings <sup>(1)</sup>
Simplify Station Entrance Building	\$15M - \$25M
Convert to Rectangular Station Shaft	TBD

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

(1) Draft ROM costs in YOE dollars.

### Fist of Five: Downtown Cost Savings Candidates





Coat Savinga Candidates		In-Person Participants						Virtual Participants					
Cost Savings Candidates	0	1	2	3	4	5	0	1	2	3	4	5	
Simplify Station Entrance Building	2		1				1		1				
Convert to Rectangular Station Shaft		2	1						2				

#### **Diridon Candidate: Simplify Station Entrance Building**





Cost Savings<sup>(1)</sup>

\$15M - \$20M

(1) Draft ROM costs in YOE dollars and subject to change.

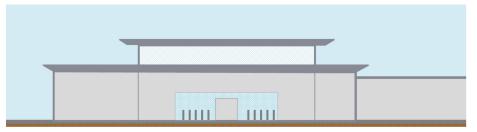
#### Overview:

- Rectangular roof
- Utilize more affordable station materials
- Maintain natural lighting through a skylight
- Remove potential for future rooftop garden

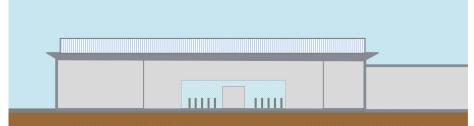


ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

#### Current



#### Proposed



#### Diridon Candidate: Minimize Circular Station Shaft





#### Cost Savings(1)

\$10M - \$15M

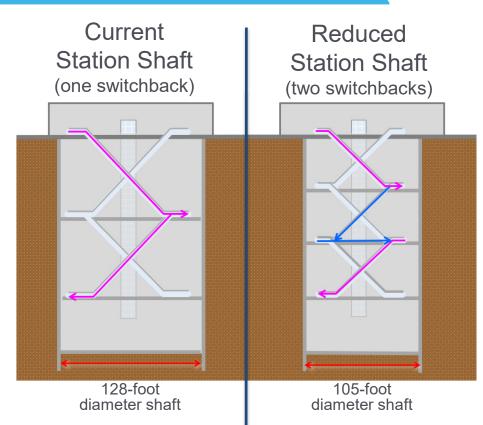
(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

- Reduce circular shaft diameter (128' to 105') below ground
- Add one escalator run (2 to 3)
- Maintain same number of escalators (4)
- Maintains similar station footprint dimensions

# Initial Assessment: O&M O&M Orientation ORIGINATION Access & TOD Opportunity Station Passenger Experience - = = = -

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



#### Diridon Candidate: Convert to Rectangular Station Shaft





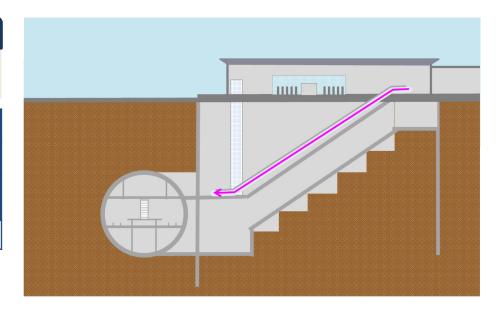
**Cost Savings** 

**TBD** 

#### Overview:

- Smaller, rectangular station shaft below ground
- Single, longer escalator run

Initial As	ssessment:			
<b>\$</b>	(1)			<b>F</b>
O&M	Access & Orientation	TOD Opportunity & Placemaking	Station Presence	Passenger Experience
+	+	=	=	-



# **Diridon Cost Savings Candidates Summary**



Cost Savings Candidates	Cost Savings <sup>(1)</sup>	Cost Increase for Station Design Board Referral <sup>(2)</sup>
Simplify Station Entrance Building	\$15 - \$20M	Aulaia
Minimize Circular Station Shaft	\$10M - \$15M	Adds \$25M - \$30M
Convert to Rectangular Station Shaft	TBD	

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

<sup>(1)</sup> Draft ROM costs in YOE dollars. (2) Underground station infrastructure facilities option can be accommodated, but it will result in additional costs to the project. Costs are ROM costs in YOE dollars.

# Fist of Five: Diridon Cost Savings Candidates





Cont Sovingo Condidates		In-Person Participants						Virtual Participants					
Cost Savings Candidates	0	1	2	3	4	5	0	1	2	3	4	5	
Simplify Station Entrance Building	3									1			
Minimize Circular Station Shaft	1		1		1					1			
Convert to Rectangular Station Shaft		1	1	1						1			

#### Santa Clara Candidate: Simplify Station Entrance Building





#### Cost Savings(1)

\$5M - \$10M

(1) Draft ROM costs in YOE dollars and subject to change.

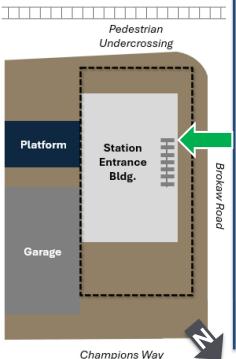
#### Overview:

- Smaller station entrance canopy roof
- Simplify station headhouse and station platform canopy structure
- · Utilize more affordable station materials and garage façade

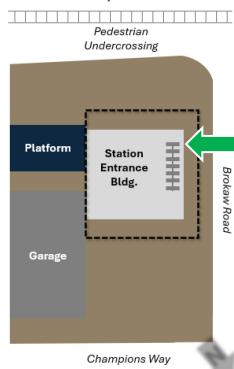


ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

#### Current



#### Proposed



# Santa Clara Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings <sup>(1)</sup>	Cost Increase for Station Aesthetics <sup>(2)</sup>
Simplify Station Entrance Building	\$5M - \$10M	Adds \$5M - \$10M

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

<sup>(1)</sup> Draft ROM costs in YOE dollars. (2) Station aesthetics direction from Design Review Committee will result in additional costs to the project. Costs are ROM costs in YOE dollars.

### Fist of Five: Santa Clara Cost Savings Candidates





Coat Savinga Candidates	In-Person Participants						Virtual Participants					
Cost Savings Candidates	0	1	2	3	4	5	0	1	2	3	4	5
Simplify Station Entrance Building			1						2		1	

### **Future Community & Board Engagement**



- Ongoing Coordination with City Partners and Stakeholders
- October 10<sup>th</sup> update to BSVII Oversight Committee
- October Community Meeting
- November 14th update to BSVII Oversight Committee
- November CWG
- December 12th update to BSVII Oversight Committee



# **CWG Board Referral**

**Bernice Alaniz, VTA** 

# **CWG Engagement Since May 2024**



Since May Board of Directors Referral, VTA staff has implemented the following:

- Returing to in-person meetings with hybrid option as of July 2024 to encourage more participation;
- Working to procure an external professional facilitator;
- Provide CWG members with Project information in advance of the VTA Board of Directors meetings to solicit CWG feedback;
- Provide a verbal update to VTA Board of Directors summarizing discussions with CWG members;
- Share CWG materials with VTA BSVII Oversight Committee prior to all CWG meetings.

# **August 1st Referral Direction**



"[Develop] a formal plan to provide clear direction and clarity. This Plan should include:

- 1. Strategies for **interactive discussions** that do not rely heavily on PowerPoint presentations; incorporate interactive Q&A sessions and workshops to make meetings more dynamic and inclusive.
- 2. Methods for informative communication that will ensure CWG members receive the same level of detailed information as the VTA Board of Directors regarding BART Phase II plans and activities.
- 3. Methods for **re-engaging CWG members** who have become less active.
- 4. Strategies to ensure consistent and reliable staff engagement and support."

# **CWG** Referral Response



- 1. More interactive and dynamic meetings
  - a) Identified 17+ strategies to inform, consult, and involve CWG members as Project progresses:
    - **Inform** providing objective information that CWG members can disseminate to their communities
    - Consult gather CWG member feedback on analyses, alternatives, and/or decisions
    - Involve understand community feedback and perspectives in ways that can be used to change Project advancement
- 2. Detailed information to CWG members. *Continue to...* 
  - a) Offer to meet at CWG member existing community meetings;
  - b) Provide key materials prior to and after meetings
  - Produce Project information and content that CWG members can easily share with their community at large

# **CWG** Referral Response



- 3. Re-engaging less active CWG member
  - a) Provide email reminders for upcoming meetings;
  - b) Confirm CWG members availability for upcoming year's CWG meetings;
  - Share upcoming meeting dates at the first CWG meeting and incorporate feedback on yearly workplan;
  - d) Quarterly follow ups with individual CWG members;
  - e) 4-year terms for CWG members (organization appoints members);
  - f) Reach out to new organizations every four years;
  - g) Membership expiration if attendance once or less per year;

# **CWG** Referral Response



- 4. Consistent & Reliable Staff Support
  - a) Continue engaging with CWG chairs prior to meetings, seeking feedback on agenda items
  - b) Clarify BSVII staff roles & CWG member roles to CWG members
  - Engage professional facilitation services for 28th Street Little Portugal Community Working Group
  - d) Track **CWG member sentiment** through reflective post-meeting surveys

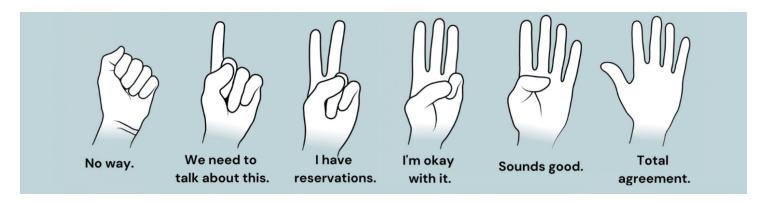
# **Next Steps**



- The Project team will continue to identify opportunities for CWG members to provide input
- Major efforts that the Project will engage & involve CWG members
  - Construction Transportation Management Plan
  - Thriving Business Program's Small Business Task Force
  - Design Review Committee
  - Station Configuration
  - Budget Gap

# Fist of Five: Wrap Up





Do you agree with the strategy and next steps provided for our Community Working Group Meetings going forward?

In-Person Participants					Virtual Participants						
0	1	2	3	4	5	0	1	2	3	4	5
	1		2	2	1			1		2	2



# **CWG Member Report Out**

# **Next Steps**

- Next CWG meetings:
   November 12<sup>th</sup>, 13<sup>th</sup>, & 14<sup>th</sup> 2024
  - Phase II Update
  - Cost Savings Candidate Update
  - Construction Update
  - Community Engagement

