



Local Policy Maker Group (LPMG) Meeting

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Gov. Code section 54953).

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/94954726853?pwd=TKR1WFg2SEorZVh5U2xLWnhHSUNNdz09> for audio/visual capability or by calling 1-669-900-6833, Webinar ID: # 9495 4726 853 Passcode: 061243 for audio only.

Public Comments: The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting. **Members of the public are encouraged to provide** public comments in the following ways:

- **Email:** Comments may be submitted by emailing video@caltrain.com before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Oral comments will also be accepted during the meeting. Web users may use the 'Raise Hand' feature to request to speak. Callers may dial *9 to request to speak. Each commenter will be notified when they are unmuted to speak.

**Thursday, October 28, 2021
5:30 p.m. – 7:30 p.m.**

Agenda

1. Call to Order
2. Staff Report
3. Caltrain Electrification Project
4. California High-Speed Rail: Update (Presented by California High-Speed Rail Authority Staff)
5. Public Comments on Items not on the Agenda
6. LPMG Member Comments/Requests
7. Next Meeting
 - a. Thursday November 18, 2021 at 5:30pm
8. Adjourn

All items on this agenda are subject to action



Memorandum

Date: October 28, 2021
To: CalMod Local Policy Maker Group (LPMG)
From: Lori Low, Government and Community Affairs Officer
Re: Caltrain Electrification Project E-Update

CONSTRUCTION UPDATE: ALL TRANSFORMERS INSTALLED

Caltrain is making great progress installing foundations and poles along the corridor, and also moving along with the construction of power facilities that will provide, regulate and distribute power to the high-performance electric trains upon the launch of electrified service. All ten facilities have installed transformers, and they are currently on track to be completed in 2022. Once these facilities are complete, the Bay Area will be one-step closer to a cleaner, greener and more efficient Caltrain service.



For a detailed update on progress in your area, visit [CalMod.org/Construction](https://www.calmod.org/Construction).

RIDERSHIP GROWS THANKS TO SERVICE INCREASE

This month, Caltrain broke new records for service as it began running 104 trains every weekday for its riders. This increase, which includes improved coordination with BART, more service throughout the midday and into the evenings and the return of the Baby Bullet, has already resulted in a 31% increase in weekday ridership, and we expect that trend to continue as the Bay Area continues to reopen.



For more information on Caltrain’s new and improved service, visit [Caltrain.com/Schedules](https://www.caltrain.com/Schedules).

PUBLIC MEETINGS:

JPB Board Meeting – November 4 at 9:00 a.m. – Please note, this will be remote only

JPB Finance Committee Meeting – November 22 at 2:30 p.m. – Please note, this will be remote only

JPB WPLP Committee Meeting – November 24 at 3:00 p.m. – Please note, this will be remote only

For more details, and a full list of upcoming meetings, please visit [Caltrain.com/Meetings](https://www.caltrain.com/Meetings).

DETAILED PROGRESS REPORT:

- [August Monthly Progress Report](#) presented to Caltrain Board on October 7, 2021



CALTRAIN ELECTRIFICATION UPDATE

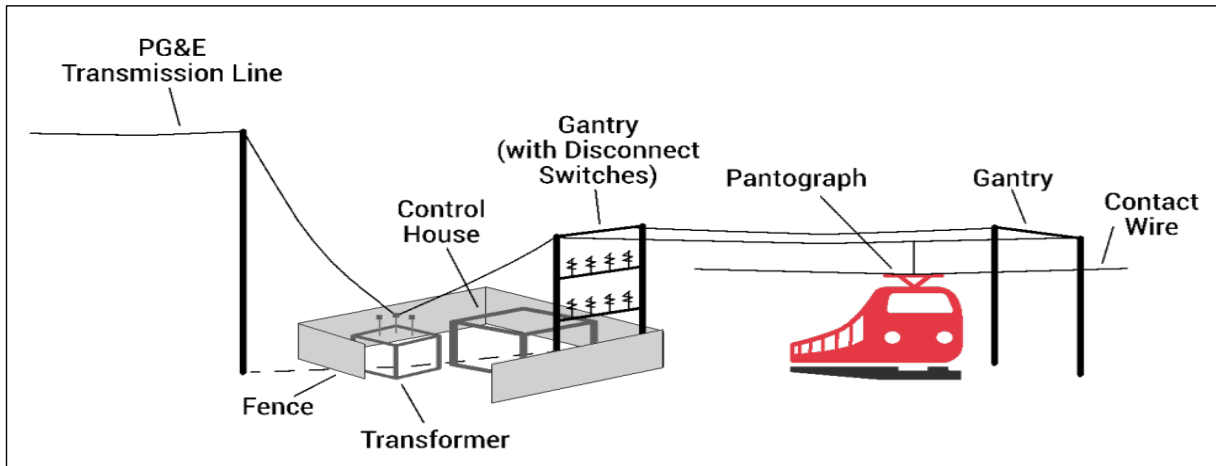
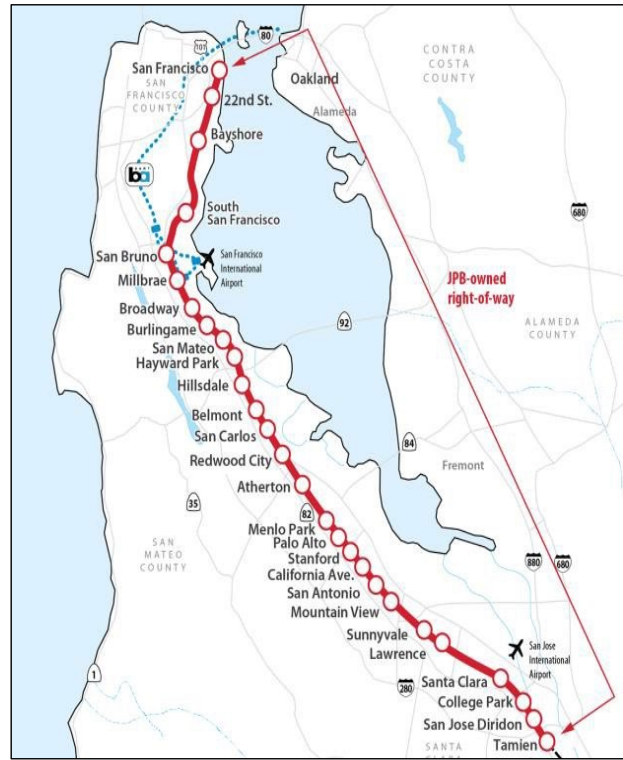
Local Policy Maker Group Meeting
October 28, 2021



PROJECT OVERVIEW



- Caltrain Electrification
- San Francisco to San Jose (Tamien Station)
- 51 miles
- Updated Project Cost: \$2.31B
- Update Revenue Service: Sept. 2024



Electrification

- Overhead Contact System (OCS)
- Traction Power Facilities
- Signal System

Electric Trains

- 19 7-car train sets (133 cars)
- (Note: 96 cars funded by project; 37 cars funded by State TIRCP)*



Improved Train Performance, Increased Service and Greater Capacity



Improved Regional Air Quality and Reduced Greenhouse Gas Emissions



Positive Economic Benefits for the Region



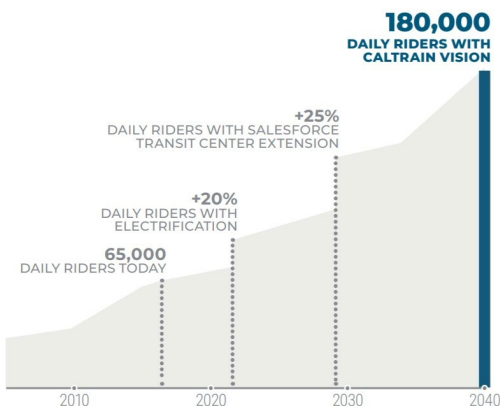
Reduced Engine Noise Emanating from Trains



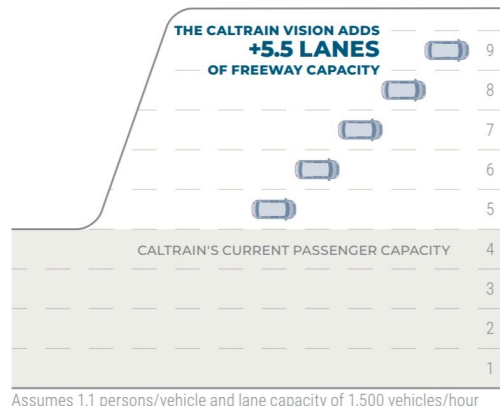
- Electrification sets foundation for future growth of system
- Meet projected regional growth in jobs and housing in the Bay Area
- Triple ridership, increase peak and off-peak service
- Carry equivalent of 5.5 lanes of US 101 highway traffic



CARRYING MORE PEOPLE



TRAINS VS LANES



CONSTRUCTION UPDATE



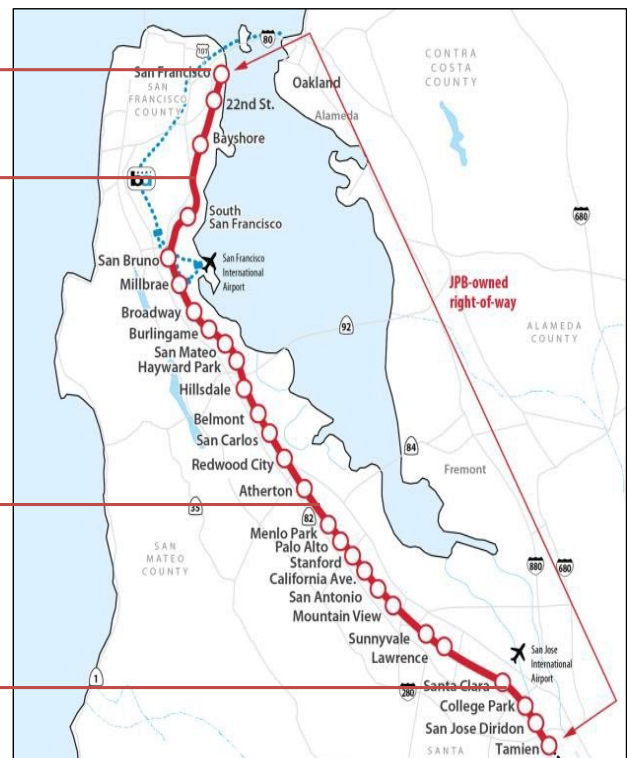
CONSTRUCTION SEGMENTS

Segment 1
San Francisco to Brisbane

Segment 2
South San Francisco to Atherton

Segment 3
Menlo Park to Santa Clara

Segment 4
Santa Clara to Tamien



- Overhead Contact System (OCS)
 - Foundations 92% complete (89% last month)
 - Poles 67% complete (66% last month)
 - Segment 4 Wire 78% complete (56% last month)
- Traction Power Facilities
 - Transformer installed at 10 of 10 facilities (9 last month)
 - Traction Power Substations 1 98% complete (96% last month)
 - Traction Power Substations 2 96% complete
 - Switching Station 1 94% complete (93% last month)
- Electric Trains (133 cars total)
 - 88 shipped (86 last month)
 - 73 in Salt Lake City manufacturing facility
 - Trainset 1 in Pueblo for on-track testing

Segment	Foundations Required	Foundations Remaining	Installation Percent Complete	Completed Last Month	Anticipated Completion Date
Segment 1	569	239	58%	101	12/30/2021
Segment 2	1,179	Complete	100%	N/A	Complete
Segment 3	901	Complete	100%	N/A	Complete
Segment 4	370	Complete	100%	N/A	Complete
CEMOF	85	Complete	100%	N/A	Complete

Segment	Required	Remaining	Installation Percent Complete	Completed Last Month	Anticipated Completion Date
Segment 1	442	442	0%	0	05/18/22
Segment 2	971	418	61%	47	11/31/21
Segment 3	755	Complete	100%	Complete	Complete
Segment 4	304	12	96%	4	10/31/21
CEMOF	83	Complete	100%	1	Complete

Data as of September 30, 2021



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Segment	Installation Percent Complete	Completed Last Month (in feet)	Anticipated Installation Completion	Testing Percent Complete	Anticipated Testing Completion
Segment 1	0 %	0	06/23/22	0 %	07/20/22
Segment 2	20 %	0	12/15/2021	8 %	01/20/22
Segment 3	100 %	0	05/03/2021	100 %	05/15/2021
Segment 4	78 %	46,911	11/15/21	0.0 %	11/21/21

Data as of September 30, 2021



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Segment	95% Design Percent Complete	Anticipated 95% Design Complete	Installation Percent Complete	Anticipated Installation Complete	Testing Percent Complete	Anticipated Testing Complete
Segment 1	64%	03/31/2023	21%	08/31/2023	0%	09/23/2023
Segment 2	98%	07/17/2022	25%	08/01/2022	7%	12/16/2022
Segment 3	67%	12/11/2022	21%	02/28/2023	0%	04/24/2023
Segment 4	100%	Complete	93%	10/31/2021	95%	11/15/2021

Data as of October 21, 2021



Facility	Sitework	Substation Building	Low / High Voltage Equipment	Transformer	Gantry	Total Completion	Anticipated Completion
TPS-1 (SSF)	95%	89%	98%	100%	99%	96%	1/30/2022
TPS-2 (San Jose)	95%	98%	100%	100%	98%	98%	10/15/2021
SWS-1 (RWC)	93%	89%	96%	100%	94%	94%	12/31/2021
PS-1 (SF)	65%	86%	96%	100%	91%	88%	1/19/2022
PS-2 (SF/Brisbane)	87%	80%	89%	100%	82%	88%	12/22/2021
PS-3 (Burlingame)	26%	68%	5%	47%	15%	32%	4/18/2022
PS-4 (San Mateo)	90%	82%	96%	100%	87%	91%	11/21/2021
PS-5 (Palo Alto)	77%	94%	96%	100%	94%	92%	1/7/2022
PS-6 (Sunnyvale)	93%	94%	91%	100%	92%	94%	10/15/2021
PS-7 (San Jose)	96%	99%	95%	100%	97%	97%	10/31/2021

Wayside Power Cabinets

Required	Installed
27	20

Data as of September 30, 2021

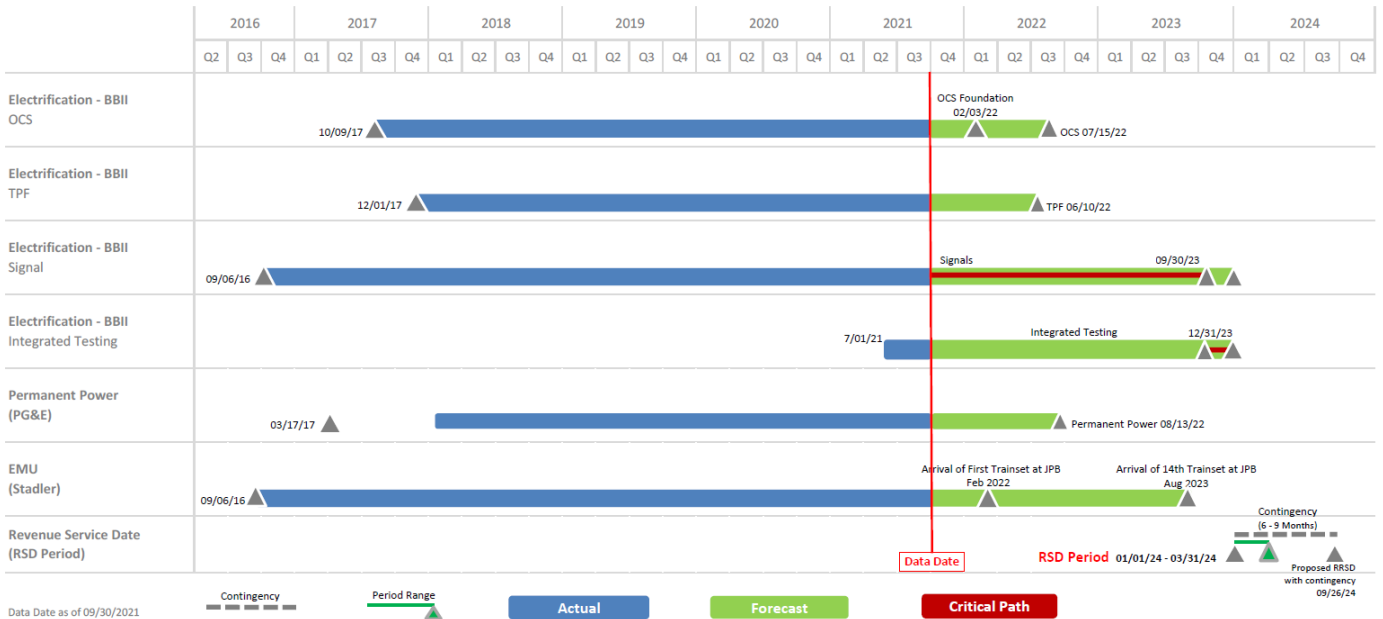


- Production
 - COVID-19-related global safety measures have slowed production
 - Salt Lake City assembly delayed
 - Trainsets 3 to 15 in various states of production
- Testing
 - Dynamic type testing on schedule in Pueblo on trainset 1
 - HVAC type testing trainset 2 ongoing
 - Routine testing trainsets 3 through 6 being performed in SLC
- Schedule
 - First trainset to Caltrain 1st Quarter 2022
 - Acceptance of 14 of 19 trainsets 2nd Quarter 2023

PROJECT UPDATE

Revenue Service September 2024

Contract Baselines vs. Forecast



- As of August 31, 2021
- December update subject to BBI negotiations and budget refresh

Total Project Cost	\$2.31B <i>(\$1.98B Previous Project Cost)</i>
Committed	\$1.85B
Carryover Contingency (Previous Budget)	\$129.8M
Additional Known (Allocated)*	\$161.0M
Additional Reserve*	\$172.0M

*Note: Total \$333M additional cost recommended by FTA

- Resolve BBII contract commercial issues
- BBII requests for change orders / claims
- Delays in parts supply chain affecting vehicle production schedule
- Continue to mitigate underground site conditions and assist BBII with redesign efforts

- Priority funding opportunities
 - State Budget (MTC Northern California)
 - Federal FY22 appropriations
 - Federal Infrastructure Bill
- Other sources
 - CTC Solutions for Congested Corridors Program (SCCP)
 - CTC Local Partnership Program (LPP)
 - CTC Trade Corridor Enhancement Program (TCEP)
 - Consolidated Rail Infrastructure and Safety Improvement (CRISI)

- Resolve BBlI contract commercial issues (December)
- Project Assessment (transition from civil to system work)
- Keep construction moving forward (including 2SC work)
- Budget amendment request to JPB
- FTA / CAHSRA Project Recovery Plan
- FFGA update
- Funding advocacy

QUESTIONS

Memorandum

Date: October 28, 2021
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

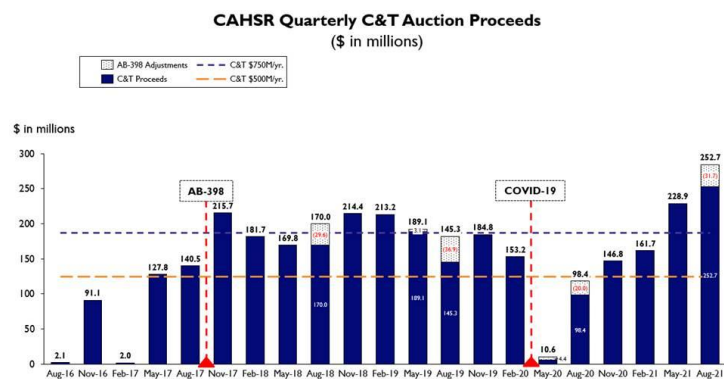
STATEWIDE UPDATE

Environmental Clearance Milestone: On August 19, 2021, the California High-Speed Rail Authority (Authority) Board of Directors approved the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the approximately 80-mile Bakersfield to Palmdale project section. With this approval, the Authority may begin preconstruction work as funding becomes available. The Authority has now environmentally cleared nearly 300 miles of the high-speed rail project’s 500-mile Phase 1 alignment from San Francisco to Los Angeles/Anaheim. The Board’s actions mark the first CEQA certification of an environmental document in the Southern California region and into Los Angeles County. The Bakersfield to Palmdale Project Section Final EIR/EIS can be found on the Authority’s website [here](#).

Construction Update: As mentioned in September, the Authority crossed another milestone with 6,000 construction jobs created to date across 119 miles of active construction in the Central Valley. To see what construction looks like today, please visit the Build HSR website [here](#). There will also be a full construction update at the Authority’s November Board of Directors meeting. Additionally, the Authority is hosting construction site tours for working group members. Please reach out to Rachel Bickert (Rachel.Bickert@hsr.ca.gov) to inquire about scheduling a tour.

State Budget: In May 2021, the Governor proposed an \$11 billion transportation infrastructure package that included \$4.2 billion from Proposition 1A funds to complete high-speed rail construction in the Central Valley and to advance project development statewide. In September, the Legislative session ended without an agreement on the use of these funds. Negotiations will continue when the Legislature reconvenes in early 2022.

In the meantime, the Authority is continuing to use Cap-and-Trade (C&T) revenues to fund ongoing construction activities. Proceeds have increased with each subsequent auction since the first auction after the start of the pandemic in May 2020, as seen in the figure above.



Sustainability Report: On September 20, the Authority released its latest Sustainability Report, *Building an Equitable Future*. The Report details how this first-in-the nation project positively contributes to the climate change struggle and helps build the most technologically advanced, electrified, and equitable transportation system in California. Serving as the backbone of the state rail system, high-speed rail will meet the state’s mobility and development goals by providing a system that connects communities, enhances economic opportunity, reduces emissions, and creates the most sustainable travel option for future generations.

As described in the Report, the Authority received national recognition with the Envision Platinum rating for the program. The Envision Platinum rating is the highest-level award from the Institute for Sustainable Infrastructure, and the award was the first time a program the size and complexity of the state’s high-speed rail project has earned such an honor. The Sustainability Report is available on the Authority’s website [here](#).

NORTHERN CALIFORNIA UPDATE

Northern California Environmental Process: With the comment periods closed for the San Jose to Merced and San Francisco to San Jose Project Sections Revised/Supplemental Draft Environmental Impact Report/Environmental Impact Statements (EIR/EIS) (“recirculated documents”), the Authority’s environmental team continues to respond to comments and prepare the Final EIR/EIS documents. These documents will be available for public viewing in the first half of 2022.

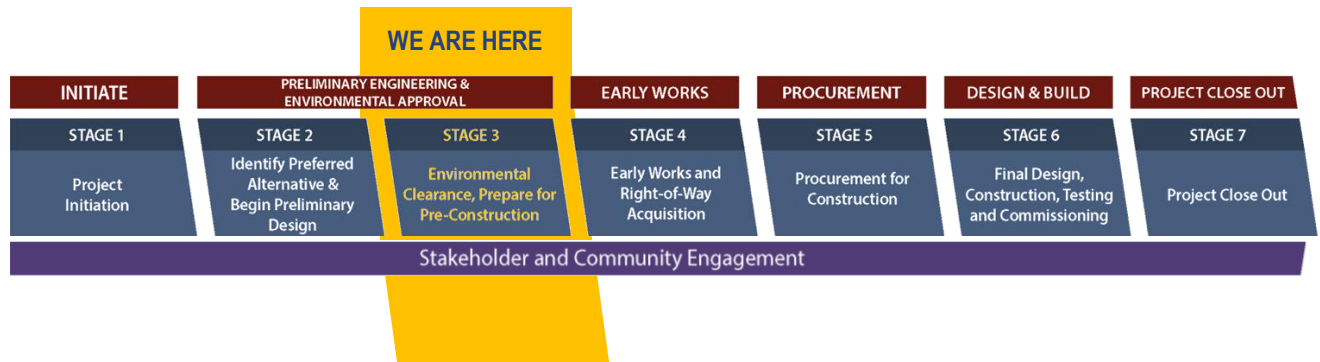
Northern California Virtual Town Hall: On September 15, the Northern California team hosted a virtual Town Hall broadcasted from the Salesforce Transit Center Rooftop Park. The Town Hall kicked off with a virtual tour of the Transit Center and was followed by a live Q&A with Northern California Regional Director Boris Lipkin and the Authority’s Public Information Officer Kyle Simerly. Over 100 viewers provided questions about California High-Speed Rail and the Transit Center via YouTube and Zoom. The full event can be viewed on YouTube [here](#).

Advancing Project Development Activities: As described in the Authority’s 2020 Business Plan, the Authority has adopted a systematic process for how it will advance project development activities in each project section. This process has been called Stage-Gate, where “gates” represent major project milestones at which a formal decision is made on a project’s readiness to advance to the next “stage.” Both Northern California project sections are currently at Stage 3 of 7 in the project development process that spans from initial planning to the closeout of construction. During Stage 3, the Final EIR/EIS and ROD approval by the Board will environmentally clear the project and design will be advanced to develop a configured project footprint. The stages to follow include:

- Stage 4: Federal and state environmental permits are secured and Right-of-Way (ROW) acquisition is completed
- Stage 5: Utility relocation work is completed and procurement for construction is initiated



CALIFORNIA High-Speed Rail Authority



The Authority is working on defining the necessary scope and efforts to continue to advance the program in Northern California after the environmental clearance process is complete.

RECENT AND UPCOMING OUTREACH ACTIVITIES

Recent:

- October 25: San Jose to Merced Community Working Group Meeting

Upcoming:

- November 1: San Francisco to San Jose Community Working Group Meeting
- November 7: Mountain View Farmers Market tabling
- November 3: San Mateo Area Chamber of Commerce presentation
- November 9: SAMCEDA Housing, Land Use, Transportation (HLUT) Committee presentation
- November 13: Redwood City Farmers Market tabling
- November 14: Burlingame Farmers Market tabling

Northern California Region

Local Policy Maker Group
October 28, 2021



STATEWIDE UPDATE



CONSTRUCTION UPDATE

- Over 6,000 construction jobs created by September 2021
- Construction tours available
Contact Rachel Bickert: Rachel.Bickert@hsr.ca.gov
- For more information:
https://buildhsr.com/construction_update/



ENVIRONMENTAL CLEARANCE MILESTONES

Project Section	Draft EIR/EIS	Projected ROD
<input checked="" type="checkbox"/> Bakersfield to Palmdale	Complete (February 2020)	Complete
Burbank to Los Angeles	Complete (May 2020)	Q4 2021
San José to Merced	Complete (April 2020)	Q1 2022
San Francisco to San José	Complete (July 2020)	Q2 2022



LEGEND

- █ High-Speed Rail Under Construction
- ▨ Environmental Documents Complete
- ▬ Environmental Documents Underway
- Stations
- ⚠ Funded Grade Separation Projects

Updated: Aug. 2021

EXISTING HIGH-SPEED RAIL FUNDING

California High-Speed Rail Funding

- 1** **\$9.95 billion**
Bond measure

2008
Proposition 1A
- 2** **\$2.5 billion**
Federal Grant

2009 American
Recovery and
Reinvestment
Act (ARRA)
- 3** **\$929 million**
Federal Funding

FY 2010
Appropriations
Bill
- 4** **\$500-\$750 million**
per year

Annual
Cap and Trade
Auction Market



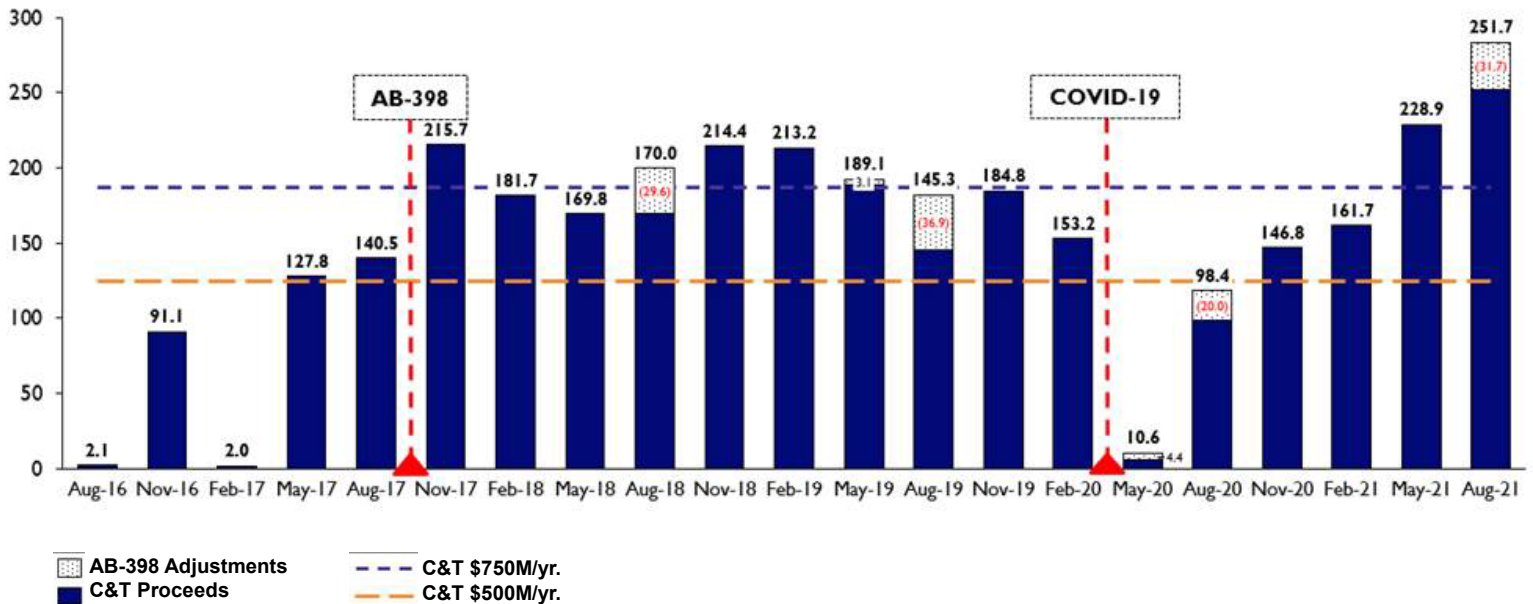
STATEWIDE UPDATE



CAP AND TRADE AUCTION PROCEEDS

FY 16/17 Q1 TO FY 21/22 Q1

\$ in millions



STATEWIDE UPDATE



FEDERAL INVESTMENT

INFRASTRUCTURE INVESTMENT AND JOBS ACT: POTENTIAL FEDERAL FUNDING SOURCES

COMPETITIVE GRANT PROGRAMS	
Program	Available \$
National Intercity Passenger Rail	\$16.1 Billion
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$10 Billion
National/Regional Significance (Mega Project)	\$10 Billion
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	\$7.5 Billion
Infrastructure for Rebuilding America (INFRA)	\$8 Billion
Rail/Highway Crossing Elimination	\$5.5 Billion
Total	\$ 57.1 Billion

STATEWIDE UPDATE



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PROPOSITION 1A APPROPRIATION

- In May, the Governor proposed an \$11 Billion transportation infrastructure package that included \$4.2 Billion for high-speed rail
- In September, the Legislative session ended without agreement being reached on the transportation package
- Negotiations will continue when the Legislature reconvenes in early 2022

“ We remain committed to continuing negotiations with the Legislature throughout the fall so we can come back early in the new year with a resolution that ensures California is well positioned to put new federal funding to use to build a better transportation future in this state. ”

– Governor Gavin Newsom (September 13, 2021)

CALIFORNIA ROARS BACK
Governor Newsom's \$100 Billion California Comeback Plan

CALIFORNIA ALL

JOBS AND INFRASTRUCTURE

- **\$52 Billion:** 5-year capital plan
- Transportation:
 - **\$4.2 Billion:** High Speed Rail
 - **\$3.1 Billion:** Rail and Transportation
 - 2028 Olympics
- **\$3.9 Billion:** Deferred maintenance and accelerated projects

FUNDING



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2021 SUSTAINABILITY REPORT

SUMMARY OF ENVIRONMENTAL, SOCIAL, AND ECONOMIC/GOVERNANCE INFORMATION



Everyone at the Authority helps deliver sustainability.
This year's focus is on how the system contributes to building an equitable future.



PLATINUM ENVISION AWARD

ILLUSTRATES AUTHORITY PROGRESS AND EXCEPTIONAL ACHIEVEMENT

Envision is a 3rd Party Verified certification program for sustainable infrastructure.

Certification is based on an iterative points-based framework.



CLIMATE ADAPTATION PLAN



Summary available here:
<https://hsr.ca.gov/programs/green-practices-sustainability/sustainability/>



RECYCLING CONSTRUCTION WASTE

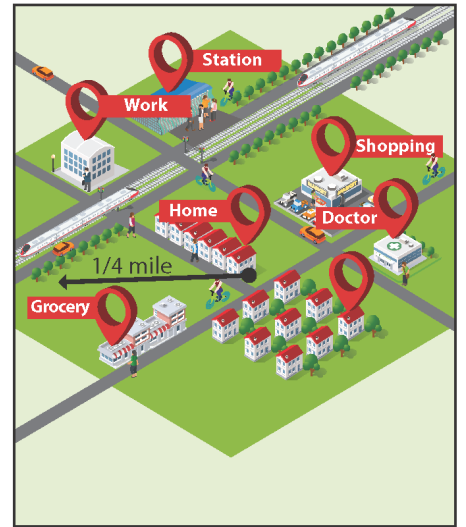
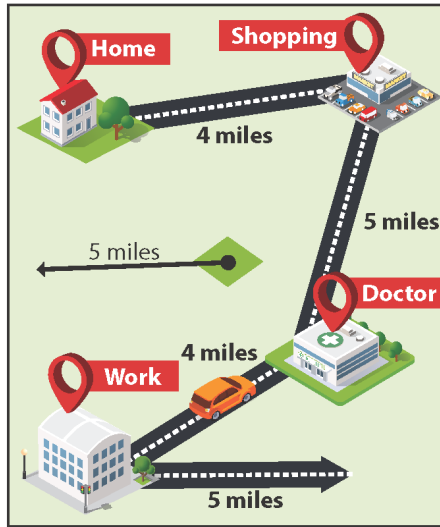
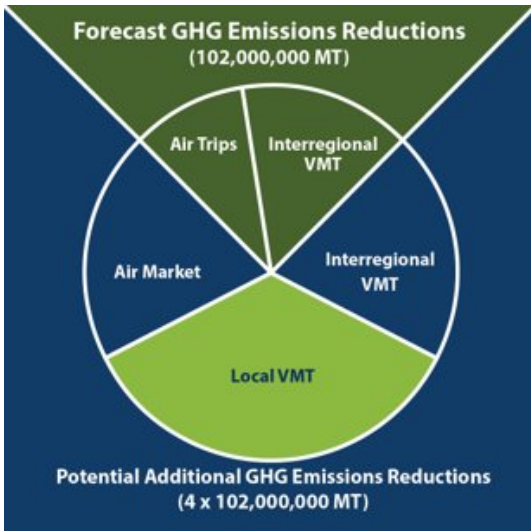
MOVING MATERIALS INTO THE REUSE STREAM



95% of ALL Construction and Demolition Waste Diverted From Landfills
 100% of concrete and steel

REDUCING VMT IS A CRITICAL CONTRIBUTION OF THE SYSTEM

CONCENTRATING LAND USE AROUND HSR STATIONS IS VITAL FOR CALIFORNIA'S CLIMATE GOALS




The system could result in substantial GHG reductions necessary for the state to achieve its ambitious goals.

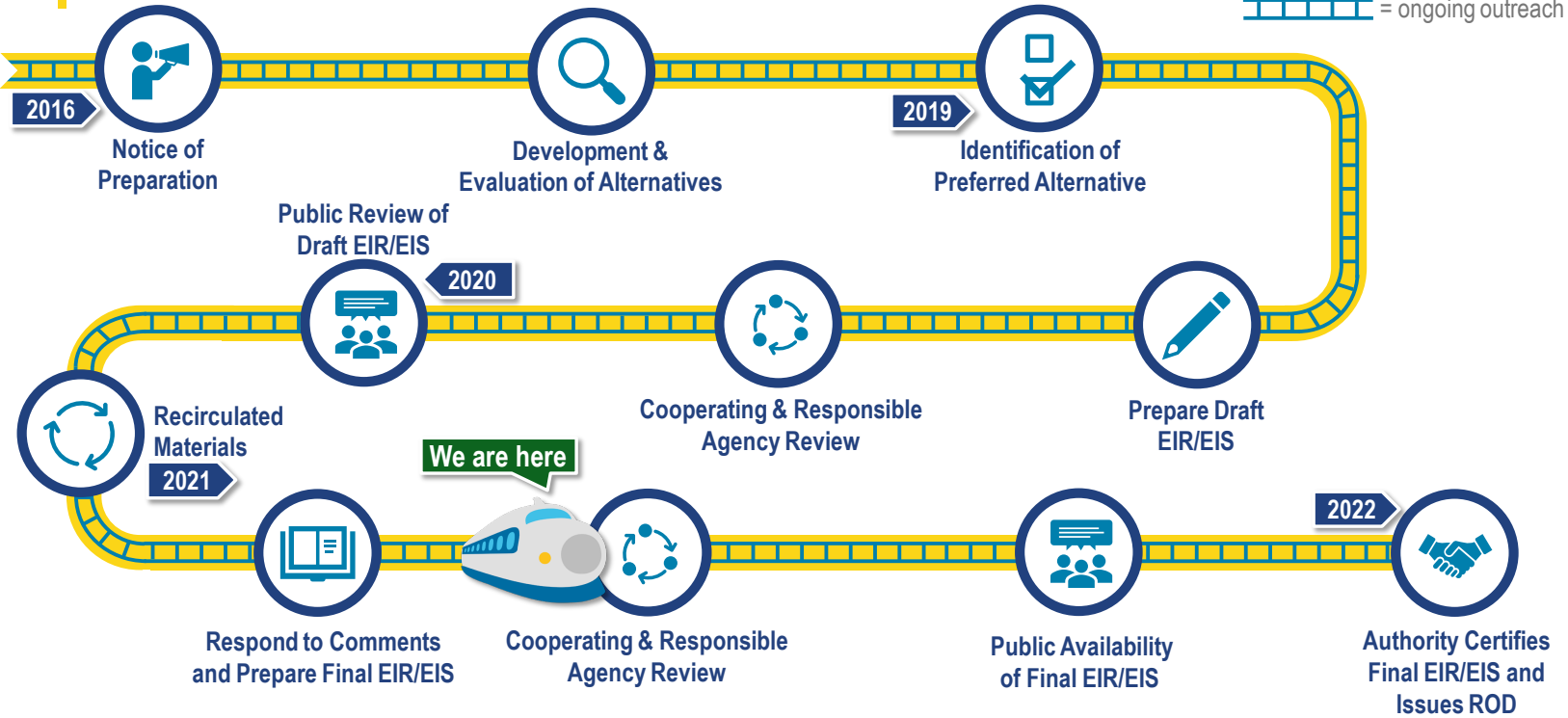
NORTHERN CALIFORNIA UPDATE








NORTHERN CALIFORNIA ENVIRONMENTAL PROCESS

SAN FRANCISCO TO SAN JOSE PROJECT SECTION

 = ongoing outreach



REVISED/SUPPLEMENTAL DRAFT EIR/EIS PUBLIC REVIEW PERIOD SUMMARY

	San Jose to Merced	San Francisco to San Jose
 Comment Period	April 23 – June 9	July 23 – September 8
 MeetHSRNorCal.org Visitors	>100	>800
 Millbrae Community Meeting Participants	N/A	55
 # of Submissions	14	24
 Comments Received	200+	150+

NORTHERN CALIFORNIA VIRTUAL TOWN HALL



Northern California
Virtual Town Hall from
Salesforce
Transit Center



With Northern
California Regional
Director Boris Lipkin



RETURN TO IN-PERSON OUTREACH



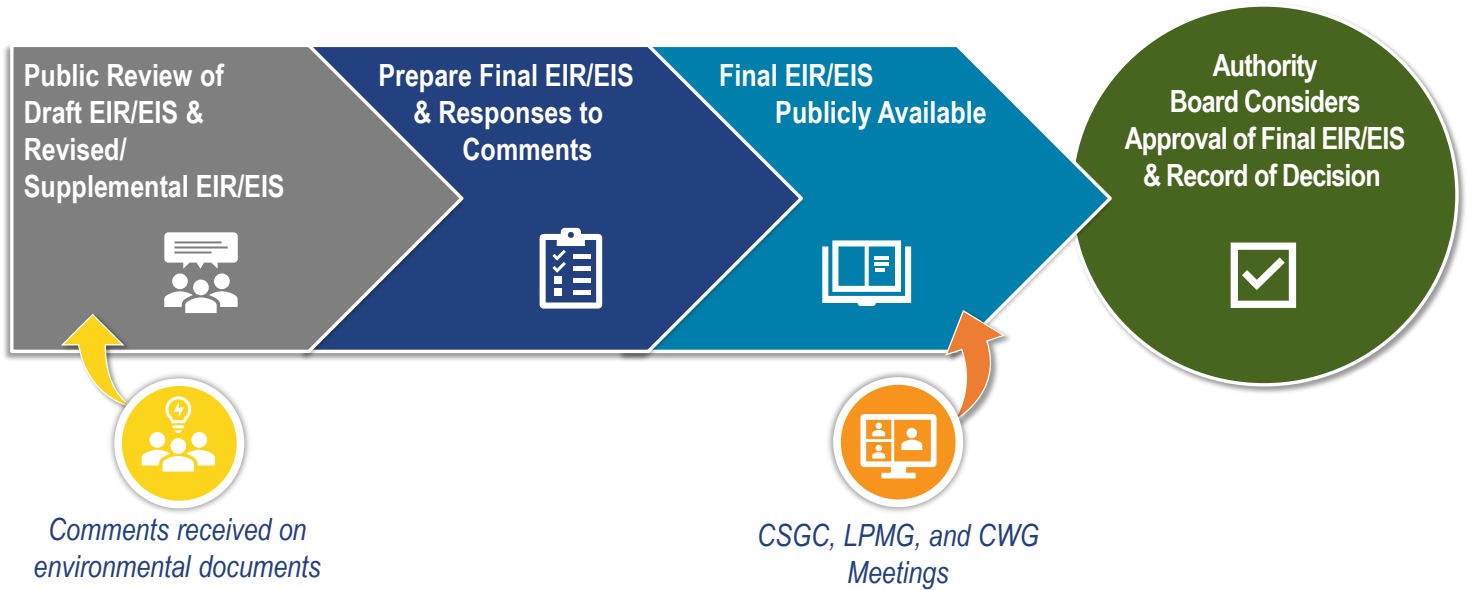
Millbrae BART



Millbrae Farmers Market

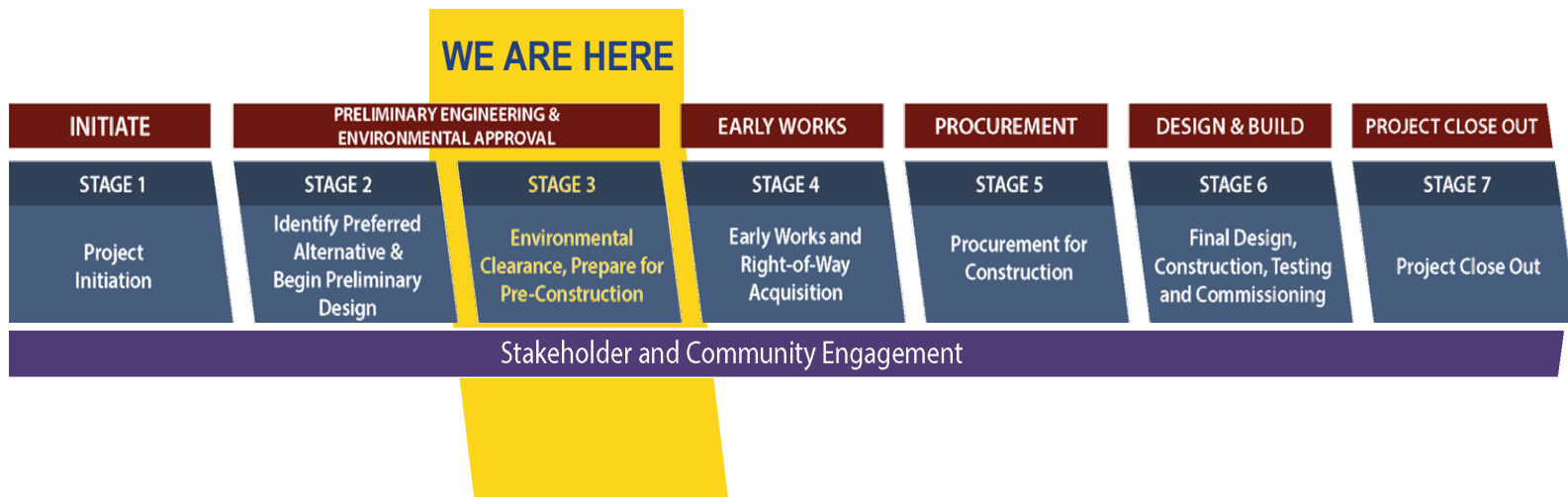


FINAL EIR/EIS PROCESS



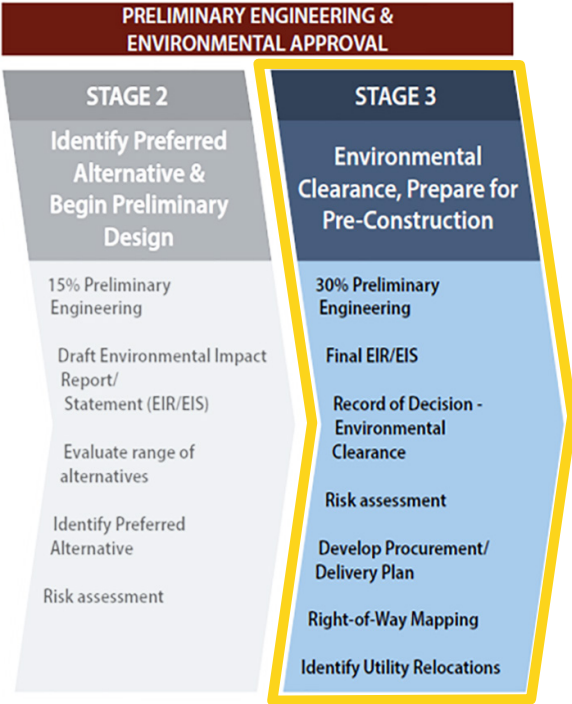
NEXT STEPS AFTER ROD

STAGE GATE FRAMEWORK



Source:
2020 Business Plan

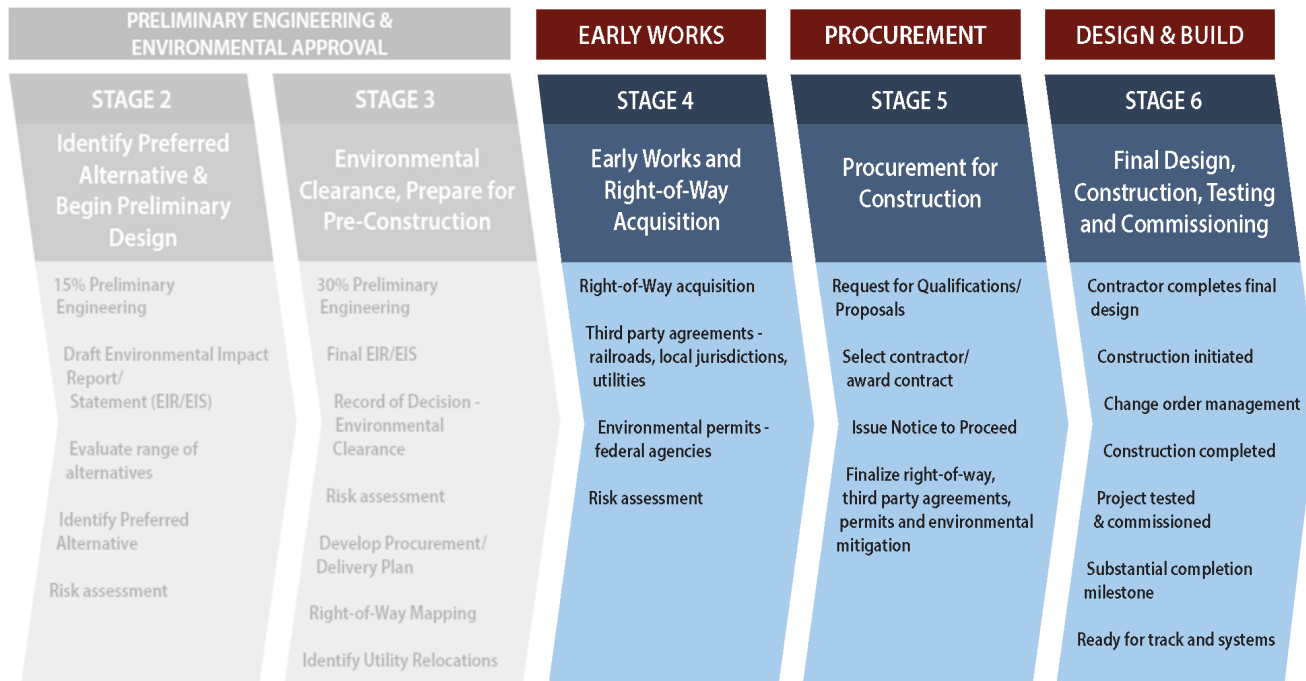
WHERE ARE WE NOW - STAGE 3



- **Environmental Clearance**
 - » Final EIR/EIS
 - » Record of Decision (ROD)
 - » Mitigation Monitoring Enforcement Plan (MMEP)
- **Prepare for Pre-Construction**
 - » Advance Engineering to 30%
 - » Right-of-way mapped
 - » Utility relocation requirements identified
 - » Choose construction delivery method

Source: 2020 Business Plan

WHAT HAPPENS NEXT



Source: 2020 Business Plan

WHAT TO EXPECT FOR STAKEHOLDER ENGAGEMENT

TRANSITION FROM STRUCTURED WORKING GROUPS: EXAMPLES UNDER CONSIDERATION

Meetings & Events



Community Meetings

Technical Coordination Meetings

Webinar(s) for General Public

Design Coordination (Neighborhood) Meetings

“Meet the Construction Contractor” Meetings

Tabling at In-Person Events

News & Notifications



Regional Newsletter

Social Media Outreach

Website Updates



Headquarters

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Northern California Regional Office

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