



## 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](mailto: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, August 25, 2022**

**5:30 p.m. – 7:30 p.m.**

### Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update)
4. California High Speed Rail (Oral Update)
5. Caltrain Electrification Update (Presentation)
6. Downtown Rail Extension (DTX) Update (Presentation by TJPA)
7. Joint Caltrain-CHSRA Letter (Informational)
8. Caltrain Electrification Memo (informational)
9. California High-Speed Rail Memo (informational)
10. Public Comments on Items not on the Agenda
11. LPMG Member Comments/Requests
12. Next Meeting
  - a. Thursday, September 22, 2022 at 5:30pm
13. Adjourn

*All items on this agenda are subject to action*

**CalMod Local Policy Maker Group (LPMG)  
Summary Meeting Notes for June 23, 2022**

**Summary Notes**

The purpose of these notes is to capture key discussion items and actions identified for subsequent meetings.

**1. Call to Order**

Chair Jeff Gee called the meeting to order at 5:36 p.m.

**2. Roll Call**

<b>City / County</b>	<b>Representative or Alternate</b>	<b>Present</b>
Atherton	R. Polito	X
Belmont	T. McCune	X
Brisbane	T. O'Connell	
Burlingame	E. Beach	X
Gilroy	R. Armendariz	
Menlo Park	J. Wolosin	
Millbrae	R. Holober	X
Mountain View	M. Abe-Koga	
Morgan Hill	R. Constantine, Y. Martinez-Beltran	
Palo Alto	L. Kou	X
Redwood City	M. Smith	
San Bruno	M. Salazar	X
San Carlos	R. Collins	X
San Francisco	A. Sweet	
San Jose	S. Jimenez	
San Mateo	A. Lee	X
Santa Clara	R. Chahal	X
South San Francisco	E. Flores	X
Sunnyvale	R. Melton	
San Francisco BOS	TBD	
San Mateo BOS	TBD	
Santa Clara BOS	TBD	
Chair	Jeff Gee	X
Vice Chair	Michael Salazar	X

VACANT SEATS: Santa Clara BOS, San Francisco BOS, San Mateo BOS

CALTRAIN STAFF: Casey Fromson, Jadie Wasilco, Boris Lipkin, Rich Walter, Shirley Wong, Katie Scribner

### 3. Staff Report

Jadie Wasilco, Government Community Affairs Manager, reported that two electric train sets have arrived and are in the San Jose facility undergoing testing. After ensuring everything works well, there will be celebration events later this year. Since infrastructure work has been completed, the focus is now on signal work with a recently completed signal cut over in May in San Mateo and Burlingame. The next signal cut over that will affect grade crossings will be in October in Redwood City, Atherton, and Menlo Park; Caltrain will be in close contact with the cities for permits and in case of any issues. The funding front is focused on closing the gap of \$410 million; there are ongoing negotiations on opportunities to create a transportation package. Service changes were made to make more connections to BART. Casey Fromson, Chief Communications Officer, touched on the special Caltrain meeting on governance that solidified the parameters of an MOU (memorandum of understanding). It included a permanent Caltrain Executive Director that reports directly to the Caltrain Board and five additional positions that reports directly to the Caltrain Executive Director.

*LPMG members' and alternate members' key comments and clarifications with staff included the following:*

- A member asked about the state funding going towards the \$400 million gap, *staff confirmed that that was the hope.*
- A member asked about pre-pandemic ridership levels, *staff said that they are at 20 percent of pre-pandemic ridership levels and special events do help increase ridership.*
- A member asked about the efforts to improve the ridership and any predictions for next year or the year after, *staff noted it will take time for ridership levels to get back up.*
- A member commented on how the MOU started 2 years ago and this has been a long, difficult process and expressed their appreciation to the Board. Another member expressed appreciation to the Board and congratulated them on passing the MOU.

*Public Comments:*

- Adrian Brandt commented in support of the governance issues coming to a close and opined that the terminology of 'getting back to normal' is not a productive way of thinking as the world has changed and we need to evolve with it.
- Evan Sheahan asked about running any teaser service of the electrified trains between San Jose and Palo Alto to experience it before it truly opens in 2024. *Staff responded that while there is no plan to run the service for passengers before it opens, but there are talks of other ways to keep people excited, including the previously mentioned community events and that there is currently a virtual reality experience of the electrified trains.*

### 4. California High Speed Rail Update

Boris Lipkin, Northern California Regional Director of the High-Speed Rail Authority, provided a presentation on the San Francisco to San Jose Project Section, which included the following:

- Recent milestones and the draft and final EIR/EIS (Environmental Impact Report/Environmental Impact Statement) and public comments and responses, and alternatives
- Millbrae Station Options and Light Maintenance Facility
- Quick Reference to the Final EIR/EIS, Board Meeting, and next steps

*LPMG members' and alternate members' key comments and clarifications with staff included the following:*

- A member asked what other additional types of mitigation and analysis that is being considered for the communities as the High-Speed Rail will be traveling through much faster than the regular Caltrain service. *Staff responded that the plan is to have four gates instead of the normal two gates and to add channelization, a physical barrier, to make it difficult for cars to cross into the opposite travel lane and get around the gate.*

*Public Comments:*

- Adrian Brandt commented on the authority selected the alternative a with no passing tracks, which will work for the near future, but when more trains are being run it will necessitate passing tracks. There needs to be grade crossing warning signs to stay constant with the train speed.

#### **5. Electrification Memo – in Packet**

#### **6. California High-Speed Rail Memo – in Packet**

#### **7. Public Comments on Items Not on the Agenda**

- Adrian Brandt commented on the Caltrain engineering standards being conservative when it comes to grade separations, which is currently at one percent increasing it to just 1.5 percent would reduce the amount of excavation, the length of the project, and would keep roads open.

#### **6. LPMG Member Comments/Requests**

- A member found Adrian Brandt's comment on the possibility of advancing the corridor safety investments that could be coming to be an interesting idea.

#### **7. Next Meeting**

Thursday, July 28, 2022, at 5:30 p.m.

#### **8. Adjournment**

The meeting was adjourned at 6:33 p.m.



# Caltrain Electrification Project Update

CSCG  
August 17, 2022



# Project Update

# Infrastructure

- **Foundations:** All 3,092 foundations complete (January 2022)
- **Start Testing:** Spring/Summer 2022
- **Poles:** Installation to be completed 2022
- **Wire:** Installation to be completed 2023
- **Traction Power Facilities:** All 10 facilities to be completed 2022
- **Signal Work / System Integration and Testing:** 2022-2024

**Revenue Service: September 2024**



*Foundations*



*Overhead Catenary System*

# Electric Trains

- **Trainsets 1 & 2 Arrive:** March 2022
- **Static Testing Begins:** Spring/Summer 2022
- **Santa Clara/San Jose Clearance Test:** July 2022
- **Trainsets 3 & 4 Arrive:** August 2022
- **Dynamic Testing:** Fall 2022

**Revenue Service: September 2024**



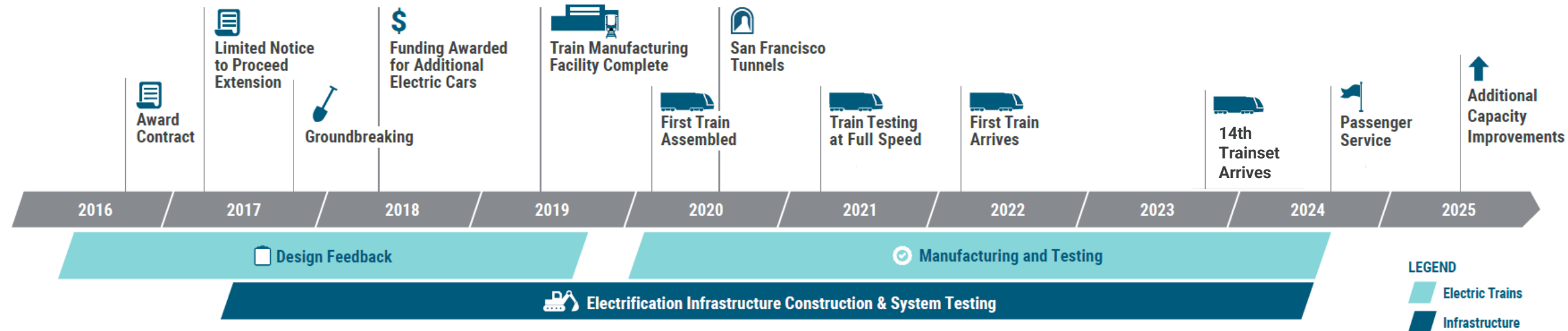
*First Trainset Arrival*



*Clearance Test*



# Project Schedule



# Energization

# Testing Schedule – San Jose & Santa Clara

Start Date	Work Activity
Late August 2022	Energization Overhead Wire and Traction Power Facility Santa Clara & San Jose Segment
Fall 2022	Testing of Traction Power Substation and Overhead Wires in Segment 4
Fall 2022	Electric Train Testing at CEMOF Facility
Late 2022	Electric Train Testing in Segment 4

# Safety Campaign Outreach

- Dedicated Webpage: [Caltrain.com/safety](http://Caltrain.com/safety)
- Mailers to Segment 4 (San Jose and Santa Clara)
  - Mailers to other segments as they are energized
- Social Media
- Email Blasts
- Virtual Community Meeting
- City Communication Channels
- Local First Responder Coordination
- School Outreach Campaign



Sample Mailer

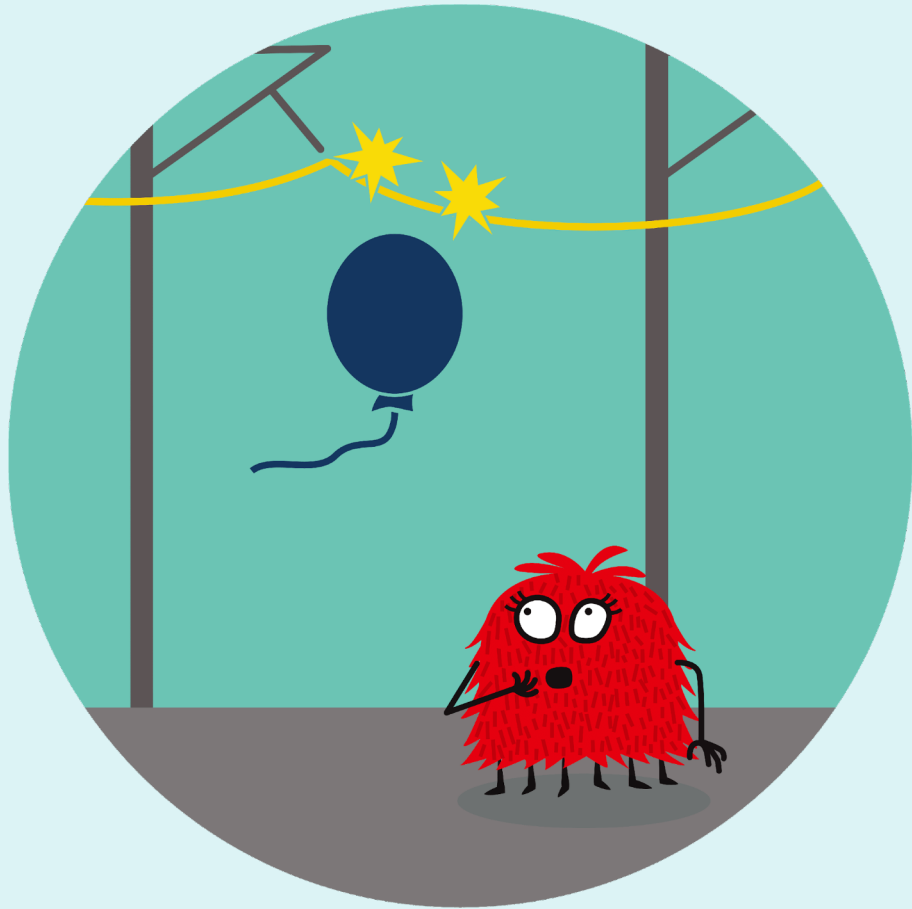


# Be aware of overhead wires



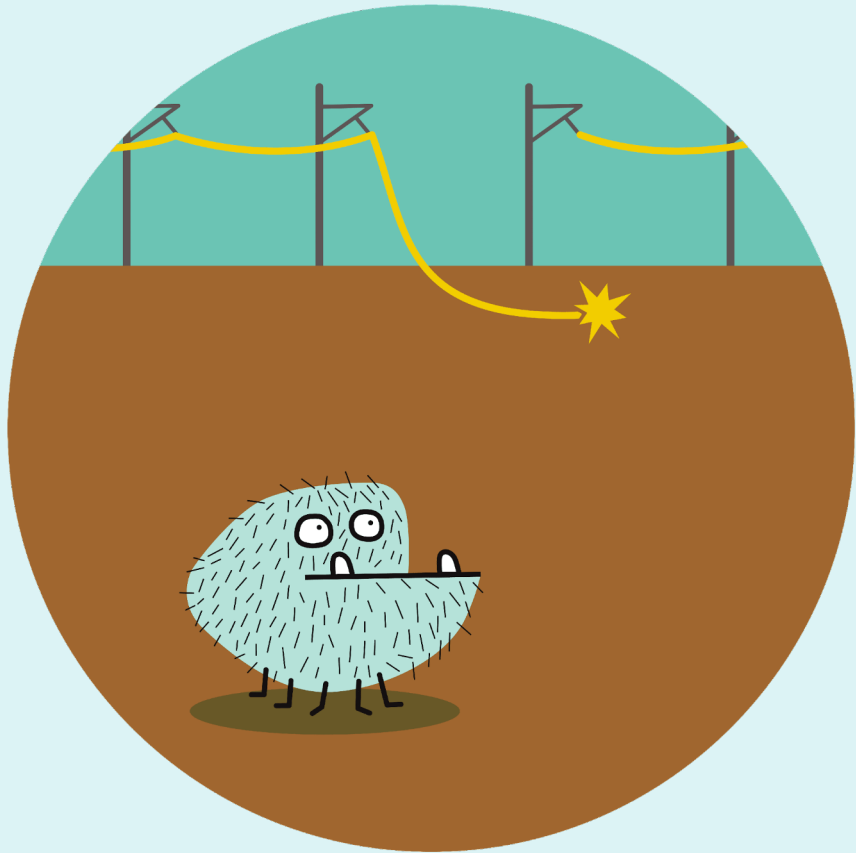
**Caltrain's electric overhead wires carry 25,000 volts of electricity and can be dangerous and even life-threatening.**

# Keep yourself and objects away



**Never approach  
overhead wires with  
things like ladders,  
antennas, balloons,  
and most importantly,  
yourself!**

# Report damaged wires

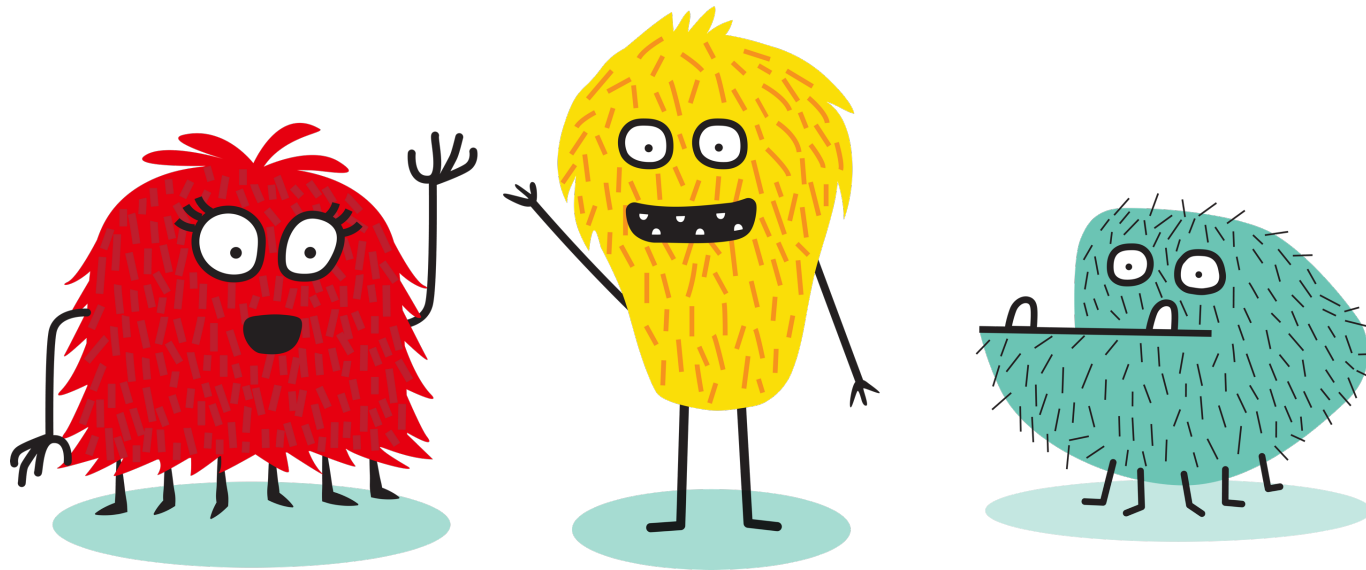


**If you see a downed or otherwise damaged overhead wire, stay at least 25 feet away.**

**For emergencies or suspicious activity on Caltrain, call the Transit Police at 1.877.SAF-RAIL (1.877.723.7245).**

# Learn More at [Caltrain.com/safety](https://caltrain.com/safety)

Visit **Caltrain.com/safety** for more information about how to stay safe around the new electric overhead wires.



FOR MORE INFORMATION

[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)



Transbay Program Phase 2 –  
Downtown Rail Extension (DTX)

# Caltrain City/County Staff Coordination Group (CSCG) Update

August 17, 2022





# About TJPA

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- In 1999, San Francisco voters approved a ballot measure to extend the northern terminus of Caltrain from south of downtown to a new transit station at the site of what was the existing Transbay Terminal
- The Transbay Joint Powers Authority (TJPA) was created under State law in April 2001
- The agency is charged with the design, construction and operation of a new transit center and associated facilities

## Joint Powers Authority Member Agencies

- City & County of San Francisco
- Alameda-Contra Costa Transit District
- California High Speed Rail Authority
- Caltrans (CA State Dept. of Transportation)
- Peninsula Corridor Joint Powers Board





# Transbay Project Area (Before)





# Transbay Project Area (After)





# Connecting Riders and Community



*Nine transit systems, within and around the Center, connecting eight Bay Area counties*



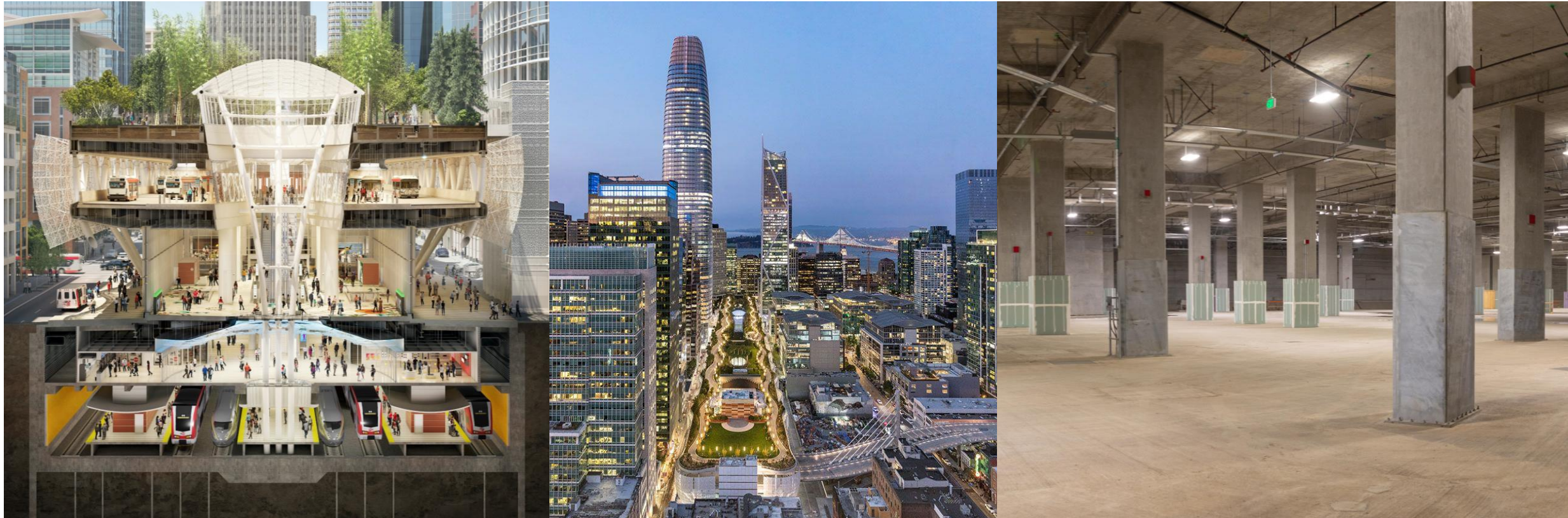
*5.4 acre rooftop park providing public open space daily with free public activities*



*Retail spaces providing diverse services and food options*



# Phase 1 Salesforce Transit Center Complete



*6 stories in downtown San Francisco. Below grade train box completed with \$400M in ARRA funding.*

# Regional Project Providing Direct Rail Connection



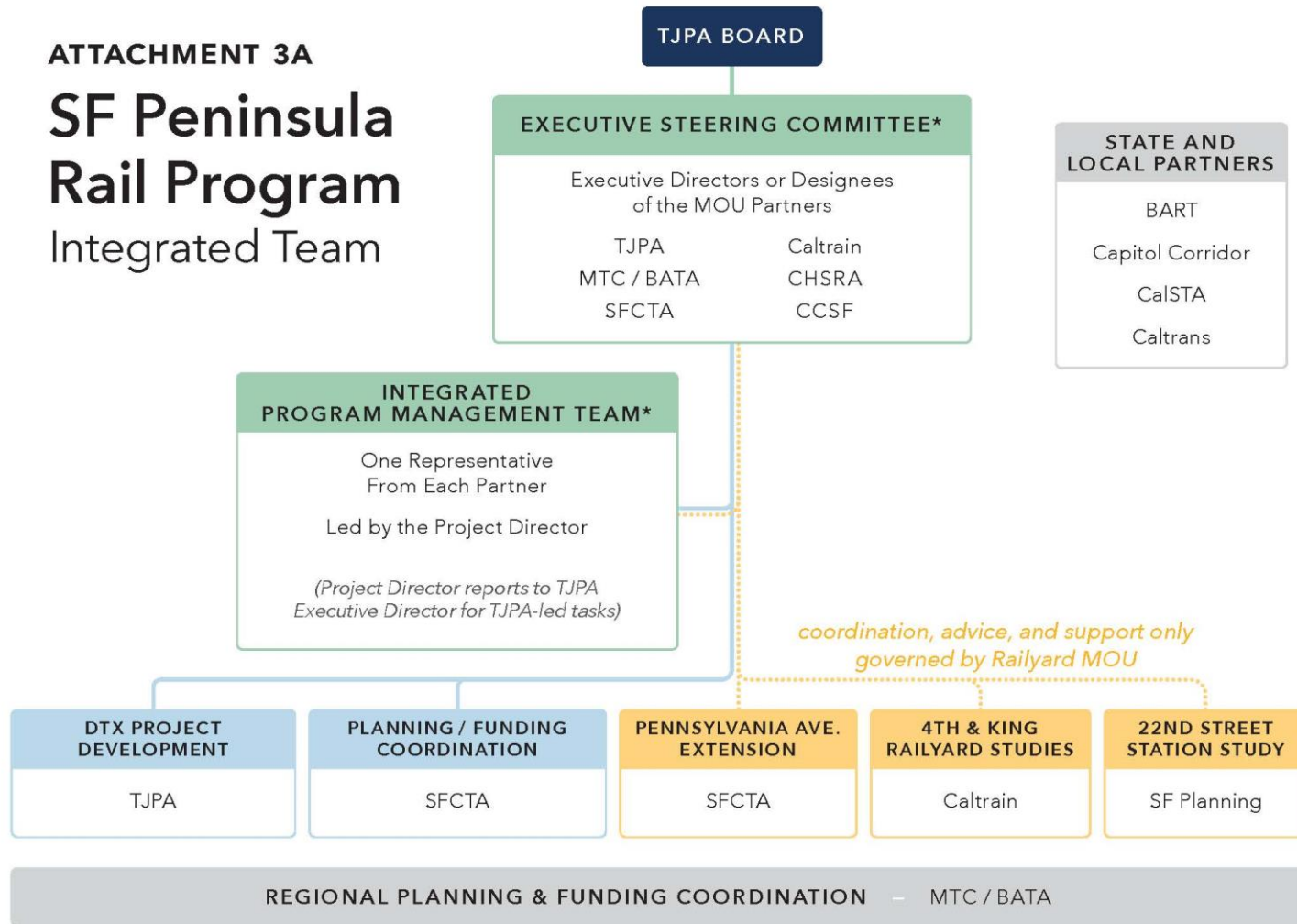
- A long-standing regional priority reflected in Plan Bay Area 2050
- Extends Caltrain into regional transit network by providing seamless transfers to nine North and East Bay transit services
- Improves air quality through VMT reduction equivalent to over 19,000 auto trips daily (first year of full operation) eliminating 9.8 million metric tons of CO<sub>2</sub> (over 50-year period)
- Serves as downtown terminal for High-Speed Rail and enables one-seat ride between San Francisco and Los Angeles
- Future connection to Link21 Project



# Strengthened Collaboration and Partnership

## ATTACHMENT 3A

## SF Peninsula Rail Program Integrated Team

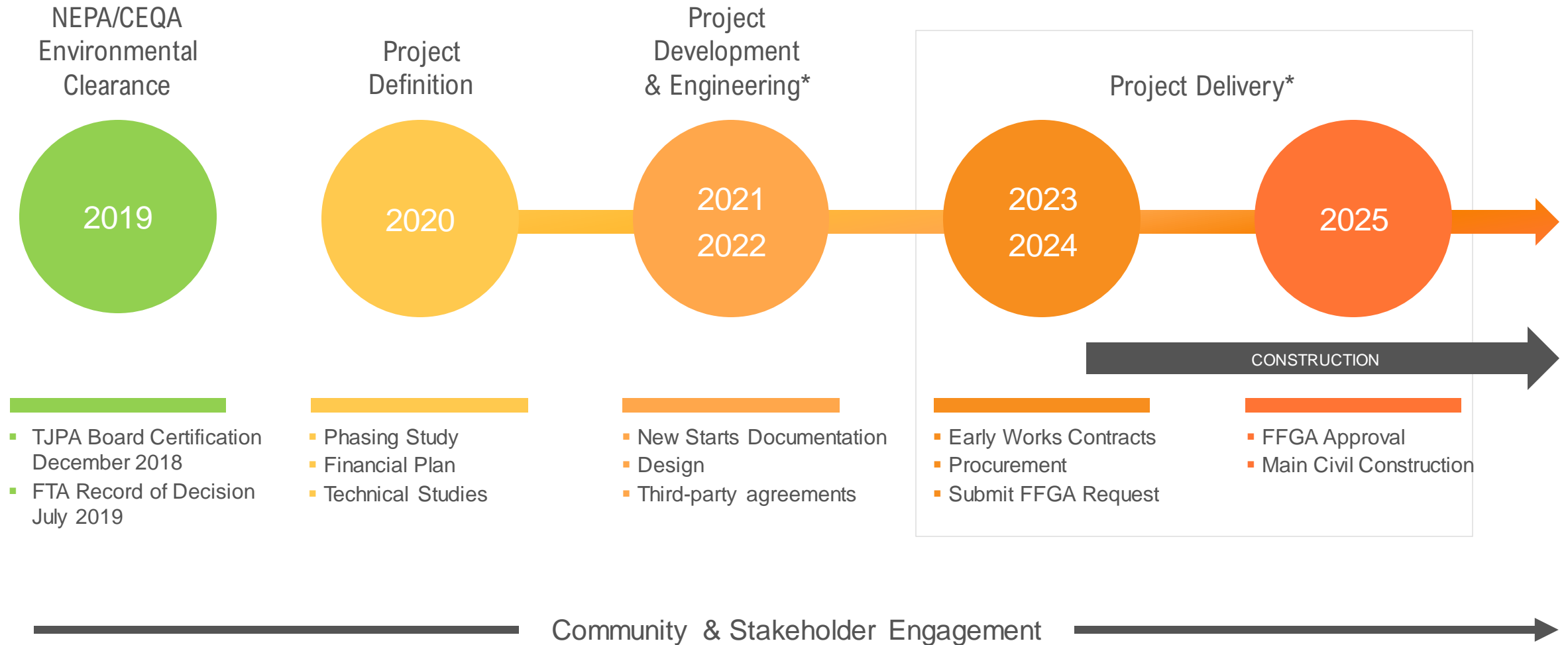


## Partner Agencies

- Transbay Joint Powers Authority
- Metropolitan Transportation Commission
- California High Speed Rail Authority
- Peninsula Corridor Joint Powers Board
- City and County of San Francisco
- San Francisco County Transportation Authority

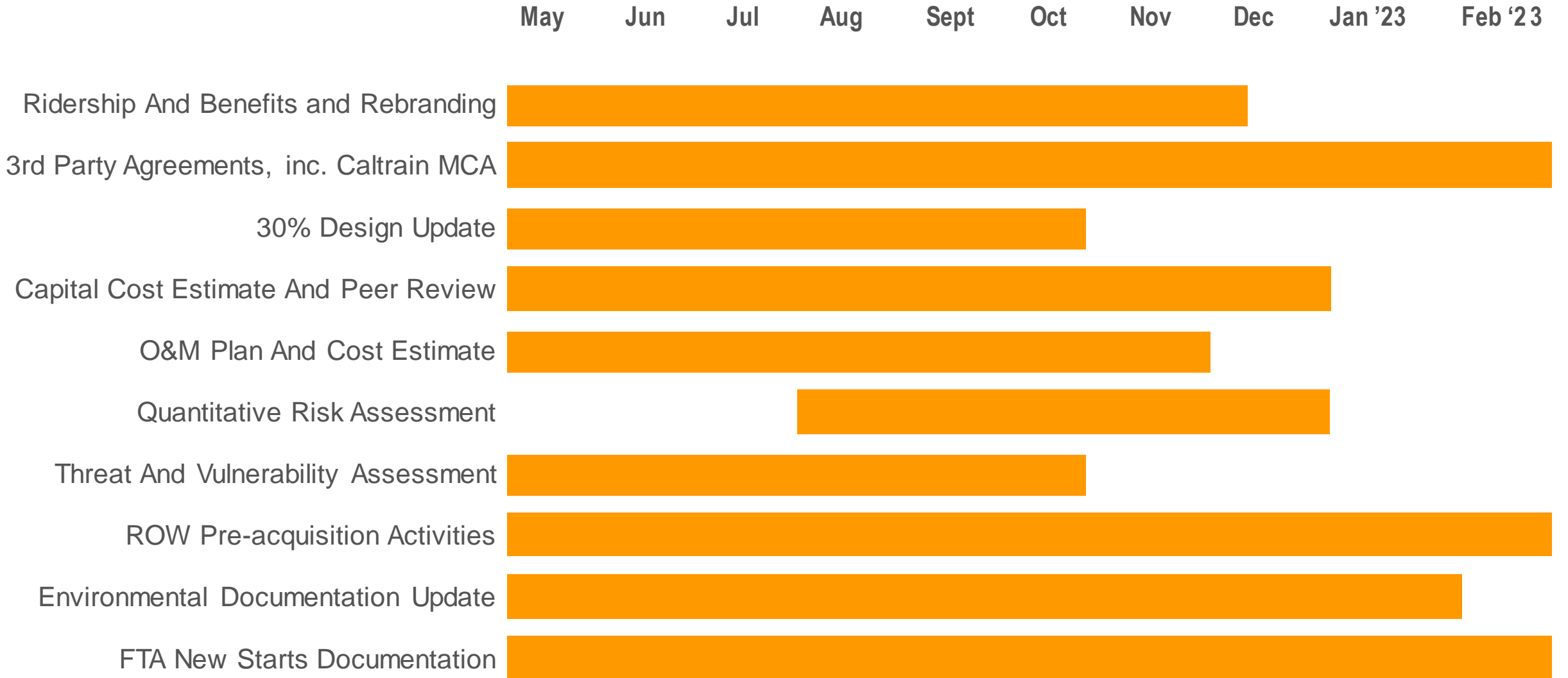
\* Consistent with and limited to the Summary Work Program (Attachment 2) defined by the San Francisco Peninsula Rail Program MOU approved by TJPA Board on April 9, 2020

# Project Timeline



\* Subject to funding

# DTX Workplan: Activities in Progress



# Committed and Planned Funding Sources

~\$1 billion

## Committed Funds

- Mello Roos Special Tax & Impact Fees
- Tax Increment
- Land Sale Revenue
- Regional Transportation Improvement Program (RTIP)
- Regional Measure 3
- Prop K Sales Tax

~\$3.5 - 4 billion

## Planned Funds

- FTA New Starts
- HSR Program Funds
- California State Rail Discretionary Funds
- San Francisco Local Measure (e.g., Sales Tax Reauthorization)
- Passenger Facility Charge or Train Slot Fee

~\$0.5 - 1 billion

## Additional Sources

- Federal
- State
- Regional
- Local



# Capital Funding Required by FTA Local Match Milestones

Assuming capital cost of ~\$5B and CIG amount of ~\$2B, DTX funding strategy targets the following milestones for commitment of non-CIG funds:

Milestone	Amount (\$ million)	Cumulative Amount (\$ million)	Timing	Basis
1 (30% non-CIG)	\$ 900	\$ 900	By Feb 2023	Entry to FTA Engineering requires 30% non-CIG funds committed
2 (50% non-CIG)	\$ 600	\$ 1,500	By Aug 2023	Submit for FTA rating & seek inclusion in President's budget
3 (100% non-CIG)	\$ 1,500	\$ 3,000	Prior to April 2025	Required for FFGA approval
<b>Total Non-FTA CIG Funds</b>		\$ 3,000		
<b>Total FTA CIG Funds*</b>		\$ 2,000		
<b>TOTAL</b>		\$ 5,000		

\* Actual CIG/non-CIG share to be determined. \$2B CIG grant assumed for funding strategy development.

# DTX: Rendering of Concourse Level





# DTX: Rendering of Train Level





# Regional Integrated Transit System



# Thank You

Anna Harvey, PE  
Deputy Project Director – Engineering

[aharvey@tjpa.org](mailto:aharvey@tjpa.org)





August 3, 2022

Dear Board of Directors of the Peninsula Corridor Joint Powers Board:

We are writing you this joint letter to update you on a key milestone for the implementation of the Blended System on the peninsula corridor. At its meeting on August 17 and 18, the California High-Speed Rail Authority (CHSRA) Board of Directors will consider certifying the final environmental impact report/statement for the San Francisco to San Jose segment of the system. This is a significant accomplishment, coming a decade after the foundational agreements that established a shared commitment to the Blended System on the peninsula corridor.

With recent direction from the California Legislature, CHSRA is advancing its work in the Central Valley toward the first high-speed rail operating segment in the State. At the same time, both agencies are working to develop a series of projects in and around the Caltrain corridor. Collaboration between our agencies will be essential to pursuing the funding that will be necessary to achieve the program of projects envisioned in the Authority's Business Plan and the Caltrain 2040 Service Vision. The completion of CHSRA's environmental documents for both the San Jose – Merced (completed) and San Francisco - San Jose (proposed) project segments would provide a timely opportunity to consider how our agencies' partnership should evolve in the coming years.

The Caltrain-owned rail corridor is a changing environment. Caltrain's regional rail service will be electrified in 2024 and the railroad continues to work toward the incremental implementation of the Caltrain board-adopted 2040 Service Vision. The corridor also hosts freight and inter-city rail services and is central to a constellation of local and regional station projects, grade separations efforts and surrounding land use plans. All of these services and projects are subject to continuous planning and implementation processes and inter-agency decision-making by multiple parties.

Since the initial agreements that formed the basis for the Blended System a decade ago, subsequent work to electrify the corridor, and the work to study the environmental effects of adding high-speed rail service to the corridor, additional plans and projects have been identified that will, over time, transform both the rail corridor itself and Caltrain's service in the corridor. Ensuring the successful implementation of the Blended System in this dynamic environment is of paramount importance to both agencies and will require the sustained efforts and commitment of CHSRA and Caltrain. To update our common understandings and plan for what's ahead, we plan to collaboratively undertake the following steps:

### **Blended System and Corridor Planning**

Caltrain and CHSRA agree that it is integral to both agencies to align implementation of the Blended System (and the addition of eventual high-speed rail service to the corridor) with the work to develop and advance the Caltrain board-adopted 2040 Service Vision. This approach is needed to efficiently and incrementally deliver expansions of passenger rail service on the corridor and to manage the timing of the various interdependent capital improvements needed to both support these services and to meet various shared local, regional and state needs.

To facilitate this effort, we will plan to develop a formal structure for joint capital improvement plans; agreements on key standards; identification of funding approaches, responsibilities, and opportunities; advancement of conceptual design and cost estimates; and completion of any needed environmental review.

This work will be undertaken in full cooperation with existing planning processes, projects and corridor partners and will need to bring particular focus to key areas of multi-jurisdictional complexity along the corridor including:

- The Downtown Extension and changes in configuration of the 4<sup>th</sup> & King Railyard
- The acquisition, modernization and electrification of San Jose to Gilroy rail corridor
- The advancement of the Diridon Integrated Station project
- The advancement of grade separation and other rail crossing improvement projects
- The selection and design of passing track locations
- The modification and expansion of the Millbrae station
- The rail corridor tie-in to the proposed Brisbane HSR Light Maintenance Facility

Caltrain and CHSRA jointly commit to engaging the other seven signatories to the 2012 Memorandum of Understanding, the foundational agreement that defined the original Blended System concept (see attachment A) with a goal of establishing and executing a new, formalized structure for ongoing implementation of the Blended System and additional planned improvements in the corridor within the next 12 months.

### **Caltrain – CHSRA Shared Use Agreements**

The 2018 Project Management and Funding Agreement (as well as precursor MOUs and agreements) between CHSRA and Caltrain envisioned the development of one or more shared use agreements that would govern the implementation of infrastructure improvements and high-speed rail service on the Peninsula corridor proposed by CHSRA, and grant CHSRA specified use of the corridor. Informed by our joint commitment to continued collaboration with other corridor partners in setting out the vision and path forward for the rail corridor (as described above), Caltrain and CHSRA commit to advancing a program of shared use agreements to cover the JPB-owned corridor as well a reciprocal agreement covering planned Caltrain use of any future CHSRA-controlled corridor or facilities south of San Jose to Gilroy.

These agreements will be consistent with the Project Management and Funding Agreement and are contemplated to include detail related to property ownership and acquisition; design review and approval; construction authorization and management; funding responsibility and risk allocation; and asset ownership. Caltrain and CHSRA will additionally need to reach operations and maintenance agreements related to systems integration and operations; maintenance responsibilities and cost allocation; schedule planning and integration; customer interface; and station operations.

Development of these shared use agreements will proceed in conjunction with the work to implement the Blended System and the other capital investment priorities described above to ensure that timely and appropriate understandings are reached to support the suite of projects the Peninsula corridor is anticipating in the coming years.

### Next Steps

Caltrain and the CHSRA will convene parties from the 2012 Nine Party MOU to discuss form and structure for further advancing Blended System implementation and corridor planning with a goal of establishing a new or revised formal structure within the next 12 months. In parallel, we plan to have Caltrain and CHSRA staff begin work to develop a shared roadmap for a program of shared use agreements that can be tied to specific milestones. An update will be provided to the Caltrain and CHSRA Boards in Q1 of 2023 regarding progress on both efforts along with a joint work program describing how subsequent work will proceed.

We thank you in advance for your time and commitment to the peninsula corridor's future. Nurturing our mutually beneficial relationship in modernizing the Peninsula Rail Corridor for commuter and high-speed rail services will help to meet the future needs of our customers and growing economies.

Sincerely,



Michelle Bouchard, Acting Executive Director  
Caltrain



Brian Kelly, Executive Director  
CHSRA

cc: CHSRA Board of Directors





## Memorandum

**Date:** August 25, 2022  
**To:** CalMod Local Policy Maker Group (LPMG)  
**From:** Devon Ryan, Government and Community Affairs Officer  
**Re:** Caltrain Electrification Project E-Update

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### Second Clearance Test for Electric Trains Completed

Following a successful test in July, Caltrain's first electric trainset underwent further clearance testing this month from San Jose Diridon Station to San Francisco Station. The train was outfitted with rubber padding to ensure that the vehicle and tracks meet all clearance requirements for safe operations along the Corridor. This was also another opportunity for the public to catch a glimpse of the new train on Caltrain tracks! No major problems arose over the course of the second test, and no further clearance testing is planned until the Overhead Catenary System (OCS) is fully installed. The next major test for the new electric trains should take place later this year when the trains will operate under their own power via the OCS.

More [information here](#).



### **New Electric Trains Arriving**

Two more high-performance electric trains arrived on Caltrain property on August 20. These state-of-the-art trainsets are assembled in Salt Lake City, Utah, with parts and components made by skilled craftspeople from all over the U.S. More trainsets will arrive later this year, helping create the electric fleet that will bring more frequent and flexible service to riders and cleaner air to corridor communities. Stay tuned for upcoming opportunities to see these spectacular new trains!

Learn more [on our website](#).

### **Energization**

Caltrain will be launching a public safety campaign, focused on educating the public as to how to stay safe around the new electric infrastructure. This will include community meetings, safety trainings, mailers, and channels of information. More information can be found at [www.caltrain.com/safety](http://www.caltrain.com/safety)

**Visit [Caltrain.com/safety](http://Caltrain.com/safety) for more information about how to stay safe around the new electric overhead wires.**



On August 18, Caltrain hosted a [virtual community meeting](#) on Caltrain Electrification and the energization of the San Jose and Santa Clara portions of the system. The energization of the traction power substation and overhead wires in San Jose and Santa Clara is planned for the end of August. This power will be used to test the new electric trains later this fall.

## **Caltrain Electrification Funding**

The U.S. Senate Appropriations Committee released their draft Fiscal Year 2023 Transportation, Housing and Urban Development (THUD) bill in late July which included \$10 million requested by Senator Feinstein and Senator Padilla for the installation of a new signal system needed for Caltrain's Electrification Project. We are extremely grateful to our senators for their unwavering support.

The U.S. House passed their Fiscal Year 2023 THUD Appropriations bill last month. We are very grateful to Speaker Pelosi and her staff for their work to add language into this bill that would help Caltrain's Electrification Project become eligible for \$51 million in funding through the Federal Transportation Administration's Capital Investment Grants Program.

The State Budget included a minimum set-aside of \$900 million through the Transit and Intercity Rail Capital Program (TIRCP) for capital projects like Caltrain's Electrification Project that have already received TIRCP funds and are seeking additional funding to maintain or leverage federal and local funds. We hope to have more information on this opportunity as details and guidelines become available.

## **Schedule Change Coming in September**

Caltrain will implement a service change in mid-September focused on improving weeknight connections to BART and making other minor service enhancements. This will include increased service to South San Francisco Station to two trains per hour, per direction during peak commutes. During the southbound morning and northbound evening peak commute, Limited (L3) trains will also stop at 22nd Street Station. As Caltrain ridership continues to be far below pre-pandemic levels, we are monitoring ridership and station usage throughout the corridor to help inform future service changes.

## **PUBLIC MEETINGS:**

**JPB WPLP Committee Meeting – August 24 at 3:00 p.m. – Please note, this will be remote only**  
**JPB Board Meeting – September 1 at 9:00 a.m.**

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

## **DETAILED PROGRESS REPORT:**

The Monthly Progress Report presented at Caltrain's August 4, 2022 Board Meeting is [available here](#).



# CALIFORNIA High-Speed Rail Authority

## Memorandum

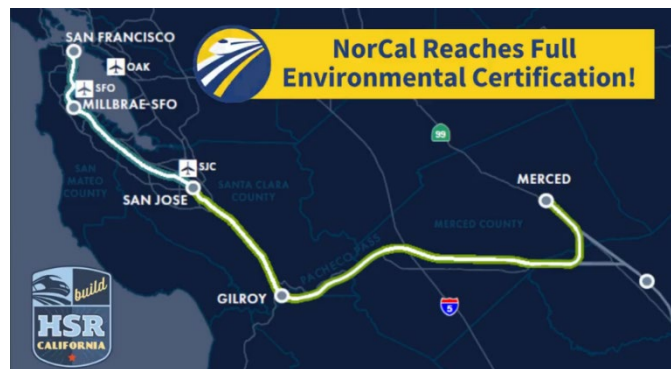
**Date:** August 25, 2022  
**To:** Local Policy Maker Group (LPMG)  
**From:** Boris Lipkin, Northern California Regional Director  
**Re:** California High-Speed Rail Program Update

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### NORTHERN CALIFORNIA UPDATE

#### **Major Milestone for the San Francisco to San Jose Project Section**

Last week, the California High-Speed Rail Authority (Authority) Board of Directors certified the Final Environmental Impact Report/ Environmental Impact Statement (Final EIR/EIS) and approved the approximately 43-mile project for the San Francisco to San Jose section. This action completes the environmental clearance for high-speed rail in Northern California and extends environmental clearance to 420 miles of the project's 500-mile alignment from San Francisco to Los Angeles/Anaheim.



The approval of the San Francisco to San Jose high-speed rail project section and its environmental document is a major milestone in advancing the entire statewide program by linking the San Francisco Bay Area and the Peninsula to San Jose, the Central Valley, and Los Angeles County in Southern California. Connecting these major economic regions with high-speed rail will change how people travel throughout the state and foster more equitable employment and housing opportunities.

The Board's certification of the San Francisco to San Jose Final EIR/EIS and approval of this project section moves high-speed rail closer to being "shovel ready" when funding for final design, pre-construction, and construction becomes available.

You can find the news release [here](#).

### STATEWIDE UPDATES

#### **Authority Board Approves Design Contracts for Merced and Bakersfield**

At the August Board meeting, the Authority Board of Directors approved contracts to advance design of the 52.4 total miles that will extend the project into Merced and Bakersfield. The contracts bring the project closer to constructing the final Central Valley packages that will complete the 171-mile high-speed rail electrified segment and ultimately connect to the Bay Area and Los Angeles.



The Authority awarded the \$41 million Merced to Madera extension design contract to Stantec Consulting Services Inc. which covers approximately 33.9 miles with 40 structures. The \$44.9 million Fresno to Bakersfield (Locally Generated Alternative) extension contract was awarded to HNTB and covers approximately 18.5 miles between the cities of Shafter and Bakersfield in Kern County with 31 structures.

You can find the news release [here](#).

### **\$25 Million in Federal Funding Awarded to Advance High-Speed Rail in California**

Earlier this month, the Authority was awarded \$25 million in federal grant funding to advance the project beyond the 119-miles currently under construction and into downtown Merced. This grant was awarded through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program, and \$25 million is the maximum grant award per project.

The funding from the U.S. Department of Transportation will provide more than half of the expected \$41 million cost for the Madera to Merced design contract. The Authority is also pursuing \$1.3 billion in federal grant funding to double-track the alignment currently under construction and purchase new, clean, electric train sets capable of speeds over 200 miles per hour. The funding requested by the Authority will help accelerate construction for electrified high-speed rail between Merced and Bakersfield by the end of the decade.

You can find the news release [here](#).

### **Construction Update**

Since the start of construction, the California High-Speed Rail project has created more than 8,000 construction jobs, a majority of which are held by Central Valley residents. There are currently more than 35 active construction sites in the Central Valley. A video of the Summer 2022 Construction Update can be found [here](#).

### **RECENT AND UPCOMING OUTREACH ACTIVITIES**

- August 17-18, 2022: [Authority Board of Directors](#) meeting
- September 17, 2022: Gilroy Farmers' Market
- October 15, 2022: College of San Mateo Farmers' Market