



Local Policy Maker Group (LPMG) Meeting

Meetings of the LPMG are conducted via teleconference only (no physical location).

Directors, staff and the public may participate remotely via Zoom at

<https://us06web.zoom.us/j/85925215034?pwd=L3pxeEVITTFrVjVIYWs3OW5wekw2dz09>

for audio/visual capability or by calling 1-669-219-2599, Webinar ID: # 859 2521 5034 Passcode: 973354 for audio only.

Public Comments: The 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 publiccomment@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, December 12, 2024

5:30 p.m. – 7:30 p.m.

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Staff Report (Oral Update and Memo)
4. 2025 LPMG Calendar Approval
5. Caltrain 2025 Legislative Program
6. Public Comments on items not on the agenda
7. LPMG Member Comments/Requests
8. Next Meeting –
 - a. Thursday, January 23, 2024 at 5:30 p.m.
9. Adjourn

All items on this agenda are subject to action

**Local Policy Maker Group (LPMG)
Summary Meeting Notes October 23, 2024**

Summary Notes

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

1. Call to Order

Ron Collins called the virtual meeting to order at approximately 5:30pm.

2. Roll Call

City / County	Present
Atherton	X
Belmont	X
Brisbane	X
Burlingame	X
Gilroy	
Menlo Park	X
Millbrae	X
Mountain View	X
Morgan Hill	
Palo Alto	X
Redwood City	
San Bruno	X
San Carlos	X
San Francisco	
San Jose	
San Mateo	X
Santa Clara	
South San Francisco	
Sunnyvale	X
San Francisco BOS	
San Mateo BOS	
Santa Clara BOS	
Chair	
Vice Chair	

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

CALTRAIN staff: Casey Fromson, Jason Baker, Devon Ryan, Bella Conferti, Lyne-Marie Bouvet, Navi Dhaliwal

Kimley-Horn staff: Jill Gibson

3. Caltrain Staff Report (Oral Update and Memos)

Bella Conferti, Government and Community Affairs Specialist provided the updates, which included the following:

- **Electrification Launch Celebration:**
 - Over 20 events were held across the Caltrain corridor, attracting more than 16,000 RSVPs.
 - The weekend marked the highest ridership of 2024.
 - Executive Director Michelle Bouchard and the Electrification Project team were honored for their contributions, including receiving a bell from a retiring locomotive.
 - Gratitude was expressed to all contributors for their efforts in making the project a success.
 - Casey Fromson praised the partnership and community involvement, highlighting the collaborative efforts across cities.
 - Anecdotal feedback indicates increased ridership and positive experiences, with riders noting improved cleanliness, Wi-Fi, and design.
 - Suggestions were raised for clearer signage, such as bike and restroom decals, to enhance user experience, especially for seniors.
- **Horn Noise Update**
 - Some communities reported being negatively impacted by increased train horn noise.
 - Caltrain is working on reducing horn volume to the lowest federally allowed levels, though this process involves taking trains offline for adjustments.
 - Updates on horn adjustments and other improvements will be communicated to the public.
- **Additional feedback**
 - Alison Hicks emphasized the importance of addressing concerns from first-time and infrequent riders, as their initial experience determines if they become repeat users.
 - Peter Stevenson noted high turnout and positive feedback during Burlingame's pre-launch event and subsequent Caltrain celebrations. Riders appreciated the train's cleanliness and quietness but raised concerns about horn decibels and gate timing issues.
 - Adrian Brandt suggested improved signage to direct riders to the train's single restroom and flagged issues with restrooms being unavailable when tanks fill.

4. 2025 LPMG Calendar Approval

Bella Conferti, Government and Community Affairs Specialist provided the updates, which included the following:

- Participants discussed combining the November and December meetings into a single session on December 12th. However, there were scheduling conflicts, such as a C/CAG meeting.
- A motion was made to adopt the revised schedule and move to a semi-monthly meeting cadence in the coming year, with the final schedule to be confirmed later.
- The motion passed with no objections.

5. Caltrain Capital Improvement Plan Presentation

Lyne-Marie Bouvet, Principal Planner, provided the following updates, which included the following:

- The CIP outlines Caltrain's 10-year roadmap for capital investments, covering fiscal years 2026–2035. It is a dynamic, aspirational document designed to guide project prioritization, funding strategies, and long-term planning.
- The plan encompasses over 140 projects, categorized into seven initiatives. These include mandates, compliance, and emergency projects, alongside others aimed at maintaining and expanding the rail system.
- The CIP provides a framework for grant funding, supports Caltrain's strategic goals, ensures transparent communication with partners, and aligns with updated policies and operational needs.
- Development involved input from various Caltrain teams and member agencies, ensuring comprehensive documentation of capital needs and priorities.
- The CIP focuses on projects that enhance safety, reliability, accessibility, and sustainability along the Caltrain corridor, prioritizing active grade-crossing improvements and collaborations with local jurisdictions.
- High-priority projects include preventing right-of-way intrusions through fencing, improved grade crossings, and expanded CCTV systems.
- The CIP is seen as a foundational step for scaling Caltrain's capital needs and communicating project portfolios to stakeholders, aiming to enhance regional transportation infrastructure.
- Ron Collins raised concerns about fare evasion and its impact on farebox recovery. Casey Fromson and Michael Salazar clarified measures in place, including consistent fare checks and improvements like well-placed tag-on/tag-off machines. Feedback channels for reporting issues were highlighted to enhance system accountability and improvement.
- Pat Burt highlighted the simplicity of using Clipper cards with Apple Pay, which enhances ease of payment and user experience.

6. Corridor Crossings Strategy

Jill Gibson, Vice President at Kimley Horn, provided the following presentation:

- The strategy aims to align community needs with a systematic, implementable program addressing safety, funding, and organization.
- Emphasis on streamlining project delivery processes and creating a unified delivery guide available online as a living document.
- Rising capital costs and ridership growth not meeting projections.
- Updating the 2040 adopted service vision to reflect current realities.
- Options range from lower-cost at-grade improvements (\$2–10M) to large-scale grade separations and mega projects (up to \$1B).
- The strategy includes multimodal accessibility during construction and the importance of early engagement with stakeholders.
- Next steps include conducting awareness efforts and training sessions on the delivery guide.
- Exploring funding opportunities and addressing corridor-wide safety with targeted enhancements (e.g., signage, lighting, and wayfinding).
- Efficient use of limited corridor resources to leverage local dollars and federal/state funding.

- Target completion of the project list by early next year for approval and alignment through LPMG.
- For less critical projects, consider cost-effective measures to achieve significant benefits without full separation.
- Ron Collins emphasized that safety concerns, such as accidents and suicides, should drive project prioritization while suggesting the potential for cost reductions under certain economic conditions.
- Alison Hicks shared Mountain View's decision to prioritize one grade separation over another due to costs, noting potential downsides of grade separations, such as dividing neighborhoods. She advocated for alternative measures like at-grade crossing improvements when feasible.
- Overall, the group seeks a balance between advancing essential grade separations, managing costs effectively, and maintaining safety and accessibility for the community.

7. California High-Speed Rail Authority Update

Boris Lipkin and Raphael Sperry California High-Speed Rail Authority, provided the following presentation:

- Shared snapshots from recent open houses showcasing VR experiences and interactive materials.
- Discussed a 3D art installation at the Salesforce Transit Center in San Francisco, simulating the future presence of trains at the site, launched during Transit Month.
- Presented the 2024 Sustainability Report, emphasizing the California High-Speed Rail Authority's commitment to renewable energy, carbon reduction, and sustainable infrastructure. Discussed air quality improvements, clean construction fleets, waste diversion, and carbon offset programs, including tree planting initiatives in partnership with local organizations.



Memorandum

Date: December 6, 2024
To: Caltrain Local Policy Maker Group (LPMG)
From: Bella Conferti, Government and Community Affairs Specialist
Re: Caltrain E-Updates



First Month of Electrified Caltrain Service Sees 750,000 Riders

Caltrain had over 753,000 passengers last month, marking a 54% increase from October 2023. Average Weekday Ridership stood at nearly 27,000, a 38% increase from last October. Additionally, current weekend ridership has overtaken pre-COVID levels, with Saturdays seeing a 169% increase and Sundays a 142% increase from last October.

Comparing August to October—the last month of primarily diesel service vs. the first month of all-electric—total ridership increased by 17%, with average weekend ridership growing by 38%.

In a typical year, monthly ridership begins to decline after August; this year, it's increased by more than 100,000 riders.

[Learn more.](#)

Caltrain Diesel Fleet to Bring Passenger Rail Service to Peru

Last month, Caltrain reached a landmark agreement with the government of Lima to transfer 90 retired gallery cars and 19 diesel locomotives to Peru. In exchange, Caltrain will receive over \$6 million for the vehicles. This partnership will advance Peru's efforts to enhance sustainability and improve regional mobility by enabling thousands of riders to benefit from a new commuter rail line. The project is expected to significantly reduce automobile traffic and greenhouse gas emissions, delivering substantial environmental benefits.

This agreement was made possible with the support of the U.S. Department of State, the U.S. Department of Commerce, and the Bay Area Air Quality Management District (BAAQMD). It not only promotes environmental and mobility goals but also strengthens the bonds between the United States and Peru.

This news was highlighted in a [release](#) from the White House ahead of President Biden's meeting with President Boluarte of Peru on the margins of the Asia-Pacific Economic Cooperation (APEC) forum.

More information is available [here](#).

Low Carbon Fuel Standard Program

Caltrain applied and was accepted to the California Air Resources Board's Low Carbon Fuel Standard (LCFS) Program. The LCFS program was designed to incentivize reducing greenhouse gas (GHG) emissions, air pollutants, and fuel consumption, while increasing transportation mobility options in the state. Caltrain electric service will be powered by 100% renewable energy supplied by community partners Peninsula Clean Energy and San Jose Clean Energy. The LCFS program is anticipated to be an important financial source for addressing Caltrain energy costs.

PUBLIC MEETINGS:

JPB Advocacy and Major Projects (AMP) Meeting – December 18, 2024 at 3:30 p.m.

JPB Technology, Operations, Planning, and Safety (TOPS) Meeting – December 18, 2024 at 1:30 p.m.

Caltrain Board Meeting – January 9, 2024 at 9:00 a.m.

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

Memorandum

Date: December 12, 2024

To: Local Policy Makers Group (LPMG)

From: Dahlia Chazan, Deputy Chief, Caltrain Planning

Re: Caltrain Corridor Crossings Strategy (CCS) Project E-Update

Corridor Crossings Strategy (CCS) Description

The Corridor Crossings Strategy (CCS) has been discussed as an agency priority since 2019, when it was first identified within the Caltrain Business Plan Process. This strategy was first funded in 2019 but was delayed due to the COVID-19 pandemic. As Caltrain and other operators plan to increase rail services, Caltrain understands that a coordinated approach to grade separations or closures is needed to unlock regional mobility and safety benefits.

The Caltrain Business Plan acknowledges that grade separation projects are costly, complex, and challenging. The CCS strives to identify areas for enhancement in the current process and develop a potential strategic approach to deliver corridor-wide consensus on delivery of grade separation projects.

The purpose of the CCS is to enhance the current grade separation process and develop a corridor-wide consensus on how to deliver grade separation and/or closures at a regional scale. The outcomes of include the following:

- Develop a Crossings Delivery guide that defines, communicates, and facilitates a clear project delivery process.
- Identify an implementable, shared vision on how to deliver projects at a regional scale.
- Identify a corridor-wide strategy and programmatic approach addressing funding, organization, and program delivery.
- Strengthen partnerships between Caltrain, local jurisdictions, and regional member agencies.

CCS Progress

Since October, the CCS team has been focused on the Corridor Crossings Delivery Guide trainings and development of the Grade Crossing Program. The CCS team has developed and facilitated several trainings for Caltrain, transportation authority, and corridor jurisdiction staff on the purpose and application of the Corridor Crossings Delivery Guide. In addition, the CCS team is developing the Grade Crossing Program which includes Crossing Enhancement and Elimination projects. The Grade Crossing Program will identify the tiers of crossing projects, the funding strategy, and the implementation of the program to deliver crossing projects over the next decade. Additional details will be provided in upcoming corridor partner meetings.

Previously presented meeting material, in addition to the latest project information, is available on the CCS website at www.Caltrain.com/Projects/CCS. Questions or additional feedback about the program can be sent to the CCS project inbox at CCS@Caltrain.com.

Public Meetings



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

Progress Report

The presentation on the Caltrain Corridor Crossings Strategy presented at Caltrain's October 24, 2024, LPMG Meeting is [available here](#).

Caltrain Legislative Program 2025

LPMG
December 2024



Draft Legislative Program

2025 Legislative Program: Major Issues

- **Funding**
 - Funding for transit operations and capital needs
 - Cap-and-Trade reauthorization, GHG reduction and zero-emission transition-related funding
 - Potential funding measures
- **Project and Program Implementation**
 - Equitable transportation and mobility solutions
 - Transit-oriented development and transit demand management
 - Caltrain Business Plan and CHSRA connectivity and blended system
- **Legislative and Regulatory Actions**
 - PEPRA
 - CARB regulations and programs and CEQA modernization
 - Caltrain's regenerative braking energy

Regional Measure Issue

- Advocate for new regional and local funding tools to support public transportation operations, infrastructure and services and work to ensure the agency is prioritized and appropriately funded as part of any potential regional funding measure.
 - a. If a legislative authorization pathway for a funding measure is pursued, such a vehicle should include:
 - i. Appropriate levels of funding for Caltrain operations;
 - ii. Flexibility;
 - iii. Simplicity; and
 - iv. Focus on voters.

Caltrain-Only Measure Authority

- Enable the option for the agency to seek sustainable local funding for the agency's transit operations, including the ability to place a transit funding measure on the ballot within the agency's service territory.
- Staff preference is regional measure option, this would just provide a mechanism for Caltrain if needed.

Regenerative Braking Issue

- Work with the California State Legislature and Caltrain's energy distribution and supply partners to develop a solution, which may include legislation, that ensures Caltrain receives fair credit for the energy generated through regenerative braking of electric trains.

Comments or Questions?

FOR MORE INFORMATION

WWW.CALTRAIN.COM



Caltrain 2025 Draft Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit Peninsula Corridor Joint Powers Board / Caltrain (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2025 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2025 calendar year, including the second half of the 2024-25 State legislative session and 119th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2025 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve quality transportation choices, and better incorporate Caltrain service with other agencies in the Bay Area.

Issues

The Legislative Program is structured to apply these core objectives to a series of regional, state, and federal issues falling in these categories:

- Funding
- Project and Program Implementation
- Legislative and Regulatory Actions

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

Advocacy Process

Staff will indicate during monthly legislative updates recommended positions for pending bills. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. If legislation falls

outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2025 Legislative Program, including:

- Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.

- Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2025 Legislative Program.

- Media Engagement

Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.

- Interagency Engagement

Partner with other transportation agencies at various levels to promote coordinated policy positions and influence broader regulatory and legislative agendas.

- Regulatory Engagement

Establish and maintain strong, long-term connections with key regulatory agencies and their teams.

Issue 1 – Funding

The following strategies and actions will guide the Agency's efforts to protect existing transportation commitments from federal, state, regional, and local sources; secure additional federal, state, regional, and local funding for the Agency's benefit; and provide enhanced options allowing the Agency to seek additional funding support.

General

A. Work with the Caltrain Federal and Legislative Delegation, federal and state agencies, regional agencies, transit systems and transit associations to identify and advance opportunities for funding that would support the Agency's transportation priorities and operations.

- B. Protect against the elimination or diversion of any State, Federal, or regional funds that support the agency's transportation needs.
- C. Advocate for funding and policies to support crossing safety improvement projects, including grade separation projects.
- D. Support legislation and regional action that ensures transit agency emissions-reducing transportation projects, programs, and services are eligible for funding.
- E. Support funding for workforce development, retention, recruitment, and housing to attract and retain quality personnel.
- F. Work to ensure state and federal funds are made available to transportation agencies to achieve state and federal greenhouse gas reduction, air quality, and climate goals.
- G. Advocate for state, federal and regional tax revenue related to transportation, including aviation, to be made available to public transit agencies.
- H. Advocate for flexible funding mechanisms that can adapt to changing transit demands.
- I. Ensure all remaining funds committed to Caltrain's Electrification Project and subsequent rail vehicle option trainsets, including the Battery-Equipped Electric Multiple Unit Pilot Project, are maintained and received.
- J. Support state and federal funding requests by partner agencies regarding key projects to improve the Caltrain corridor and regional connectivity.

Federal

- K. Direct advocacy for additional resources to secure federal funding for transit operations and capital, including through discretionary and competitive federal programs.
- L. Advocate to maintain the highest funding levels for federal infrastructure and rail investments, and advocate for federal funding through IIJA, IRA, and other federal programs for the agency's priorities.
- M. Support funding for positive train control (PTC) operations and regulatory streamlining.

State and Regional

- N. Direct advocacy to secure dedicated state funding for transit operations and capital, and work to ensure committed funds materialize in the FY 2025-26 State Budget for these purposes.

- O. Support the full funding of all state programs that support the agency's operations and capital programs.
- P. Advocate for new regional and local funding tools to support public transportation operations, infrastructure and services and work to ensure the agency is prioritized and appropriately funded as part of any potential regional funding measure.
 - a. If a legislative authorization pathway for a funding measure is pursued, such a vehicle should include:
 - i. Appropriate levels of funding for Caltrain operations;
 - ii. Flexibility;
 - iii. Simplicity; and
 - iv. Focus on voters.
- Q. Participate in the California State Transportation Agency (CalSTA) and the Metropolitan Transportation Commission (MTC) SB 125 implementation and Transit Transformation Task Force efforts and support the work of the California Transit Association in this regard.
- R. Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure, including working with the CalSTA, California Air Resources Board (CARB), and California Energy Commission (CEC) on funding program requirements.
- S. Work to secure additional cap-and-trade revenues to support the Agency's operations and capital needs and protect existing cap-and-trade appropriations for transit operations and capital projects.
- T. Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs and monitor local efforts to use the initiative process to place measures on the ballot with lower voter thresholds.
- U. Enable the option for the agency to seek sustainable local funding for the agency's transit operations, including the ability to place a transit funding measure on the ballot within the agency's service territory.

Issue 2 – Project and Program Implementation

The following strategies and actions will guide the Agency's efforts to improve mobility in the region and support policies that benefit transit systems and transit riders.

General

- A. Collaborate with regional partners to unite business, community, and transportation stakeholders in advocating for equitable transportation and mobility solutions across the Bay Area.
- B. Support efforts that allow for public private partnerships that benefit the implementation of transit capital projects, operations, or related mobility improvement options.
- C. Advocate for the development of new and innovative first and last-mile travel options, ensuring commuters have access between major transit centers and their final destinations.
- D. Advocate for expanded Transportation Demand Management (TDM) tools and funding, encouraging broader adoption of TDM strategies.
- E. Work to address regulatory challenges that limit Caltrain's ability to optimize capacity and service benefits.
- F. Support the implementation of the projects and policies in the Caltrain Business Plan.
- G. Support funding and regulations that are consistent with Caltrain's equity and growth policy.
- H. Continue working to ensure that federal and state regulations and programs support the operation and future enhancements of Caltrain's electrified service.

State and Regional

- I. Support state funding incentives, streamlining processes, and policies that promote transit-oriented development, while not placing new conditions on committed funding.
- J. Ensure state and regional agencies incorporate relevant elements of the Caltrain Business Plan and subsequent plan updates in their long-term planning efforts.
- K. Consistent with existing agreements between Caltrain and the California High-Speed Rail Authority (CHSRA), support projects and efforts and funding opportunities to enhance connectivity and support future Blended System service on the Caltrain corridor.

Issue 3 – Legislative and Regulatory Actions

The following strategies and actions will guide the Agency's engagement with Congress, the Federal Government, the State Legislature, and the Governor's Administration on legislation and regulations to the benefit of the Agency.

General

- A. Advocate for removing barriers and increasing flexibility in transportation operations, planning, and project delivery.
- B. Ensure new transit requirements foster better connections between systems without creating unintended consequences for key transit riders and stakeholders.
- C. Engage the State of California, federal and state delegation, sister agencies and transportation associations to ensure the certification of federal transit grants owed to the Agency is not delayed now or in the future due to PEPR implementation.
- D. Ensure all planning, development, or policy proposals are consistent with the Agency's policies and planning priorities.

State and Regional

- E. Participate in the implementation of CARB's zero-emission rail regulation and ensure Caltrain continues to benefit from the state's Low Carbon Fuel Standard (LCFS) program.
- F. Work with partners on regional coordination to enhance the transit experience in the Bay Area, including on elements of the MTC's Blue Ribbon Transit Recovery Task Force's Bay Area Transit Transformation Action Plan.
- G. Closely monitor efforts to modernize the California Environmental Quality Act (CEQA) without compromising environmental goals, and support proposals that advantage transportation projects, including bicycle, pedestrian, rail and transit-oriented development projects.
- H. Advocate for policies that provide funding to support the Agency's transportation services associated with the implementation of SB 375 and Plan Bay Area.
- I. Work with the California State Legislature and Caltrain's energy distribution and supply partners to develop a solution, which may include legislation, that ensures Caltrain receives fair credit for the energy generated through regenerative braking of electric trains.



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: December 12, 2024
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

January 30-31, 2025 CHSRA Industry Forum



Save the date for an Authority-hosted Industry Forum on January 30-31, 2025 in Sacramento! More details will be available online soon at: <https://hsr.ca.gov/2024/11/05/industryforum/>.

Fall Quarterly Newsletter Released

The Fall edition of All Aboard, the Authority's quarterly newsletter, features statewide news as well as stories from Northern and Southern California. Articles from Northern California include the launch of Caltrain electrified passenger service, interviews with the designer and the printer of #ThePortalSFtoHSR 3-D art installation at Salesforce Transit Center, and the Authority's fall open house series. Read the full newsletter [here](#).

Small Business Diversity & Resources Fair

On October 23, 2024, the Authority brought together more than 200 attendees representing small businesses for a Diversity and Resources Fair held at UC Merced that included networking with more than 30 prime contractors and a student engagement panel for a discussion surrounding the

nation's first high-speed rail project. There were also two certification workshops hosted by the California Department of General Services and California Department of Transportation, including business matchmaking with 17 Authority primes and a panel discussion on accessing capital and finance, moderated by Khaim Morton, Deputy Treasurer of the California State Treasurer's Office. You can watch a video highlighting the fair [here](#).

RECENT & UPCOMING OUTREACH ACTIVITIES IN NORTHERN CALIFORNIA

- California Transit Association Conference, San Jose: November 20 & 21
- Transbay Joint Powers Authority's Winterfest, San Francisco: December 6 & 7
- Nueva Vida's Community Posada, Gilroy: December 14