Overview

• Welcome and Introductions
• Purpose of Joint Update
• CHSRA Draft 2018 Business Plan
• Caltrain Business Plan Update
• Path Forward and Next Steps for CSCG and LPMG
Purpose of Joint Update

• Planning for the SF – Gilroy corridor has reached a pivot point
  - CHSRA Draft 2018 Business Plan introduces the possibility of early electrified service from San Francisco to Gilroy
  - Caltrain Business Plan has been established as comprehensive planning exercise to consider the future of the corridor (and includes partnership with HSR)

• Caltrain Business Plan will now serve as the primary, coordinated venue for rail planning discussions and will be focus of CSCG and LPMG
HIGH-SPEED RAIL: Connecting California

Increase Mobility

Needed Alternative

Better Air Quality

Job Growth
HIGH-SPEED RAIL: Helping Shape Cities

• Ties Economies Together
  • San Jose to Fresno = 60 Minutes
  • Bakersfield to Los Angeles = 60 Minutes
  • San Francisco to Los Angeles = under three hours
• Connects With and Reinforces Local Mobility
• Foundation for Sustainable Growth
• Opportunities for Revitalization in Downtown Cores
HIGH-SPEED RAIL: It’s Happening!

- Approximately 119 Miles
- Madera to North of Bakersfield
- Approximately $3 Billion Investment
- 17 Active Construction Sites
- Over 1700 Workers
- 100% of Steel/Concrete Recycled
• Presents the program’s status at this point in time
• Summarizes our approach to implementing the system
• Includes:
  » Updated capital cost and other estimates
  » Updated ridership and revenue forecasts
  » Summary of progress over last two years
  » Review of our current challenges and how we are addressing them
DRAFT 2018 BUSINESS PLAN: New Approach

• Our costs have increased and we need more certainty on funding

• 83 percent of higher Phase 1 costs driven by:
  » Previously identified Central Valley construction delays
  » Inflation from schedule delays
  » Establishing higher contingency that better reflect risk and uncertainty

• New baseline estimates:
  » Central Valley – $10.6 billion – by 2022
  » Silicon Valley to Central Valley Line – $29.5 billion – by 2029
    • $1.9 billion of this is for extensions to San Francisco and Bakersfield
  » Phase 1 – $77.3 billion – by 2033

• New approach – apply ranges to costs and funding
DRAFT 2018 BUSINESS PLAN: Our Commitments

- Deliver the Phase 1 System
- Deliver the Silicon Valley to Central Valley Line as soon as possible
- Invest bookend funds as full partner in the Burbank–LA–Anaheim corridor
- Continue planning for Phase 2 extensions
DRAFT 2018 BUSINESS PLAN: Phased Valley to Valley Line

• 119-mile Madera to Poplar Avenue by 2022
• 224 miles of high-speed rail ready infrastructure on two lines:
  » Central Valley
  » San Francisco/San José to Gilroy
  » Initiate service/testing by 2026/2027
• Isolate Pacheco Pass tunnels:
  » Early work to de-risk
  » Engage expertise on design
  » Explore funding strategy
• Merced remains high priority
• Full service by 2029
DRAFT 2018 BUSINESS PLAN: Submitting a Comment

- 60-day public comment period: March 9 through May 7
- Ways to comment:
  » Via our online comment form
  » Via email: 2018businessplancomments@hsr.ca.gov
  » Voicemail comment at 916-384-9516
  » Board hearings – March 20 (Sacramento)/April 17 (Los Angeles)
  » Mail your comment to:
    California High-Speed Rail Authority
    Attn: Draft 2018 Business Plan
    770 L Street, Suite 620, MS-1
    Sacramento, CA 95814
- Board adopts Final Business Plan at May meeting
- Submit to Legislature on June 1
Caltrain Business Plan Update
Project Funding Approach

• Large-scale technical project with total funding needs estimated at $5 million
• Caltrain seeking funds from multiple different sources including both direct support or in-kind technical assistance

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount Sought ($ or equivalent)</th>
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</thead>
<tbody>
<tr>
<td>Caltrain Member Agencies</td>
<td>Up to $500,000 each ($1.5 million total)</td>
</tr>
<tr>
<td>CHSRA</td>
<td>Up to $500,000 of in-kind assistance</td>
</tr>
<tr>
<td>CalISTA (TIRCP)</td>
<td>$1,000,000 or balance needed from public sources</td>
</tr>
<tr>
<td>Private Assistance</td>
<td>$2,000,000 of in-kind assistance</td>
</tr>
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</table>
Project Funding Status

• Funds Allocated
  – San Mateo County TA has conditionally allocated $500,000 (to be matched by other partners)

• Funding Discussions in Progress
  – Matching funds and resources from VTA and San Francisco
  – Technical resource sharing through CHSRA
  – Technical assistance from private sector

• Funding TBD
  – TIRCP funding through CalSTA

• Confirmation of funding expected by end of April
Stanford Partnership Proposal

- Caltrain and Stanford will work collaboratively as part of an integrated project structure to deliver the scope of work adopted by the JPB

- Specifically Stanford will:
  - Provide technical assistance to support the planning process both directly and through 3rd party contractors
  - Participate in stakeholder and project partner meetings
  - Work with Caltrain to identify additional resources and funding for the Business Plan

- Agreement is for technical assistance- not a financial contribution
Project Structure
Next Steps

• Finalize funding and resourcing arrangements
• Proceed with contractor procurement and development of detailed work scopes
• Continue to develop and structure outreach and coordination venues
• Begin technical work
Path Forward and Next Steps for CSCG / LPMG
Path Forward

• Caltrain Business Plan will be venue for comprehensive corridor planning going forward
  - CHSRA and Caltrain staff will continue technical coordination to ensure an integrated vision for the future of the corridor that meets the needs of both systems
  - Caltrain Business Plan structure will allow for direct involvement by a full spectrum of corridor stakeholders
  - Broad scope of Caltrain Business Plan allows for a flexible and comprehensive planning process that can addresses the full spectrum of service, organizational and community issues in the corridor
Path Forward

- **Key Caltrain Business Plan Outcomes**
  - JPB Board Action on integrated long range service vision for the Peninsula Corridor
  - Organizational assessment and strategy for evolving Caltrain service and corridor management
  - Assessment and strategy for addressing key rail-community interfaces including at-grade crossings and corridor development

- **Caltrain Business Plan process will support environmental clearance for the Blended System**
Path Forward

• Implications for CSCG / LPMG
  - CHSRA will continue to participate in CSCG and LPMG with a standing HSR-dedicated agenda item
  - CSCG and LPMG will continue to meet monthly and focus on the Caltrain Business Plan
  - Major items of discussion will be
    - Understanding the market for rail in the corridor
    - Development of an integrated service vision for the corridor
    - Grade separations, corridor development and other “community interface” issues and opportunities