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.
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.

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.

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
PROJECT OVERVIEW

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

PROJECT ELEMENTS

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

Electrification
• Overhead Contact System (OCS)
• Traction Power Facilities
• Signal System
PROJECT BENEFITS

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

LONG-TERM SERVICE VISION

- 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
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
OVERVIEW

• 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

OCS FOUNDATIONS

<table>
<thead>
<tr>
<th>Segment</th>
<th>Foundations Required</th>
<th>Foundations Remaining</th>
<th>Installation Percent Complete</th>
<th>Completed Last Month</th>
<th>Anticipated Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segment 1</td>
<td>569</td>
<td>239</td>
<td>58%</td>
<td>101</td>
<td>12/30/2021</td>
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<tr>
<td>Segment 2</td>
<td>1,179</td>
<td>Complete</td>
<td>100%</td>
<td>N/A</td>
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<td>Segment 3</td>
<td>901</td>
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<td>100%</td>
<td>N/A</td>
<td>Complete</td>
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<tr>
<td>Segment 4</td>
<td>370</td>
<td>Complete</td>
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<td>N/A</td>
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<td>CEMOF</td>
<td>85</td>
<td>Complete</td>
<td>100%</td>
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Data as of September 30, 2021
## OCS POLES

<table>
<thead>
<tr>
<th>Segment</th>
<th>Required</th>
<th>Remaining</th>
<th>Installation Percent Complete</th>
<th>Completed Last Month</th>
<th>Anticipated Completion Date</th>
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<tbody>
<tr>
<td>Segment 1</td>
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<td>Segment 2</td>
<td>971</td>
<td>418</td>
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<td>12</td>
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<td>4</td>
<td>10/31/21</td>
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<td>CEMOF</td>
<td>83</td>
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<td>100%</td>
<td>1</td>
<td>Complete</td>
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</table>

Data as of September 30, 2021

## OCS WIRE

<table>
<thead>
<tr>
<th>Segment</th>
<th>Installation Percent Complete</th>
<th>Completed Last Month (in feet)</th>
<th>Anticipated Installation Completion</th>
<th>Testing Percent Complete</th>
<th>Anticipated Testing Completion</th>
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<tr>
<td>Segment 1</td>
<td>0 %</td>
<td>0</td>
<td>06/23/22</td>
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<td>0</td>
<td>05/03/2021</td>
<td>100 %</td>
<td>05/15/2021</td>
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<tr>
<td>Segment 4</td>
<td>78 %</td>
<td>46,911</td>
<td>11/15/21</td>
<td>0.0 %</td>
<td>11/21/21</td>
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Data as of September 30, 2021
## SIGNAL SYSTEM

Data as of October 21, 2021

<table>
<thead>
<tr>
<th>Segment</th>
<th>95% Design Percent Complete</th>
<th>Anticipated 95% Design Complete</th>
<th>Installation Percent Complete</th>
<th>Anticipated Installation Complete</th>
<th>Testing Percent Complete</th>
<th>Anticipated Testing Complete</th>
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<tr>
<td>Segment 1</td>
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<td>03/31/2023</td>
<td>21%</td>
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<td>09/23/2023</td>
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<td>Segment 2</td>
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<td>07/17/2022</td>
<td>25%</td>
<td>08/01/2022</td>
<td>7%</td>
<td>12/16/2022</td>
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<td>Segment 3</td>
<td>67%</td>
<td>12/11/2022</td>
<td>21%</td>
<td>02/28/2023</td>
<td>0%</td>
<td>04/24/2023</td>
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<tr>
<td>Segment 4</td>
<td>100% Complete</td>
<td>93%</td>
<td>10/31/2021</td>
<td>95%</td>
<td>11/15/2021</td>
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## TRACTION POWER FACILITIES

Data as of October 21, 2021

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

## Wayside Power Cabinets

<table>
<thead>
<tr>
<th>Required</th>
<th>Installed</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>20</td>
</tr>
</tbody>
</table>

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
Revenue Service September 2024

**PROJECT COST**

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

<table>
<thead>
<tr>
<th>Total Project Cost</th>
<th>$2.31B</th>
<th>($1.98B Previous Project Cost)</th>
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</thead>
<tbody>
<tr>
<td>Committed</td>
<td>$1.85B</td>
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</tr>
<tr>
<td>Carryover Contingency (Previous Budget)</td>
<td>$129.8M</td>
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</tr>
<tr>
<td>Additional Known (Allocated)*</td>
<td>$161.0M</td>
<td></td>
</tr>
<tr>
<td>Additional Reserve*</td>
<td>$172.0M</td>
<td></td>
</tr>
</tbody>
</table>

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

• 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

SEEK FUNDING

• 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 BBII 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
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

<table>
<thead>
<tr>
<th>Project Section</th>
<th>Draft EIR/EIS</th>
<th>Projected ROD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bakersfield to Palmdale</td>
<td>Complete (February 2020)</td>
<td>Complete</td>
</tr>
<tr>
<td>Burbank to Los Angeles</td>
<td>Complete (May 2020)</td>
<td>Q4 2021</td>
</tr>
<tr>
<td>San José to Merced</td>
<td>Complete (April 2020)</td>
<td>Q1 2022</td>
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<tr>
<td>San Francisco to San José</td>
<td>Complete (July 2020)</td>
<td>Q2 2022</td>
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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

CAP AND TRADE AUCTION PROCEEDS
FY 16/17 Q1 TO FY 21/22 Q1

$ in millions

AB-398
C&T Proceeds
COVID-19

AB-398 Adjustments
C&T $750M/yr.
C&T $500M/yr.
FEDERAL INVESTMENT
INFRASTRUCTURE INVESTMENT AND JOBS ACT: POTENTIAL FEDERAL FUNDING SOURCES

STATEWIDE UPDATE

COMPETITIVE GRANT PROGRAMS

<table>
<thead>
<tr>
<th>Program</th>
<th>Available $</th>
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<tbody>
<tr>
<td>National Intercity Passenger Rail</td>
<td>$16.1 Billion</td>
</tr>
<tr>
<td>Consolidated Rail Infrastructure and Safety Improvements (CRISI)</td>
<td>$10 Billion</td>
</tr>
<tr>
<td>National/Regional Significance (Mega Project)</td>
<td>$10 Billion</td>
</tr>
<tr>
<td>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</td>
<td>$7.5 Billion</td>
</tr>
<tr>
<td>Infrastructure for Rebuilding America (INFRA)</td>
<td>$8 Billion</td>
</tr>
<tr>
<td>Rail/Highway Crossing Elimination</td>
<td>$5.5 Billion</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 57.1 Billion</strong></td>
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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)
Everyone at the Authority helps deliver sustainability. This year’s focus is on how the system contributes to building an equitable future.

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

Certification is based on an iterative points-based framework.
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.
REVISED/SUPPLEMENTAL DRAFT EIR/EIS
PUBLIC REVIEW PERIOD SUMMARY

<table>
<thead>
<tr>
<th></th>
<th>San Jose to Merced</th>
<th>San Francisco to San Jose</th>
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</thead>
<tbody>
<tr>
<td>Comment Period</td>
<td>April 23 – June 9</td>
<td>July 23 – September 8</td>
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<tr>
<td>MeetHSRNorCal.org Visitors</td>
<td>&gt;100</td>
<td>&gt;800</td>
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<tr>
<td>Millbrae Community Meeting Participants</td>
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</tr>
<tr>
<td># of Submissions</td>
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<td>24</td>
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<tr>
<td>Comments Received</td>
<td>200+</td>
<td>150+</td>
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RETURN TO IN-PERSON OUTREACH

Millbrae BART

Millbrae Farmers Market
FINAL EIR/EIS PROCESS

Public Review of Draft EIR/EIS & Revised/Supplemental EIR/EIS

Prepare Final EIR/EIS & Responses to Comments

Final EIR/EIS Publicly Available

Authority Board Considers Approval of Final EIR/EIS & Record of Decision

Comments received on environmental documents

CSGC, LPMG, and CWG Meetings

NORTHERN CALIFORNIA UPDATE

NEXT STEPS AFTER ROD

STAGE GATE FRAMEWORK

WE ARE HERE

INITIATE

STAGE 1
Project Initiation

PRELIMINARY ENGINEERING & ENVIRONMENTAL APPROVAL

STAGE 2
Identify Preferred Alternative & Begin Preliminary Design

STAGE 3
Environmental Clearance, Prepare for Pre-Construction

EARLY WORKS

STAGE 4
Early Works and Right-of-Way Acquisition

PROCUREMENT

STAGE 5
Procurement for Construction

DESIGN & BUILD

STAGE 6
Final Design, Construction, Testing and Commissioning

PROJECT CLOSE OUT

STAGE 7
Project Close Out

Stakeholder and Community Engagement

Source: 2020 Business Plan

NORTHERN CALIFORNIA UPDATE
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

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WHAT HAPPENS NEXT

**PRELIMINARY ENGINEERING & ENVIRONMENTAL APPROVAL**

<table>
<thead>
<tr>
<th>STAGE 2</th>
<th>Identify Preferred Alternative &amp; Begin Preliminary Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>15% Preliminary Engineering</td>
<td></td>
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<tr>
<td>Draft Environmental Impact Report/Statement (EIR/EIS)</td>
<td></td>
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<tr>
<td>Evaluate range of alternatives</td>
<td></td>
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<tr>
<td>Identify Preferred Alternative</td>
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<tr>
<td>Risk assessment</td>
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</table>

<table>
<thead>
<tr>
<th>STAGE 3</th>
<th>Environmental Clearance, Prepare for Pre-Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>30% Preliminary Engineering</td>
<td></td>
</tr>
<tr>
<td>Final EIR/EIS</td>
<td></td>
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<tr>
<td>Record of Decision - Environmental Clearance</td>
<td></td>
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<tr>
<td>Risk assessment</td>
<td></td>
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<tr>
<td>Develop Procurement/Delivery Plan</td>
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<tr>
<td>Right-of-Way Mapping</td>
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<tr>
<td>Identify Utility Relocations</td>
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</tbody>
</table>

**EARLY WORKS**

<table>
<thead>
<tr>
<th>STAGE 4</th>
<th>Early Works and Right-of-Way Acquisition</th>
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</thead>
<tbody>
<tr>
<td>Right-of-Way acquisition</td>
<td></td>
</tr>
<tr>
<td>Third party agreements - railroads, local jurisdictions, utilities</td>
<td></td>
</tr>
<tr>
<td>Environmental permits - federal agencies</td>
<td></td>
</tr>
<tr>
<td>Risk assessment</td>
<td></td>
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</tbody>
</table>

**PROCUREMENT**

<table>
<thead>
<tr>
<th>STAGE 5</th>
<th>Procurement for Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for Qualifications/Proposals</td>
<td></td>
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<tr>
<td>Select contractor/award contract</td>
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<tr>
<td>Issue Notice to Proceed</td>
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</tr>
<tr>
<td>Finalize right-of-way, third party agreements, permits and environmental mitigation</td>
<td></td>
</tr>
</tbody>
</table>

**DESIGN & BUILD**

<table>
<thead>
<tr>
<th>STAGE 6</th>
<th>Final Design, Construction, Testing and Commissioning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contractor completes final design</td>
<td></td>
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<tr>
<td>Construction initiated</td>
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<tr>
<td>Change order management</td>
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<tr>
<td>Construction completed</td>
<td></td>
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<tr>
<td>Project tested &amp; commissioned</td>
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<tr>
<td>Substantial completion milestone</td>
<td></td>
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<tr>
<td>Ready for track and systems</td>
<td></td>
</tr>
</tbody>
</table>

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

NORTHERN CALIFORNIA UPDATE

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