



## Memorandum

**Date:** December 19, 2019  
**To:** CalMod Local Policy Maker Group (LPMG)  
**From:** Sebastian Petty, Director of Policy Development  
**Re:** Caltrain Business Plan

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### PROJECT UPDATE

Following the Peninsula Corridor Joint Powers Board's adoption of the Caltrain Long Range Service Vision in October, the Business Plan team spent November and December focused on completing remaining technical work on the plan to both round out the 2040 Service Vision and develop key actions for the next 10 years.

### Ongoing Technical Work

The Business Plan team is concurrently developing a number of additional technical analyses and documentation elements needed to complete the Business Plan in early-mid 2020. The following technical areas are being developed in 2020:

- Travel Market: Near-term travel markets analysis
- Service: 6-train and 8-train service plan options for 2022-2029
- Ridership: Near-term ridership forecasts
- Equity: Opportunities and challenges and market analysis
- Funding: Review of universe of funding and revenue sources and a preview of the 10-year funding plan

A substantial presentation to the LPMG on many of these elements is anticipated in January.

### Special Board Workshop on Organization and Governance

At the August JPB meeting, the Board received a draft Organizational Assessment Report and an accompanying presentation by Howard Permut, of Permut Consulting LLC. At that time, the Board requested that a special meeting be convened to allow for expanded discussion of organizational and governance issues.

The special meeting was convened on November 21 and was held off-site and formatted as a retreat. Howard Permut participated in the meeting and the discussion of organizational and governance issues was moderated by Grace Crunican, former General Manager of BART.

During the meeting the Board provided input on three distinct areas analyzed and discussed in the Organizational Assessment report;

- Service Delivery (the manner in which Caltrain contracts and operates its service)
- Internal Organization (how Caltrain organizes itself)
- Governance (how Caltrain is overseen by a governing body)

A summary of conclusions and next steps emerging from the workshop was presented at the December 5 JPB meeting. That presentation is available, here:

[http://www.caltrain.com/Assets/\\_Agendas+and+Minutes/JPB/2019/Presentation+and+Attachment+re.+Conclusions+from+Special+11-21-2019+meeting\\$!2c+posted+12-02-2019.pdf](http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/Presentation+and+Attachment+re.+Conclusions+from+Special+11-21-2019+meeting$!2c+posted+12-02-2019.pdf)



## Memorandum

**Date:** December 19, 2019  
**To:** CalMod Local Policy Maker Group (LPMG)  
**From:** John Funghi, CalMod Chief Officer; Casey Fromson, Gov. Affairs Director  
**Re:** Caltrain Electrification Project E-Update

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### 2019 - A YEAR IN REVIEW

This year we took some BIG steps forward in Caltrain Electrification! Everything we've accomplished this year will help move the Bay Area forward with cleaner and quicker rail service. Here are some of our most exciting highlights:



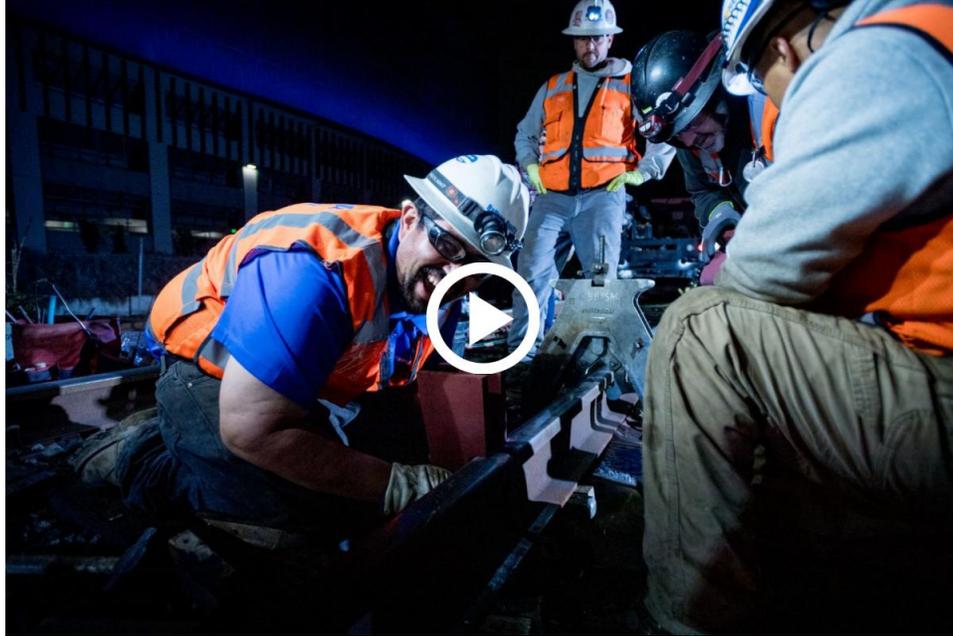
- Stadler opened a brand new train manufacturing facility in Salt Lake City and **28 train cars** are in different stages of assembly.
- **Every city along the 51-mile corridor** was touched by either preparations for or installation of infrastructure that will power the electric trains.
- We created **new videos** to highlight the project's job creation, promote safety awareness, and fun time lapses of construction activities.

- Together we held **48 community meetings/presentations** and shared 54,000 mailers and flyers.

Learn more about our work this year at [CalMod.org/yearinreview](https://CalMod.org/yearinreview).

## **JOBS VIDEO RELEASED**

CalMod is creating thousands of jobs in California and nationwide. Check out our new [video](#) and meet some of the amazing people turning Caltrain Electrification into reality!



To learn more about how Caltrain powers jobs, visit [CalMod.org/jobs](https://CalMod.org/jobs).

## **PUBLIC MEETINGS**

**JPB Board Meeting – January 9 at 9:00 a.m**

**LPMG Meeting – January 23 at 5:30 p.m**

For more details, and a full list of upcoming meetings, please visit [CalMod.org/Events](https://CalMod.org/Events).

## **DETAILED PROGRESS REPORT**

- [October 2019 Monthly Progress Report](#) presented to Caltrain Board on November 7, 2019



# CALIFORNIA High-Speed Rail Authority

## Memorandum

**Date:** December 19, 2019  
**To:** Local Policy Maker Group (LPMG)  
**From:** Boris Lipkin, Northern California Regional Director  
**Re:** California High-Speed Rail Program Update

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### **STATEWIDE UPDATE**

#### **December CEO Report**

On December 10, 2019, Brian Kelly, Chief Executive Officer (CEO) of the California High-Speed Rail Authority presented his CEO Report to the Authority Board of Directors. Mr. Kelly described his recent trip to Washington D.C., during which he met with numerous stakeholder groups in the labor industry, members of Congress, and members of the Administration. From these meetings Mr. Kelly shared a multi-state desire to move an infrastructure bill forward in early 2020 that would focus on renewed investment in high-speed rail at the national level. Mr. Kelly then presented a video highlighting high-speed rail construction progress in 2019, which can be found here: [https://www.youtube.com/watch?v=qfvQ7F\\_ec80&feature=youtu.be](https://www.youtube.com/watch?v=qfvQ7F_ec80&feature=youtu.be)

#### **Track and Systems Update**

On December 10, the Authority Board of Directors approved the Term Sheet and issuance of a Request for Proposals (RFP) for the Track and Systems design-build-maintain contract to three pre-qualified teams: Bombardier-Salcef-Weitz Consortium; California High-Speed Rail Constructors; and Hitachi Acciona Copasa Rail Partners (H-A-C). The three teams responded to a Request for Qualifications (RFQ), released on July 17, 2019. The RFP to be issued focuses on Track and Systems work, which includes:

- Design, construction, testing, and commissioning of the Track and Systems
- Maintaining the rail infrastructure (including civil infrastructure and track and systems work)
- Serve as overall integrator for the system
- Design, construct, operate, and maintain the maintenance-of-way facilities
- Operate and maintain the Operations Control Center

After consideration of proposals from the three teams, Authority staff will return to the Board in Fall 2020 for approval to award the contract for Track and Systems. This is an important next step and milestone as construction in the Central Valley advances and infrastructure will soon be ready for tracks to be laid.

### **NORTHERN CALIFORNIA UPDATE**

#### **2019 Year-End Review**

This year marked several significant milestones for the high-speed rail program, including identification of Preferred Alternatives for the San Francisco to San Jose and the San Jose to Merced Project Sections, laying the foundation for the release of draft environmental documents in 2020. Below are statewide and regional highlights from 2019, and a look ahead at 2020.

**NEPA Assignment:** On July 23, the State of California executed a National Environmental Policy Act (NEPA) Assignment agreement with the Federal Railroad Administration (FRA),

allowing the State to stand in the shoes of the FRA for purposes of carrying out the federal environmental review process. The Authority is the first railroad agency in the nation to be granted this assignment. The Authority issued its first NEPA action in September when it released a Draft Supplemental Environmental Impact Statement (EIS) for the Merced to Fresno Project Section, which was available for a 45-day NEPA review and public comment period from September 13 through October 28.

**Los Angeles Metro Memorandum of Understanding:** In September, the Authority executed a Memorandum of Understanding (MOU) with Los Angeles Metro that outlines our cooperation and collaboration for the reconstruction of Los Angeles Union Station Project. The Authority is providing \$423 million toward this project, which will improve regional transit in the short-term and accommodate high-speed rail into Union Station in the longer term.

**Northern California Preferred Alternatives:** On September 17, the Authority Board of Directors identified the Preferred Alternatives for the two high-speed rail alignments in Northern California. A full summary of the Board's action, as well as the Authority's summer 2019 outreach campaign, are summarized starting on page 32 of the September 2019 LPMG memo: <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Meetings/LPMG/LPMG+E-Update+September+2019.pdf>

**2019 Sustainability Report:** On September 25, the Authority released the *2019 Sustainability Report, Energizing Economic Revitalization*, which details how the Authority is putting sustainability into action. The Global Real Estate Sustainability Benchmark (GRESB) Infrastructure Assessment ranked the high-speed rail program as one of the top sustainable rail infrastructure projects in North America. The full report is located on the Authority website: [https://hsr.ca.gov/docs/programs/green\\_practices/sustainability/Sustainability\\_Report\\_2019.pdf](https://hsr.ca.gov/docs/programs/green_practices/sustainability/Sustainability_Report_2019.pdf)

**Bakersfield Locally Generated Alternative:** On November 8, the Authority issued the Record of Decision for the Bakersfield Locally Generated Alternative, an alternative developed through city and state collaboration. This completes the state's environmental review process on the Fresno to Bakersfield Project Section, and allows the Authority to move forward with project construction into Bakersfield.

**Looking Ahead:** Next year there will be as many as 350 miles of high-speed rail construction in California, including new plans from Virgin Trains and the Authority's recent MOU to develop the rail system between Las Vegas and Southern California. By 2022, the entire Phase 1 system from San Francisco to Los Angeles and Anaheim will have been environmentally cleared and be ready to move toward construction.

The Authority is preparing for the release of the Draft Environmental Impact Report/Statement (EIR/S) for the two Northern California project sections in Spring 2020. Release of each Draft EIR/S will be followed by a 45-day public comment period. During this period, there will be a series of open houses and a public hearing, as well as other outreach activities across the region.

## **RECENT PUBLIC ENGAGEMENT ACTIVITIES**

- December 6: Leadership Program's Transportation Day
- December 12: Los Banos Unified School District Presentation
- December 13: Gardner Elementary School PTO Presentation and Walking Tour
- December 18: Reddit Ask Me Anything (AMA) with Boris Lipkin