



SAN FRANCISCO COMMUNITY WORKING GROUP MEETING SUMMARY March 26, 2020

SUMMARY

Introductions & Agenda Review

Joey Goldman, facilitator, welcomed Community Working Group (CWG) members and thanked them for joining. He reviewed the meeting agenda: overview of the Draft 2020 Business Plan, preparation for the release of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), and an update on outreach activities.

A participant list is in Appendix A. The presentation is available on the California High-Speed Rail Authority's (Authority's) website:

https://www.hsr.ca.gov/docs/events/202003_San_Francisco_to_San_Jose_CWG_Presentation.pdf

Draft 2020 Business Plan

Boris Lipkin, Northern California Regional Director, shared highlights from the Draft 2020 Business Plan. Key points included:

- To date, \$6.4 billion has been invested in the project. The range of capital costs has remained constant after accounting for inflation.
- Construction in the Central Valley is ramping up quickly and employing over 700 people per week.
- Draft 2020 Business Plan highlights include the following:
 - 350 miles of electrified high-speed rail are either under construction or headed to construction in 2020.
 - Environmental clearance for the entire Phase 1 system will be complete by 2022.
 - Business case analyses by the Authority's Early Train Operator and Financial Advisor, KPMG, recommend extending construction to Bakersfield and Merced to allow for interim service.
 - Representative Jim Costa introduced federal legislation to authorize \$32 billion to support high-speed rail projects throughout the country over the next four years.
 - After completion of environmental clearance in Northern California in 2021, next steps will include strategic right-of-way acquisitions, third-party agreements to move utilities and pre-construction work, engineering review for procurement, geotechnical analysis for tunneling through the Pacheco Pass, and closing the funding gap to begin construction.

Questions, Comments, and Responses

- A member asked if the Authority is prioritizing the construction of the connection from Silicon Valley to the Central Valley given the need for access to affordable housing in the Bay Area. The member asked about the role of funding in that decision.



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- Authority staff responded that additional funding is required to complete the Silicon Valley to Central Valley line. When voters passed the original bond, only one fifth of the estimated cost was covered. The Authority has since generated over \$20 billion for this work. As the project moves forward and reduces risks, it will be easier to generate funds. Staff will continue to look for and advocate for additional funding.

Prepare for the Draft EIR/EIS

Rich Walter, Environmental Manager with ICF, presented an overview of the environmental review process (including distinctions between NEPA and CEQA). He provided a summary of the format and content of the Draft EIR/EIS, and shared ways to access and comment on the document once it's released.

- The tentative release date of the San Francisco to San Jose Project Section Draft EIR/EIS is June 26, 2020. Comments will be accepted through August 10, 2020.
- The 45-day comment period for the Draft EIR/EIS is an important time to provide feedback on the project. Outreach is underway to prepare stakeholders to comment on the document.
 - The Draft EIR/EIS is lengthy and technical. Authority staff are developing supporting materials to help stakeholders navigate and understand the document.
 - The number of times a particular comment is submitted on the Draft EIR/EIS does not elevate or diminish the importance of that comment.
 - All comments will be responded to in the Final EIR/EIS.
 - Comments may be submitted via email, by mail, in writing at the Authority office or Open Houses, or verbally at the Public Hearing.

Questions, Comments, and Responses

- A member asked about the set of assumptions used for the terminus in San Francisco.
 - Authority staff responded that high-speed rail is mandated to terminate at Salesforce Transit Center. The Downtown Extension (DTX) tunnel from 4th and King Station to the Salesforce Transit Center is a separate project that has already undergone environmental clearance. The Draft EIR/EIS will study the interim terminal at 4th and King Station, which requires minimal infrastructure apart from longer platforms to accommodate high-speed rail service. If needed, high-speed rail trains will use the 4th and King Street Station on an interim basis until DTX is complete. Additionally, through the Rail Alignment Benefits (RAB) study, the City of SF is also planning a tunnel south from 4th and King Station which is currently in the planning stages and does not have a known environmental timeline at this time.
- A member asked if the Authority would examine the impact of interim operations, such as gate-down time, and the impact of electrified Caltrain and high-speed rail service on traffic at 16th Street and other at-grade crossings.
 - Authority staff confirmed that the analysis of interim conditions is in the Draft EIR/EIS. The Authority will disclose at-grade operational impacts at 16th Street and 7th Street that could occur until the Pennsylvania Avenue tunnel is built.

Outreach Update

Yosef Yip, Northern California Outreach Representative, provided an update on CWG outreach and upcoming opportunities for engagement. Three open houses and a public hearing will occur during the



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45-day comment period. Authority staff will also offer office hours for members of the public to ask questions about the document or provide written comments.

Questions, Comments, and Responses

- A member asked how people in the Central Valley (Merced to Bakersfield) are reacting to having high-speed rail service before it serves the coastal urban centers. He stated that it would be helpful for people in San Francisco to hear positive news from the Central Valley.
 - Authority staff responded that service in the Central Valley is scheduled to begin by 2029. It is feasible that service to the Bay Area would begin by 2031. There has been opposition in parts of Kings County and Bakersfield, but perspectives have been changing as the advantages of high-speed rail become clearer. Support for the high-speed rail project has grown now that environmental clearance has been completed in the Central Valley and construction has provided jobs and benefited small businesses.

Action Items and Next Steps

- CWG members were asked to share their feedback on the webinar meeting format.
- Authority will develop and distribute a meeting summary to CWG members.



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Appendix A – Participants

San Francisco Community Working Group Members:

Affiliation	Name	Present
Bay Area Council	Gwen Litvak	No
Caltrain Accessibility Advisory Committee	Bob Planthold	No
Caltrain Citizens Advisory Committee	Paul Bendix	Yes
Candlestick Cove Neighborhood Association	Jignesh Desai	No
Chinatown Community Development Center	Chris Man	Yes
Coalition for San Francisco Neighborhoods	George Wooding	No
Friends of Caltrain (San Francisco)	Andrew Sullivan	No
Friends of DTX	Brian Stokle	No
Little Hollywood Neighborhood Association	Russel Morine	No
On Lok, Inc.	Vickie Huynh	No
San Francisco Bicycle Coalition	Janice Li	No
San Francisco Chamber of Commerce	Mary Young	No
San Francisco Giants	Josh Karlin-Resnick	No
San Francisco Labor Council	Rudy Gonzalez	No
San Francisco Tomorrow	Jerry Levine	No
San Francisco Transit Riders	Thea Selby	No
South Beach Mission Bay Business Association	Patrick Valentino	No
South Beach, Rincon, Mission Bay Neighborhood Association	Bruce Agid, Alice Rogers	Yes
SPUR	Arielle Fleisher	Yes
Transportation Advocate	Wilbert Din	No
UCSF	Tammy Chan	Yes
Urban Land Institute	Linda Klein	Yes
Visitation Valley Historic Project	Mono Simeone	No
Visitation Valley Planning Alliance	Fran Martin	No
YIMBY	Cliff Bargar, Jack Harman, Roan Kattouw, Laura Foote	No
	Ted Olsson	No

Authority Staff: Boris Lipkin, James Tung, Yvonne Chan, Yosef Yip, Rich Walter, Mary Beth Day, Abby Fullem, Joey Goldman