



## SAN FRANCISCO COMMUNITY WORKING GROUP MEETING SUMMARY MARCH 18, 2019

*Note: Questions and comments were grouped by category where applicable and are not necessarily presented in the order they were asked.*

### SUMMARY

#### **Introductions & Agenda Review**

Morgan Galli, Interim Northern California Regional Stakeholder Manager, gave a brief update on Governor Newsom's comments regarding high-speed rail in his State of the State address. She continued by discussing the California High-Speed Rail Authority's (Authority) response to the Federal Railroad Administration's (FRA) February 19, 2019 letter.

The following questions, comments, and responses were recorded following Galli's update.

- A Community Working Group (CWG) member asked whether the availability of federal funding to the High-Speed Rail Authority would impact the Caltrain electrification project.
  - Caltrain Staff responded that the electrification project is ongoing and will not be affected.
- A member asked how the Authority would proceed in the San Francisco to San Jose project section if the FRA withdrew the \$929M grant.
  - Staff responded that the grant does not affect the Authority's ability to environmentally clear the San Francisco to San Jose Project Section.

#### **Rationale for Preferred Alternative**

Phyllis Potter, Environmental Manager, San Francisco to San Jose Project Section, gave a presentation on the rationale and process for identifying the preferred alternative (PA).

The following questions, comments, and responses were recorded during and following Potter's presentation.

- A member asked if the public would be able to provide input after the PA goes to the Authority Board.
  - Staff responded that the public would have several opportunities to provide input on the PA, including at the September 2019 Board meeting when the PA will be presented to the Board and during the 45-day comment period following the release of the Draft Environmental Impact Report/Statement (EIR/S).
- A member asked if the Authority's EIR/S would include an analysis of the Downtown Extension (DTX) to the Salesforce Transit Center as the termination point in San Francisco.
  - Staff responded that DTX is managed by the Transbay Joint Powers Authority (TJPA). DTX has already been environmentally cleared and is being implemented by TJPA. The Authority's EIR/S does not need to look at DTX again but plan to use the infrastructure as soon as it is available. To make sure high-speed rail can operate to San Francisco, and in case high-speed rail is operational before DTX is complete, the Authority is looking at 4<sup>th</sup> and King as a temporary San Francisco terminus in the San Francisco to San Jose Project Section EIR/S.
- A member commented that the Authority may have to revisit its EIR/S depending on TJPA's analysis of DTX.
  - Staff clarified that the DTX project is outside the San Francisco to San Jose project area and would not affect the EIR/S findings.

### **Early Train Operator**

Hayden West, Lead Procurement Advisor with Deutsche Bahn (DB), gave a presentation on the role of the Early Train Operator (ETO).

The following questions, comments, and responses were recorded during and following West's presentation.

#### *Operations and Maintenance*

- A member asked what role DB has in operating and maintaining the rolling stock.
  - ETO staff clarified that the Authority is developing a contract for maintenance and operations of the rolling stock and, as such, that DB is not currently contracted to do so.
- A member asked if the operators would be Authority staff.
  - Staff responded that the ultimate operators would be those that won the procurement process as a private concessionaire.
- A member commented that this business model is unique in the transportation sector and expressed concern about the potential lack of input from labor unions. They requested more information about why this model is being used.
  - ETO staff clarified that DB has used this model in Germany, which is highly unionized.
- A member asked if the private concessionaire model would be similar to the relationship Transit America Services, Inc. (TASI) has with Caltrain.
  - Caltrain staff clarified that TASI includes engineers and maintenance experts contracted through Caltrain. A private concessionaire is a step beyond the TASI and Caltrain model.
- A member asked what the benefits and shortfalls of the private concessionaire model are.
  - Staff responded that this is the first attempt at high-speed rail in the U.S. Having an experienced private operator will help ensure successful operations without a subsidy.
- A member asked for additional details concerning the stipulations outlined in the private concessionaire contract.
  - Staff clarified that the procurement document has not yet been developed. Therefore, no details are available at this time.
- A member commented that the Authority should not preclude public operation of the system and requested additional information on the decision of the private concessionaire model.
  - Staff offered to gather more information on the private concessionaire model and share with working group members.

#### *Other*

- A member asked about the anticipated duration of the ETO contract.
  - ETO staff responded that DB's contract started in 2017 and is for six years.
- A member asked how long it took DB to construct the train that connected East and West Germany.
  - ETO staff responded that it took two decades.
- A member asked what the cost was to construct the train to connect East and West Germany.
  - ETO staff responded that the cost is estimated around 60 billion euros.

### **Outreach Update**

Morgan Galli, Interim Northern California Regional Stakeholder Manager, provided an update on recent outreach efforts by the Authority.

### **PUBLIC COMMENT**

- A member of the public commented that many members of the public have not been receiving meeting notifications from the Authority.

### **ATTENDANCE**

<b>CWG Members</b>		
<b>Affiliation</b>	<b>Representative or Alternate</b>	<b>Present</b>

South Beach, Rincon, Mission Bay Neighborhood Association	Bruce Agid	X
University of California, San Francisco	Amiee Alden	
	Paul Bendix	
University of California, San Francisco	Tammy Chan	
Transportation Advocate	Wilbert Din	
SPUR	Arielle Fleisher	
YIMBY Action	Laura Foote	
San Francisco Labor Council	Rudy Gonzalez	
Bay Area Council	John Grubb	
San Francisco Giants	Josh Karlin-Resnick	
Urban Land Institute	Linda Klein	
San Francisco Tomorrow	Jerry Levine	
San Francisco Bicycle Coalition	Janice Li	X
Bay Area Council	Emily Loper	
Visitacion Valley Planning Alliance	Fran Martin	
	Ted Olsson	X
Urban Land Institute	Jay Paxton	
Caltrain Accessibility Advisory Committee	Bob Planthold	
South Beach, Rincon, Mission Bay Neighborhood Association	Alice Rogers	X
San Francisco Transit Riders	Thea Selby	X
Friends of DTX	Brian Stokle	
Friends of Caltrain (San Francisco)	Andrew Sullivan	
South Beach Mission Bay Business Association	Parick Valentino	
Coalition for San Francisco Neighborhoods	George Wooding	
Mission Bay Community Advisory Committee	Corinne Woods	
San Francisco Chamber of Commerce	Mary Young	

**Authority Staff:** Morgan Galli, Phyllis Potter, James Tung, Hayden West, Yosef Yip, Zach Barr, Matt Marvin, Kelsey Rugani

**Elected Officials:** Catie Arbon (Office of California Assemblymember David Chiu)

**City/Agency Staff:** Casey Fromson (Caltrain), Rob Podgette (Capitol Corridor), Andrew Tang (BART)

#### **ACTION ITEMS AND NEXT STEPS**

- Authority staff will upload the PowerPoint presentation to the high-speed rail website [here](#).
- Authority staff will share a meeting summary of the March 18<sup>th</sup> meeting with CWG members.
- Authority staff will continue to conduct Environmental Justice outreach, including hosting information tables and making presentations at community events and meetings.
- Authority staff will provide additional information on the decision to use a private concessionaire business model (**complete**).