



San Francisco
County Transportation
Authority



SFMTA



April 11, 2022

Brian Kelly, Chief Executive Officer
California High-Speed Rail Authority (CHSRA)
770 L Street, Suite 620
Sacramento, California 95814

SUBJECT: CHSRA Draft 2022 Business Plan – San Francisco Letter of Support

Dear Mr. Kelly,

We write to express our strong support for CHSRA's Draft 2022 Business Plan and to commend the Authority for continuing to advance delivery of the California high-speed rail program. San Francisco remains a steadfast proponent of the Authority's vision to transform and connect the state, deliver economic benefits, and support our shared climate and resilience goals.

In 2021, we were pleased to continue to collaborate with the CHSRA on planning and development activities in San Francisco and the Bay Area, including for the Transbay Joint Powers Authority's Downtown Rail Extension (DTX) project, the 4th and King Railyards, Caltrain Modernization (CalMod), San Francisco's long-range ConnectSF Transit Strategy, and the adoption of Plan Bay Area 2050, among other initiatives. We undertook these activities in recognition of the broad climate, economic and accessibility benefits of the high-speed rail program for our region.

In 2022, we eagerly anticipate the Authority's successful completion of the environmental review of the San Jose to San Francisco segment, and we look forward to continuing to work with the Authority on preparing to bring high-speed rail to the Peninsula Corridor and the Salesforce Transit Center (STC) in downtown San Francisco. The year ahead will be critical in confirming the project's cost, operational, and funding plans, including making progress on the CHSRA's commitment to dedicate \$550 million to the DTX project as we prepare to apply for Federal Transit Administration and Federal Railway Administration funds, in partnership with the state.

San Francisco strongly supports the completion of the Central Valley segment, and we look forward to helping the Authority to accelerate its efforts to reach the Bay Area. We continue to express our strong support for the allocation of Proposition 1A funds to advance the full 500-mile system. This funding is critical to advancing the design, geo-technical studies, and pre-construction activities in the Valley-to-Valley corridor and will

also help position California for new federal funding opportunities under the Bipartisan Infrastructure Law. We also see a renewed opportunity for corridor-level partnerships to secure funding for needed joint-benefit investments in stations, grade separations, electrification, and the DTX.

Thank you for CHSRA's leadership and for staff's participation in our Downtown Rail Extension multi-agency integrated team, a strong collaborative model for rail program planning and development. The DTX will yield tremendous benefits once it connects to Salesforce Transit Center, the future the northern terminus of the California high-speed rail system. We look forward to realizing these investments through our partnership on the DTX project and delivery of the overall CHSRA program.

Sincerely,



Tilly Chang
Executive Director
SFCTA



Jeffrey Tumlin
Director of Transportation
SFMTA



Rich Hillis
Director
San Francisco Planning Department

CHSRA 2022 Business Plan – Detailed San Francisco comments

1. Page 1, 4th bullet: In addition to Caltrain Electrification, the Northern California investment should include the DTX as a priority project.
2. Page 11: Connectivity Map should include San Francisco.
3. Page 12: Should have a statement that the CHSRA will be a funding partner of the Downtown Extension.
4. Page 12: Need to mention that once HSR arrives to San Jose it will continue north, sharing Caltrain's infrastructure under a blended system, to San Francisco's Salesforce Transit Center.
5. Page 13: The Connectivity Map should show a connection to Muni's Central Subway at 4th and Townsend.
6. Page 27: The San Francisco to San Jose section makes no mention of helping fund the DTX and we request adding a reference to CHSRA's \$550 million commitment to the project. Notably, in the Southern California section on page 31 it states, "In collaboration with regional stakeholders, we have committed funds to the following projects: \$18 million for the environmental review of the Link Union Station (Link US) [and] \$423 million for the Link US Phase A run-through track and station improvements."
7. Page 52: Rendering is misleading. It shows level boarding/cross platform boarding with commuter rail, which has low platforms, not the 51 inch high platforms HSR intends to use.
8. Page 53: The section Monetizing Silicon Valley to Central Valley should be San Francisco to Central Valley. Once HSR reaches Silicon Valley, it can continue at minimum additional cost on the electrified Caltrain alignment to Salesforce Transit Center (STC) in San Francisco. Extending to the STC will significantly increase ridership, maximizing the monetization of the line.
9. Page 55: We applaud the more robust and comprehensive risk-based approach for the whole program.
10. Page 63: With reference to the maintenance facility contemplated for Brisbane, we look forward to working with CHSRA and other partners to consider the proposal for this facility, including the size and location of this facility in the context of parallel initiatives related to the broader northern zone of the shared Peninsula corridor, such as the Caltrain-led Business Case for the 4th and King Railyards site.
11. Page 70: States that "Once operations are expanded beyond the Central Valley, ticket prices will ultimately be set by the train operator contracted to provide that service." This statement needs to be clarified. Presumably, there will be a level of review by the state to assure the appropriateness of the ticket price structure proposed by the operator.
12. Page 72: Ridership and Revenue Forecasts, as well as the O&M Cost estimates on page 78, are based on Silicon Valley to Central Valley service. It is hard to understand why it is not

San Francisco to Central Valley since, as mentioned previously, service to San Francisco will dramatically increase ridership. We look forward to working with CHSRA to refine the San Francisco service assumptions at STC and 4th & Townsend (previously a back-up station for STC vs. a revenue service stop).