



## SAN FRANCISCO PENINSULA RAIL PROGRAM EXECUTIVE STEERING COMMITTEE MEETING

### MINUTES

Friday, October 22, 2021

11:00 a.m. to 12:00 p.m.

### WATCH LIVE:

<https://transbaycenter.webex.com/transbaycenter/onstage/g.php?MTID=ec34d75fb26a233890eb64b1d350dba14>

PUBLIC COMMENT CALL-IN: 1-855-282-6330 -- Access Code: 2555 030 0892

Due to the COVID-19 health emergency, the Executive Steering Committee (ESC) will meet via teleconference. Members of the public are encouraged to participate remotely. Please see additional information on the next page for remote meeting access.

In compliance with the Assembly Bill (AB) 361 (Rivas, Chapter 165, Statutes of 2021) and its amendments to California Public Resources Code Section 54953(e), this meeting will be held *exclusively* via teleconference participation of a quorum of ESC members in locations not open to the public. This meeting is being held during a proclaimed state of emergency, and state and local officials have imposed or recommended measures to promote social distancing, while allowing the public to observe and address the ESC.

### EXECUTIVE STEERING COMMITTEE

Peninsula Corridor Joint Powers Board/Caltrain, Michelle Bouchard (Chair)  
San Francisco County Transportation Authority, Tilly Chang (Vice Chair)  
California High Speed Rail Authority, Boris Lipkin  
City and County of San Francisco, Alex Sweet  
Metropolitan Transportation Commission, Andrew Fremier  
Transbay Joint Powers Authority, Nila Gonzales

**REMOTE MEETING ACCESS**  
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**Providing Public Comment**

Ensure you are in a quiet location – Speak Clearly – Turn off any TVs or radios around you

1. When prompted, “raise hand” to speak by pressing \*3 (star, 3) to be added to the queue.
2. Callers will hear silence when waiting for their turn to speak.
3. When prompted, callers will have two minutes to provide comment.

**AGENDA**

1. Call to Order

Chair Bouchard called the meeting to order at 11:01 a.m.

2. Roll Call

Secretary Pollitt noted that Jesse Koehler was sitting in as Tilly Chang’s alternate.

Members Present: Andrew Fremier (*joined during Item 6*), Nila Gonzales, Boris Lipkin, Jesse Koehler, Alex Sweet and Michelle Bouchard

Members Absent: Tilly Chang

3. Communications

Secretary Pollitt provided instructions on the Public Call-in/Comment process.

- Chair’s Report

Chair Bouchard reported on the ongoing process to issue and sell \$35 million in Community Facilities District bonds for the development of the Downtown Rail Extension (DTX), noting the San Francisco Board of Supervisors (BOS) unanimously approved an administrative action to appropriate these funds at their October 19 meeting, with a final vote scheduled on October 26. She stated that the funding is required to demonstrate to the Federal Transit Administration (FTA) the TJPA’s ability to complete the Project Development phase of the FTA’s Capital Improvement Grants (CIG) process. Chair Bouchard also reported that TJPA will send a letter to the FTA requesting entry into the CIG Project Development phase by the end of October, noting the TJPA anticipates a response from the FTA in January or February 2022. Chair Bouchard further reported that the team is advancing a grant application to the Federal Railroad Administration’s Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, stating that CRISI funding would help advance design and programmatic management documents for the DTX. She concluded by stating that with the San Francisco

County Transportation Authority's (SFCTA) recent approval of Prop K Notice to Proceed 2B funds and the upcoming bond sale, the project team is aggressively advancing the DTX design and focusing on coordination with utilities and other third parties.

**Public Comment:**

Roland Lebrun suggested that the Chair's report be posted to the website in advance of meetings.

**4. Action Item:**

Approval of Meeting Minutes: September 17, 2021

There was no member of the public wishing to comment.

A motion to approve the minutes was made by Member Lipkin and seconded by Member Gonzales. A unanimous voice vote approved the motion.

**5. Action Item:**

Motion to Approve the Continued Use of Teleconferencing Technologies for Meetings of the ESC pursuant to Assembly Bill 361

There was no member of the public wishing to comment.

A motion to approve the item was made by Member Gonzales and seconded by Chair Bouchard. A unanimous voice vote approved the motion.

**6. Informational Item:**

Design Development Configuration Changes for the Downtown Rail Extension

Alfonso Rodriguez, DTX Project Director, presented the item. He explained that this update from the Integrated Program Management Team (IPMT) addresses recent configuration changes, stating that changes to the design were developed from the results of the Phasing Plan recommended by the ESC and approved by the TJPA Board of Directors. This update presents two design changes: (1) a reduction in the three-track configuration along the DTX alignment from the Fourth and Townsend Street Station to midway on Second Street between Harrison and Folsom streets, and (2) reconfiguration of the Fourth and Townsend Street Station to accommodate a stop for high-speed rail service by the California High-Speed Rail Authority (CHSRA). Mr. Rodriguez emphasized that reduction of the three-track alignment is only possible because of the trackwork changes associated with reconfiguration of the Fourth and Townsend Street Station.

Member Sweet, referring to the table on page 8 of the staff report, which compares the Fourth and Townsend Street Station baseline design with Concept C, asked what the implications of Concept C were given the complex ownership of the site. Mr. Rodriguez responded that the table was developed with Caltrain and agency stakeholders to illustrate the baseline environmentally cleared configuration and the impacts of Concept C. He elaborated that there is an additional 17-foot encroachment resulting from the wider station box, noting

certain areas of the station box encroaching in the railyard include bump outs that accommodate pedestrian egress and ventilation. He said that staff is working with the railyard's development team in an integrated approach and will be meeting regularly as development proceeds. Chair Bouchard added that the team has been working productively with Prologis, the property owner.

**Public Comment:**

Roland Lebrun stated that the Fourth and Townsend Street Station is in the wrong location, noting the correct location is Seventh Street, halfway between Mariposa Street and Fourth and Townsend streets. He also stated that the station configuration changes are wrong, emphasizing that there is no need for separate platforms regardless of whether high-speed trains stop or not. He further stated that the Fourth and Townsend Street Station needs passing tracks not additional platforms because an additional 18 combined BART and Capitol Corridor trains could pass through the station in the future. Mr. Lebrun concluded by stating that the issues with Caltrain governance and the CHSRA business plan will be addressed no later than January 2022.

Jim Patrick stated that the CHSRA's intention to not stop at Fourth and Townsend was only because the DTX was not in place and they had no other choice.

**7. Informational Item:**

**Presentation of the Second and Howard Crossing Construction Approach Analysis for the Downtown Rail Extension**

Alfonso Rodriguez, DTX Project Director, and Stephen Polechronis, Program Manager for the Program Management/Program Controls team, presented the item. Mr. Rodriguez explained that this item concerns the section of the DTX tunnel alignment known as the "throat structure" where the track widens to six tracks as the alignment approaches the west end of the Salesforce Transit Center. The approved final supplemental environmental document called for cut-and-cover construction for the throat structure undercrossing of the intersection of Howard and Second streets. In 2017, at the request of the SFCTA Board, the TJPA investigated ways to reduce disruption to traffic and the community from cut-and-cover construction in this area and studied the possibility of mining this section of the tunnel. Mr. Rodriguez explained that mining offers benefits including fewer street closures and the potential to reduce right-of-way acquisition, among others, but also introduces risks that are associated with the throat's wide span, shallow ground cover, weak soil conditions, and potential for water intrusion. Mining would also add an estimated \$253 million (in 2027 \$s) to the cost of DTX. He reported that the IPMT reviewed the mining concept in May 2021 and recommended maintaining the baseline cut-and-cover construction method. The construction community concurred during discussions on the DTX project as part of the Industry Sounding held in 2020. Mr. Rodriguez reiterated to ESC members that they could concur with the IPMT or recommend that the IPMT proceed with additional study of the mined approach.

Mr. Polechronis led the discussion on cut-and-cover construction and how decking over the street would work for DTX. He showed images of the LA Metro Purple Line Wilshire/Rodeo

station, which is currently under construction in a high-profile area of Los Angeles. The decking over Wilshire Boulevard is high-quality street decking of a type that could be used for DTX. He noted similarities between the DTX and LA Metro projects, including the availability of staging area next to the excavation for access to the underground construction, noting that this was not the case with San Francisco Municipal Transportation Agency's (SFMTA) Central Subway project.

Mr. Rodriguez discussed the issue of street closures with traditional cut-and-cover construction, which would mostly involve temporary lane closures to prepare for installation of the decking. He noted that a full street closure would be needed to install the decking. He discussed an alternative method called "accelerated bridge construction," which would take advantage of the two parcels on either side of Howard Street to install preconstructed deck panels over two long weekends. This method would cost about \$3–\$5 million more than the baseline cut-and-cover approach but would allow for reduced closures, and therefore fewer impacts. He emphasized that accelerated bridge construction was successfully used on Beale, Fremont, and First streets during excavation for Phase 1 of the Transbay Program and showed a time-lapse video of installation over a long weekend.

Member Gonzales thanked staff for the analysis and being responsive to Supervisor Peskin's request, which was important for the community and helps confirm the work to be done. She emphasized that the temporary bridges installed during Phase 1 were considered very successful, as they were completed ahead of schedule during long weekend closures and involved a major artery to the Bay Bridge. She added that the TJPA had a successful community outreach plan in place for this work and emphasized that working with the City will be very important.

Member Koehler also thanked the team for this work and said that SFCTA staff will make this information available to the SFCTA Board, including Supervisor Peskin. He said one of the next steps would be to consult with SFMTA on impacts to the streets and preserving access for businesses and pedestrians.

Chair Bouchard thanked staff for the thorough presentation and said she thought it bred excitement and continued to push the urgency of moving the project forward.

**Public Comment:**

Roland Lebrun stated he was pleased that the tunnel stub box and turnback track are on hold and that the video shown during the presentation did not show how long it took to install the pilings that supported the accelerated bridge deck. He suggested the Project Director be briefed on his March 20 response to a letter from Jesse Koehler and stated that there is no need to go near Howard or Second streets. He also stated that the reason he proposed the Seventh Street alignment is to have full-length platforms.

**8. Public Comment**

Members of the public may provide comment on matters within the ESC's purview that are not on the agenda.

Roland Lebrun stated that he will be submitting comments to the Board of Supervisors with a copy to the Metropolitan Transportation Commission and Caltrain Boards.

9. Discussion Item:  
ESC Agenda items for upcoming meetings

None

10. Adjourn  
Chair Bouchard adjourned the meeting at 11:59.

DRAFT

#### ACCESSIBLE MEETING POLICY

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (Campaign and Gov't Conduct Code, Article II, Chapter 1, § 2.100, et seq.) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102, telephone (415) 252-3100, fax (415) 252-3124 and website: [www.sfethics.org](http://www.sfethics.org).