



## **SAN FRANCISCO PENINSULA RAIL PROGRAM EXECUTIVE STEERING COMMITTEE MEETING**

### MINUTES

Friday, September 17, 2021

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

### WATCH LIVE:

<https://transbaycenter.webex.com/transbaycenter/onstage/g.php?MTID=ecd27e4e006178e7d3e4130832f977369>

PUBLIC COMMENT CALL-IN: 1-855-282-6330 -- Access Code: 2553 295 4453

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 Governor's Executive Order N-08-21 (June 11, 2021), this meeting will be held exclusively via teleconference participation of a quorum of ESC members in locations not open to the public. The purpose of the order is to help California respond to, recover from, and mitigate the impacts of the COVID-19 pandemic, 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 11:02 a.m.

2. Roll Call

Secretary Pollitt noted the return of Alex Sweet and that alternates Lisa Klein and Simon Whitehorn were attending for Andrew Fremier and Boris Lipkin, respectively.

Members Present: Nila Gonzales, Lisa Klein, Alex Sweet, Simon Whitehorn, Tilly Chang and Michelle Bouchard

Members Absent: Andrew Fremier and Boris Lipkin

3. Communications

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

- Chair’s Report

Chair Bouchard reported that significant progress has been made on advancing the Downtown Rail Extension (DTX) project toward entering the Federal Transit Administration (FTA) New Starts program, noting the phasing recommendations endorsed by the ESC in August were approved by the TJPA Board of Directors on September 9 which is a major milestone for the project. The TJPA Board also authorized the TJPA Interim Executive Director to submit a letter to the FTA requesting entry of the DTX project into the New Starts Project Development phase, subject to the San Francisco Board of Supervisors’ approval of a \$35 million sale of Community Facilities District No. 2014-1 bonds, which will demonstrate to the FTA that the TJPA has all of the funding needed to complete the Project Development work. On September 14, the San Francisco County Transportation Authority (SFCTA) Board gave initial approval to release approximately \$2.6 million in previously allocated Proposition K sales tax funds to advance preliminary engineering and program

delivery activities for the DTX project, with final approval to release the funds expected at the SFCTA Board's meeting on September 28. On September 15, the San Francisco Board of Supervisors (BOS) Budget and Finance Committee recommended that the full BOS adopt a resolution to authorize the issuance and sale of the bonds at their meeting on September 21. Chair Bouchard stated that the team was gratified by the strong statements of support from Budget and Finance Committee members Supervisors Haney and Safai. Chair Bouchard noted that statements of intent to provide funding were received from the Metropolitan Transportation Commission (MTC), California High-Speed Rail Authority (CHSRA), and Caltrain. She emphasized that strong statements of support were also provided by organized labor, including numerous local trade unions, the San Francisco Building and Construction Trades Council, and TJPA Citizens Advisory Committee (CAC) Chair Derrick Holt. She concluded her report by stating that she looked forward to final approvals by the SFCTA Board and San Francisco BOS and thanked the leadership and staff at both the TJPA and SFCTA for providing substantive briefings that led to the strong support that was demonstrated throughout this period.

Vice Chair Chang thanked and congratulated the full team, the TJPA, and the Integrated Program Management Team (IPMT) led by DTX Project Director Alfonso Rodriguez.

Member Gonzales highlighted the team collaboration and the amount of work being accomplished on the project under the accelerated schedule. She acknowledged the ESC's role in keeping the work on schedule and noted that the TJPA Board, the community, and supporters, are grateful for the teamwork and are looking forward to the next steps.

**Public Comment:**

Roland Lebrun commented that public comment was not called at the conclusion of the Chair's report.

**4. Action Item:**

Approval of Meeting Minutes: August 20, 2021

There was no member of the public wishing to comment.

A motion to approve the minutes was made by Vice Chair Chang and seconded by Member Klein. With Member Sweet abstaining, a majority voice vote approved the motion.

**5. Informational Item:**

Presentation of the Through Running Operations Analysis to Accommodate a Potential Future East Bay Connection

Alfonso Rodriguez, DTX Project Director, introduced the item and Paul Hebditch, CHSRA Operations Planning Lead, presented the item. Mr. Rodriguez stated that the purpose of the ESC requesting the through-running operations analysis was to explore the implications to both station operations and capacity through the DTX corridor to consider the possibility of a future connection from the Salesforce Transit Center to the East Bay. He noted that the IPMT developed a scope of work, which was approved by the ESC in July 2021.

Mr. Hebditch stated that, given the many unknowns related to a future East Bay rail crossing, the through-running analysis is theoretical in nature. He explained that it was not based on either of the operators' service plans and, consistent with the ESC's prior direction, the results should not be used for immediate decision-making. Mr. Hebditch stated that planning parameters for the analysis were consistent with those used for the operations analysis completed as part of the Phasing Study, with one difference, the track layout used for the analysis, referred to as Concept C, differs from the layout previously presented to the ESC (Concept B). He further explained that two variants of Concept C, one with a shorter third track, were used over Concept B because they performed slightly better.

Mr. Hebditch reported that the analysis first looked at capacity if all trains were run through the Transit Center, noting the results, which were the same with both variants of Concept C, showed that the theoretical capacity is 20 through-running trains per hour per direction with three-minute headways. He further reported that the analysis then looked at how the through-running capacity would be affected by trains from the Peninsula turning at the Transit Center, noting the results showed that with up to six trains turning, there is a one-to-one relationship between the number of trains turning and the reduction in the number of trains able to run through. He stated that conflicts between train movements begin and grow steadily worse when seven or more trains from the Peninsula are turned per hour at the Transit Center and noted that turning 12 trains from the Peninsula per hour would require all six platforms but could, theoretically, still allow four through-running trains per hour.

Vice Chair Chang thanked Mr. Hebditch and the IPMT for their work and stated she was pleased to see that the results are consistent with the operators' 8+4 service plan and would still allow for through-running trains. She asked whether this was in both directions and Mr. Hebditch confirmed that the results are per hour per direction.

Member Klein stated that this was a useful analysis to show the way the Transit Center could work, noting that it underlines how Link21 could tie into the DTX. She also stated that although this planning is beyond the current work plan, the analysis helps set the stage for future questions and considerations. Mr. Hebditch noted that the Mr. Rodriguez has shared the results of the analysis with the Link21 team.

Chair Bouchard thanked the IPMT for highlighting the theoretical assumptions that need further review and emphasized that the analysis is a good start, but needs to be continued to ensure that the assumptions made lead to resilient operations through the Transit Center.

#### Public Comment:

Roland Lebrun congratulated the ESC on the study results and suggested a number of changes that he stated would lead to greater capacity, including shifting CP Common to the south and utilizing a communications-based train control (CBTC) system in the tunnel, as is being used on BART. He questioned the need for 800-foot vent zones and stated that relaxing this requirement could further increase capacity. He asked if staff was familiar with the Thames tunnel and stated that trains in the Link21 tunnel will be able to reach 125 miles per hour.

Adrian Brandt expressed concern that a platform utilization of two trains per hour is conservative and he stated that it would be an underuse of the platforms, based this on the international standards used in stub-end stations such as Zurich and Stuttgart. He said that under this assumption the resource would be less productive, which would also have cost implications. He asked the ESC to encourage CHSRA to coordinate with Caltrain on a common platform height, which would provide flexibility and other benefits, including operational resiliency and the ability of passengers to make cross-platform transfers.

Jim Patrick concurred with Mr. Brandt's comments on platform height. He stated he was happy to hear the current thinking about the East Bay crossing, stating that DTX sets the stage for future Link21 integration.

6. Public Comment

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

Roland Lebrun suggested that ESC meetings provide closed captioning and recordings, and recommended that a different agency, perhaps MTC or SFCTA, host the meetings using Zoom.

7. Discussion Item:

ESC Agenda items for upcoming meetings

None

8. Adjourn

Chair Bouchard adjourned the meeting at 11:40 a.m.