



San Francisco
County Transportation
Authority

Britney Milton <britney.milton@sfcta.org>

DTX Funding

4 messages

Robert Feinbaum <bobf@att.net>

Thu, Mar 18, 2021 at 2:25 PM

To: Tilly Chang <tilly.chang@sfcta.org>, "alberto.quintanilla@sfcta.org" <alberto.quintanilla@sfcta.org>, Transportation Authority <clerk@sfcta.org>

To: SFCTA Board
Re: Funding for the DTX
Date March 18, 2021

SaveMUNI supports the allocation of \$ 6.1 million for the purpose of furthering the acceleration of work on the Downtown Extension of Caltrain (DTX)

We believe that the DTX is the most important regional rail project for the Bay Area. Furthermore we regard the project as having major benefits for the city of San Francisco, not the least of which will be reducing the flood of automobile traffic from the Peninsula which contribute substantially to traffic congestion in the City.

Contact:
Bob Feinbaum
President, SaveMUNI

Txs,

Britney Milton <britney.milton@sfcta.org>

SFCTA 3/23 Board Item 10 [Final Approval] Amend the Downtown Rail Extension

1 message

Roland Lebrun <ccss@msn.com>

Sun, Mar 21, 2021 at 9:26 PM

To: SFCTA Board Secretary <clerk@sfcta.org>Cc: SFCTA CAC <cac@sfcta.org>, MTC Info <info@bayareametro.gov>, BART Board <boardofdirectors@bart.gov>, CHSRA Board <boardmembers@hsr.ca.gov>, Caltrain Board <board@caltrain.com>, Jesse Koehler <jesse.koehler@sfcta.org>, Stephen Polechronis <stephen.polechronis@sftunnelteam.com>, Donald Pollitt <DTX@tjpa.org>, TJPA CAC <CAC@tjpa.org>, Caltrain CAC Secretary <cacsecretary@caltrain.com>

Dear Chair Mandleman,

Thank you for asking the TJPA to respond to the concerns I raised at the January 26th Board meeting.

Please find attached my response to the Memorandum addressed to Mr. Jesse Koehler, Rail Program Manager San Francisco County Transportation Authority (SFCTA).

My response concludes as follows:

Changing the DTX alignment to 7th Street is not an option, it is a requirement because it is the only alignment that makes it possible to accommodate full-length (1,400-foot) platforms AND provides a viable alignment between the Transit Center and Embarcadero.

Please note that the PAX was designed to be an integral part of this alignment and that the entire alignment (PAX&DTX) can be delivered for a fraction of the cost and impacts of the DTX as currently proposed by the TJPA.

Sincerely,

Roland Lebrun

CC
Caltrain Board
TJPA Board of Directors
MTC Commissioners
BART Board of Directors
CHSRA Board of Directors
SFCTA CAC
TJPA CAC

From: Britney Milton <britney.milton@sfcta.org>**Sent:** Monday, March 8, 2021 9:26 PM**To:** Roland Lebrun <ccss@msn.com>**Cc:** Jesse Koehler <jesse.koehler@sfcta.org>; Stephen Polechronis <stephen.polechronis@sftunnelteam.com>**Subject:** Re: Public Comment: SFCTA Board 01.26.21 - item #8 Downtown Rail Extension

Dear Mr. LeBrun:



**San Francisco
County Transportation
Authority**

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----- Forwarded message -----

From: **Roland Lebrun** <ccss@msn.com>

Date: Mon, Jan 25, 2021 at 2:35 AM

Subject: SFCTA Agenda item #13 Downtown Rail Extension

To: Transportation Authority <clerk@sfcta.org>

Cc: MTC Commission <info@mtc.ca.gov>, CHSRA Board <boardmembers@hsr.ca.gov>, Caltrain Board <board@caltrain.com>, Nila Gonzales <NGonzales@tjpa.org>, SFCTA CAC <cac@sfcta.org>, Caltrain CAC Secretary <cacsecretary@caltrain.com>, TJPA CAC <CAC@tjpa.org>

Dear Chair Mandelman and Commissioners,

While I appreciate the TJPA's consideration of phasing multiple aspects of the project as currently proposed, there has been no progress in the last 20 years addressing the following issues:

- Lack of a plausible connection with the next Transbay crossing (LINK21)

- Lack of a plausible connection with the existing Caltrain tracks at 16th Street
- Lack of a plausible connection with BART and/or MUNI light rail
- Lack of a plausible solution addressing the loss of 50% of the existing train box capacity to the 2nd Street curve and the commensurate loss in potential future Transbay capacity caused by **making it impossible to accommodate full-length (1,400-foot-long) high speed trains across the Bay**
- Lack of a plausible solution eliminating a gigantic crater on 2nd Street and the resulting impacts on adjacent buildings
- **Lack of a plausible solution that would make it possible for Caltrain to vacate the 4th & King railyard**

I therefore believe that **now is the last and final call for revisiting the 7th Street alignment** to address the above issues as follows:

- Advancing a design connecting the Transit Center to the Embarcadero seawall **without ANY condemnations**
- Restoration of the full 1,500-foot train box capacity without the addition of a \$400M train box extension
- Advancing a design that fully integrates the PAX as an extension of the DTX and eliminates any significant surface impacts north of Townsend Street
- Advancing a 7th Street/UCSF station concept that integrates Caltrain, High Speed Rail, Capitol Corridor and BART connections in a single structure connected via light rail (N & T extensions) to the Arena, the Ballpark, Central SOMA and Chinatown
- Advancing a phased design for the 7th Street station passing tracks (total 4 tracks) to eliminate the need for a third track between Townsend and the Transit Center

Given that a study of the above solutions would be within the City's (not the TJPA's) purview, please consider issuing a change order to the existing PAX initiation contract with a commensurate increase in contract capacity (currently \$1M).

Last but not least, I believe that there is sufficient regional nexus in the above proposal for MTC and/or the High Speed Rail Authority to fully match the existing PAX initiation contract thereby increasing the contract capacity to \$2M-\$3M.

Thank you in advance for your consideration.

Sincerely,

Roland Lebrun

CC

MTC Commissioners
CHSRA Board of Directors
Caltrain Board
TJPA Board of Directors
SFCTA CAC
Caltrain CAC
TJPA CAC

9 attachments

Memorandum

To Jesse Koehler, Rail Program Manager, SFCTA

From Roland Lebrun

Date March 20, 2021

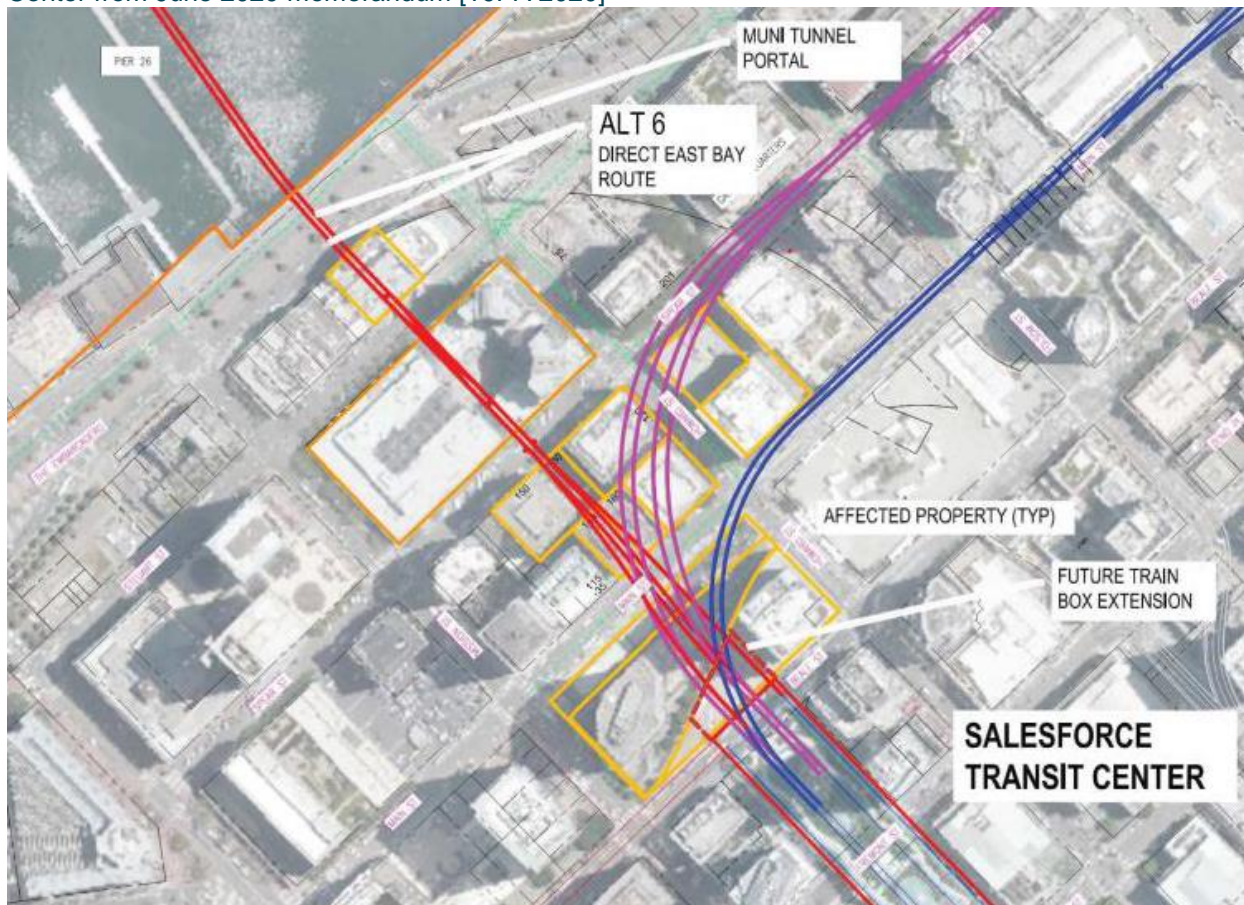
Subject Mr. Steven Polechronis Memorandum dated February 24

This memorandum is in response to a Memorandum (Attachment 1) addressed to Mr. Jesse Koehler, Rail Program Manager San Francisco County Transportation Authority (SFCTA). I discovered a copy of this memorandum attached to an email stored in my spam folder on Tuesday March 9th at approximately 8.30 AM. The email originated from SFCTA Board Secretary Britney Milton and was dated March 8th 9.26PM.

The intent of this memorandum is to question the technical information provided to Mr. Polechronis by third parties, not to cast any disparagement on Mr. Polechronis' unquestionable professionalism as follows:

1. Lack of a plausible connection with the next Transbay crossing (Link21)

"The TJPA's general engineering consultant (GEC) conducted a study in 2014 to examine potential connections to the East Bay, which was subsequently updated in June 2020. Both studies concluded that an East Bay connection is feasible in multiple configurations from the east end of the train box or from the DTX tunnel, as indicated in Figure 1. Potential connections to the East Bay from the Salesforce Transit Center from June 2020 memorandum [TJPA 2020]"



“Link21 program staff made a presentation confirming that an East Bay connection is feasible to the TJPA Citizens Advisory Committee on February 9, 2021.”

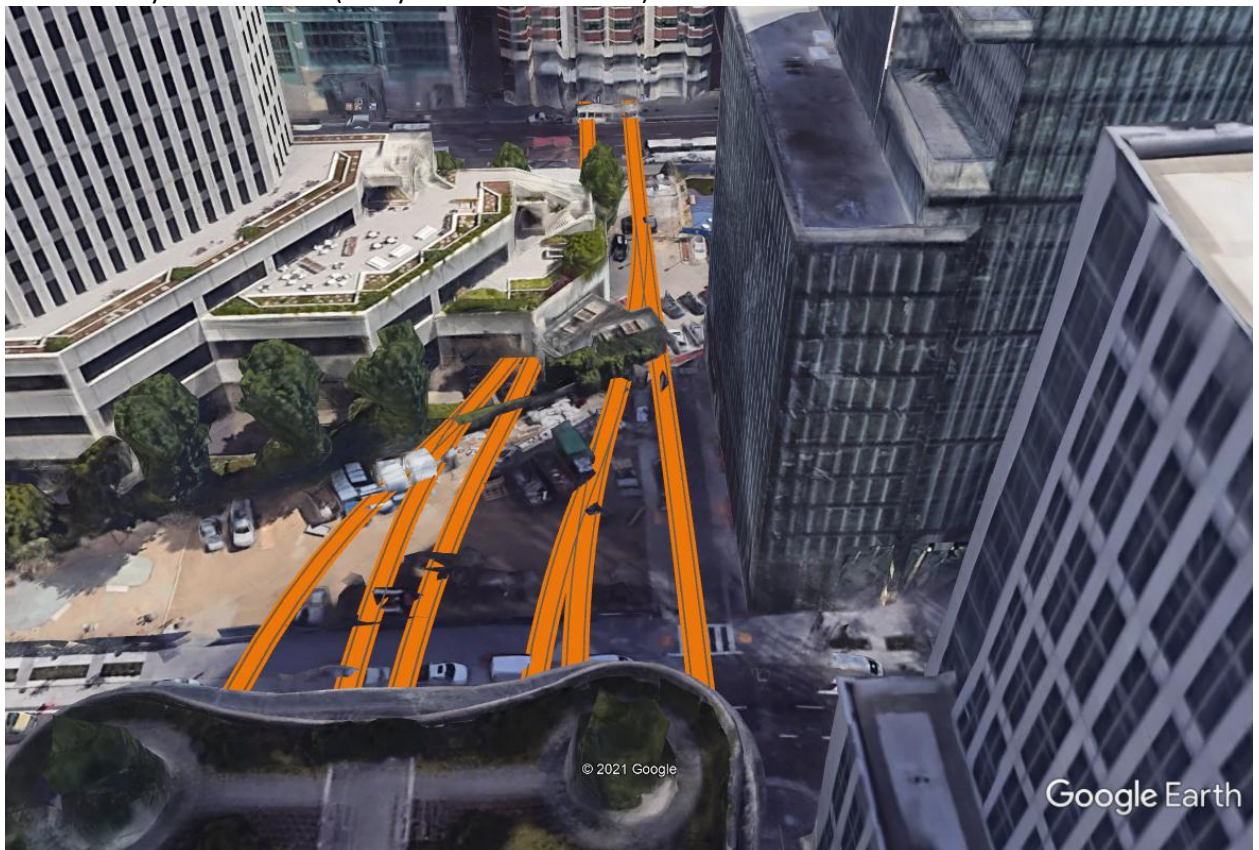
The above sentence is a **complete mischaracterization** of what actually transpired at the 2/9 TJPA CAC meeting specifically:

- LINK21 staff correctly identified Alternative 6 (red) as the preferred alignment
- LINK21 staff expressed concerns about a potential conflict with the MUNI tunnel under Embarcadero: <https://www.pmi.org/learning/library/muni-metro-turnback-project-4753>
- **LINK21 staff sought “Ideas and Suggestions” from the CAC** (https://tjpa.org/uploads/2021/02/Item-4_BART-presentation-Link21_CAC_02_09_21.pdf slide 13)

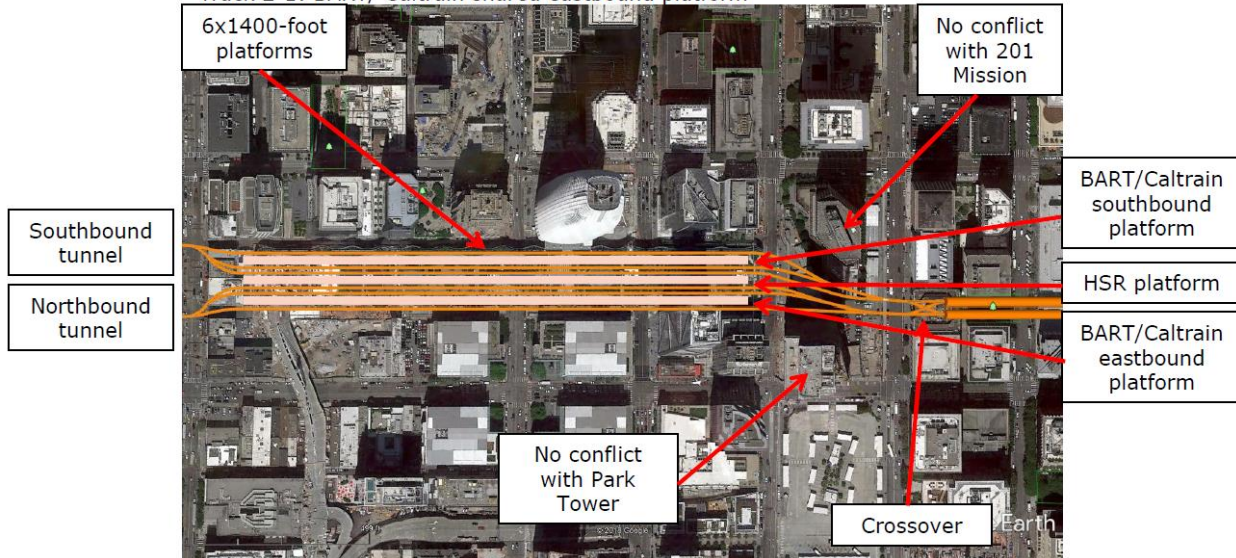
A member of the public commented that the 7th Street alignment:

- Eliminates the requirement for a train box extension
- Eliminates conflicts with the Embarcadero MUNI tunnel
- Enables **SIX** thru tracks to the East Bay (versus **FOUR** as seen in the above TJPA GEC alternatives)
- **Provides train storage equivalent to the existing 4th & King railyard within the SFTC train box** (six double-length vs. twelve single-length tracks)
- **Eliminates building condemnations between Main Street and the Embarcadero seawall**

The member of the public also described a tunneling strategy designed to cut the length of construction for the new Transbay tunnel in half (two years instead of four).



- Potential platform assignments (top to bottom)
- Track 6-5: BART/Caltrain shared southbound platform
 - Track 4-3: Dedicated HSR eastbound/southbound central platform
 - Track 2-1: BART/ Caltrain shared eastbound platform

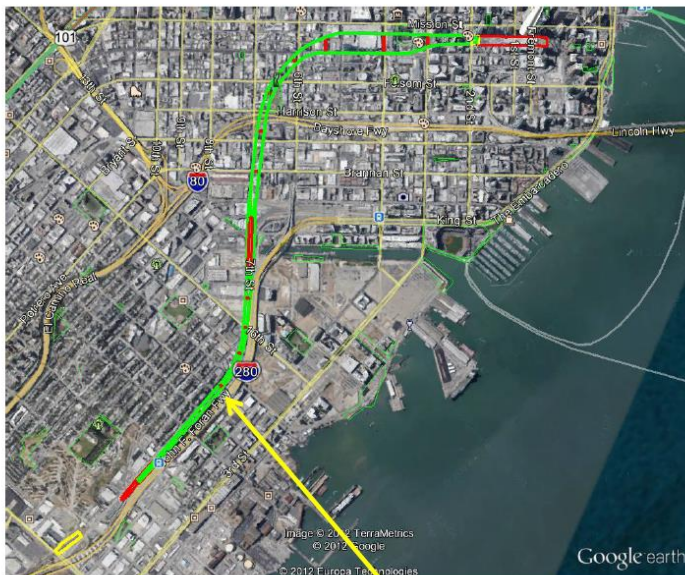


2. Lack of a plausible connection with the existing Caltrain tracks at 16th Street

“Linking the schedules of DTX and PAX, as recommended by Mr. LeBrun, would cause years of delay to DTX. There is no approved PAX tunnel to which the tunnel stub box could connect. PAX is currently in its pre-environmental phase; it would need to undergo environmental review and engineering development, and funding would need to be obtained, all of which would be at a yet-be-defined time in the future.”

As can be seen in this 8-year-old “Rethinking DTX” slide, the PAX (formerly “DTX South” was conceived as an integral part of the DTX approximately 18 months BEFORE the initiation of the 5-year “RAB study”. Cost savings in excess of \$300M are achievable because the PAX tunnel boring machines can continue seamlessly to the Transit Center without a “tunnel stub box” and/or track construction/demolition/reconstruction.

DTX North



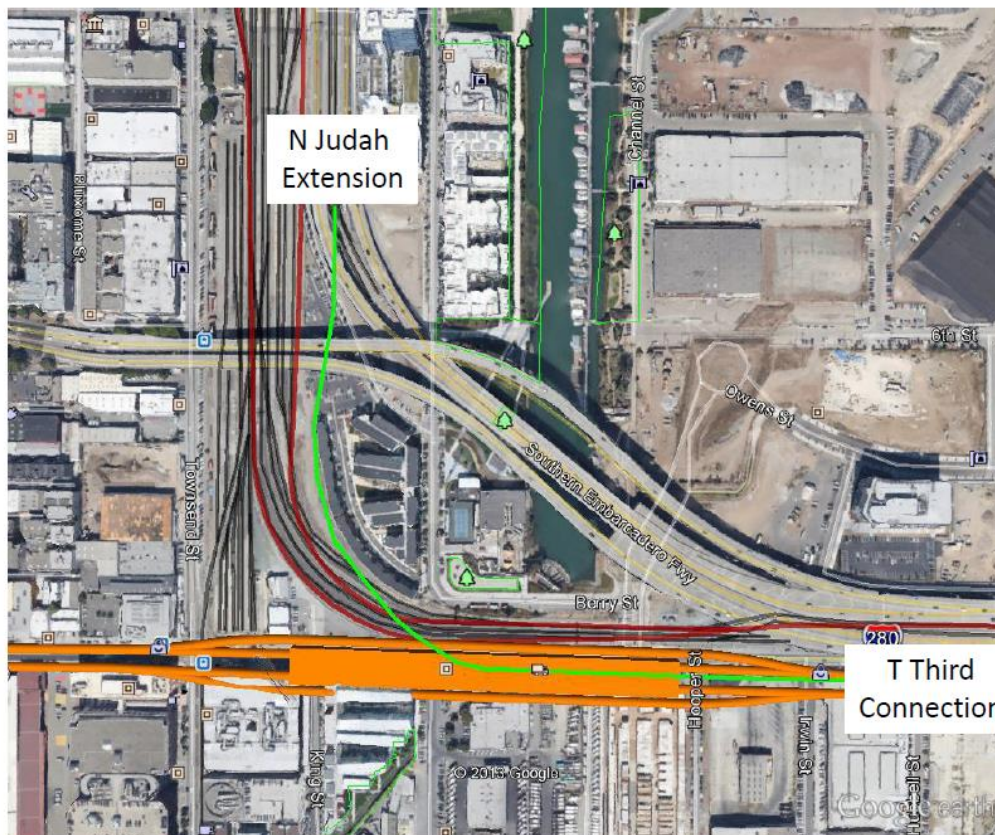
DTX South

3. Lack of a plausible connection with BART and/or Muni light rail

“The Fourth and Townsend Street Station on the DTX alignment, located in the heart of Central South of Market (SoMa), is adjacent to the existing 4th and King Metro Station and the new 4th and Brannan Station on the Muni Central Subway/T Third Line.”

As can be seen from the next slide in the “Rethinking DTX” presentation, seamless (AKA “Vision Zero”) integration between Caltrain and Muni light rail and buses can be achieved by extending the N line and the 16th Street turnback tracks, neither of which is possible without the PAX grade separations at 16th Street and Mission Bay Drive.

Mission Bay station (7th & King)



The only things that have changed in the last 8 years is that the 1,000-foot platform lengths were shortened to 700 feet and the proposed station was shifted south to provide seamless transfers between Caltrain and the future 16th Street/UCSF BART station (the 7th Street Caltrain station no longer conflicts with the SFPUC Folsom Area Stormwater Improvement Project: <https://sfwater.org/index.aspx?page=1223>).

4. Lack of a **PLAUSIBLE** solution addressing the loss of 50% of the existing train box capacity to the 2nd Street curve and the commensurate loss in potential future Transbay capacity caused by making it impossible to accommodate full-length (1,400-foot-long) high speed trains across the Bay

*“The reduction of the train box has been coordinated with and approved by the CHSRA. Since CHSRA plans to sell tickets to individual seats on their trains, **seats in any portion of the train that does not rest alongside the platform face would not be sold to passengers boarding or alighting at the Salesforce Transit Center.**”*

This “solution” essentially halves the capacity of the new Transbay tunnel by making it impossible for BART and/or Caltrain to operate double-length trains capable of carrying 2,000 passengers and will result in insufficient Transbay capacity if and when the new tunnel needs to additionally accommodate the existing BART tube’s ridership.



5. Lack of a plausible solution eliminating a gigantic crater on 2nd Street and the resulting impacts on adjacent buildings

“The goal of the DTX cut-and-cover construction is to minimize impacts to the surface and businesses by progressing excavation support and installing traffic decking in a block-by-block manner while making sure that access to properties and businesses and access for emergency services are maintained.”

*“Once traffic decking is installed, as illustrated in Figure 2, the surface traffic and street configuration will be returned to the pre-construction condition, and **the cut-and-cover construction will continue below the decking with negligible surface impacts for the majority of the construction duration.**”*

Figure 2: Traffic Decking for the Red Line at Hollywood Blvd./Highland Ave. in Los Angeles



“A succession of high-profile setbacks, particularly on the Metro Red Line tunneling works. The tunnel collapse which opened a gaping hole in the road surface of Hollywood Boulevard in June 1995 represented the lowest point in public opinion ratings”

<https://www.tunneltalk.com/Los-Angeles-Jun1995-what-is-going-on.php>

6. Lack of a plausible solution that would make it possible for Caltrain to vacate the 4th & King Railyard.

“The TJPA participates in monthly meetings to coordinate projects in the vicinity of the railyard, including the potential redevelopment of the yard itself.”

While it is reassuring to learn that “the TJPA participates in monthly meetings”, the correct solution is to provide train storage equivalent to the existing 4th & King Railyard within the SFTC train box (six double-length vs. twelve single-length tracks).

7. Proposed 7th Street alignment

“Mr. LeBrun proposes to reach the Salesforce Transit Center along two parallel single-track tunnels starting at a new underground station at approximately 7th and Berry streets and traveling north under 7th Street.”

This is incorrect: the twin-bore tunnels start at the 22nd Street PAX portal as depicted in the first “Rethinking DTX” slide above.

“In coordination with the Planning Department, TJPA, consultants, and other agencies evaluated a similar alignment as part of the four-year RAB study”

THIS IS ABSOLUTELY FALSE: *“No additional review or assessment of this potential alignment was completed.”* (See Attachment 1 Susan Gygi 9/25/18 response to my 9/5/18 PRA)

“We have studied the 7th Street alignment in detail and have found it does not warrant further study as it would:”

i) Adversely impact existing buildings and infrastructure

“The proposed 7th Street alignment goes under multiple buildings and will have greater right-of-way impacts than the current DTX alignment, located predominantly in the public right-of-way.”

The 7th Street alignment was conceived to eliminate impacts on multiple buildings between Main Street and Embarcadero, including 160 Spear Street, the Rincon Center, a National Register of Historic Places building constructed in 1889 and the MUNI tunnel under Embarcadero (<https://www.pmi.org/learning/library/muni-metro-turnback-project-4753>)

“The tunnels for Mr. LeBrun’s alignment would pass under Moscone Center, Yerba Buena Gardens, and the San Francisco Museum of Modern Art (SFMOMA). Since much of the Moscone and SFMOMA subsurface structures, including, are located in the way of the proposed alignment, its construction would be unacceptably disruptive and costly.”

The majority of the “associated deep pile foundations” are actually micropiles which can be easily bored through with a TBM equipped with robot arms (no need for hyperbaric interventions).

The Minna and Natoma tunnel design follows Crossrail best tunneling practices which included 5 new underground stations each the size of an aircraft carrier under existing buildings including London Underground tunnels and stations. There were few surface impacts other than the station headhouses as evidenced in this flyover video: <https://youtu.be/rpWBlvIKjcQ>

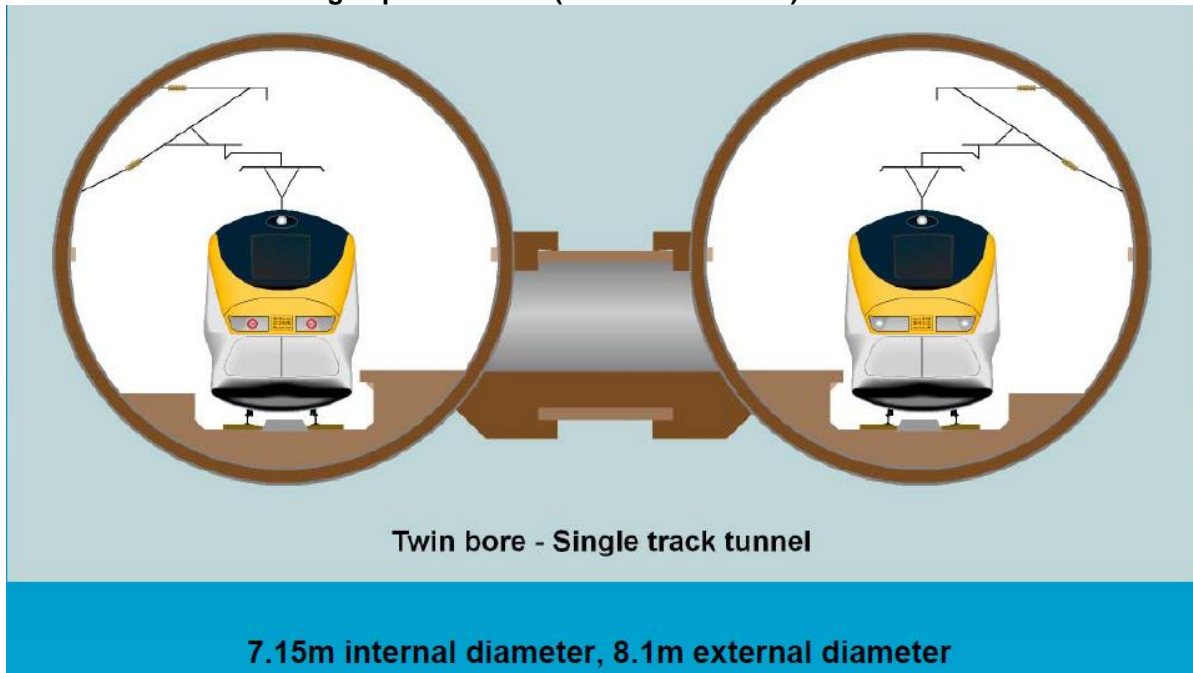
If the tunnel were taken deeper to avoid conflicts with these structures, the grade coming up to the train box at the transit center after passing under Moscone Center would be 3.5% or more, which exceeds CHSRA’s maximum grade. This alignment would not meet CHSRA criteria.

The statement that “the grade coming up to the train box at the transit center after passing under Moscone Center would be 3.5% or more” is pure conjecture on behalf of the writer(s).

“More right-of-way impacts would occur on Minna and Natoma streets as the available public right-of-way on these very narrow streets is not wide enough to accommodate the tunnel envelope, which would require permanent underground easements under buildings along the streets.”

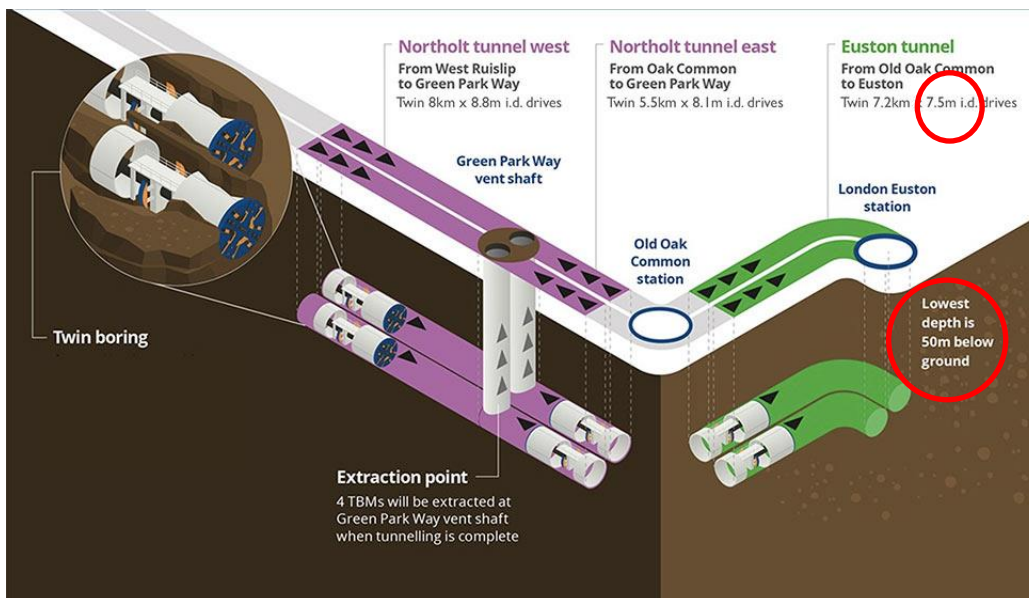
THIS IS ABSOLUTELY FALSE. The primary criteria for the Minna and Natoma alignment feasibility study was that the tunnel lining and the tunnel shield would fit within the existing right of way without impacts on adjacent properties. As can be seen below, urban tunnels have much

smaller diameters than high speed tunnels (8.15m = 26.75 feet).



*“Two machines will drive the 7km x 7.55m i.d. Euston Tunnel between the route’s southern terminus at a redeveloped Euston Station, and Old Oak Common Station – both in London. The concrete segmental lining is anticipated within the current design at between 350–450mm, for a **TBM OUTER SHIELD DIAMETER for the Euston Tunnel of 8.25-8.45m.**”*

<https://www.tunneltalk.com/UK-high-speed-rail-28Oct2014-HS2-procurement-and-TBM-drive-strategy.php>



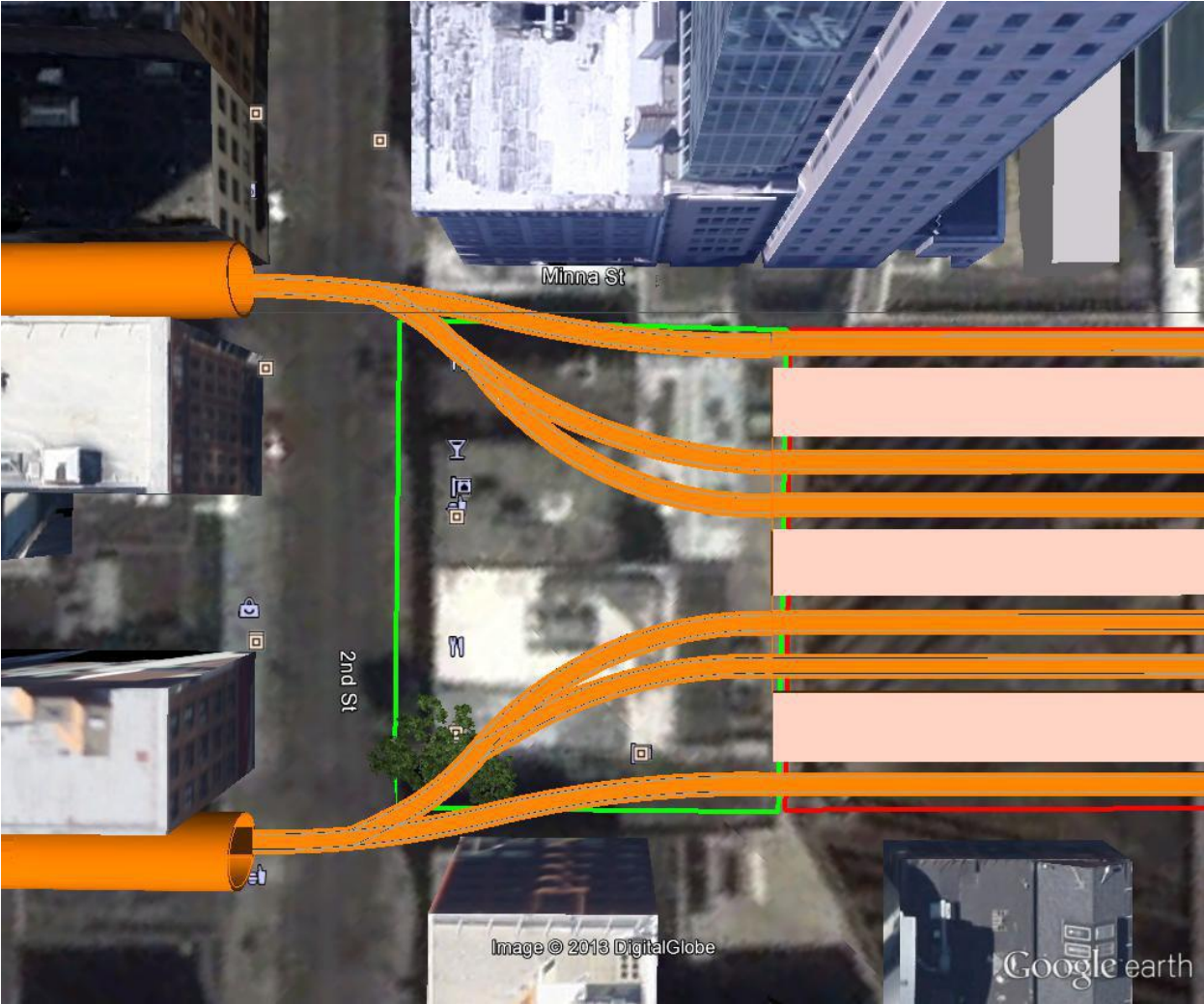
“Additionally, the two curves that would be necessary from 7th Street would impact many more buildings in the transition from 7th Street to Minna and Natoma, respectively.”

This statement appears to be based on a naïve assumption that the tunnels would be level. Please refer to the above picture which states that the “lowest depth of the Euston tunnel is 50m (164 feet) below ground”.

“Finally, the wider footprint of the throat structure, to the west of the transit center in Mr. LeBrun’s concept, would affect additional properties, requiring demolition of these properties to construct the structure.”

The above statement is indicative of an apparent lack of familiarity with the 7th street alignment approach into the Salesforce Transit Center as described on page 48 of the 2018 SEIR (https://tjpa.org/uploads/2018/11/Vol-2-TJPA-Final-SEIS-EIR-App-A-Part-2_11-18.pdf), specifically that the “wider footprint of the throat structure” is actually much smaller than the 2nd Street throat structure being proposed by the TJPA because the throat has been split into two (one northbound and one southbound) “mini throats” each consisting of 3 tracks instead of a gigantic 6-track throat extending from Natoma to Tehema as proposed by the TJPA.

This design opens an option of not having to demolish any properties between the Transit Center and Second Street.



“Additionally, a major AT&T duct bank (which AT&T has stated cannot be relocated) along Second Street in the location of the proposed trackwork would likely require cut-and-cover construction across Second Street.” Therefore, there would still be surface disruption on Second Street, only in a different and more expensive location.

This is incorrect:

- 1) **There are no plans for ANY cut & cover construction on 2nd Street** because each mini-throat will be constructed in two phases:
 - **First, the Minna and Natoma TBMs will continue under Second Street until they breach the SFTC train box head wall at which point the TBMs will be dismantled and returned to the 22nd Street portal via the completed tunnels.**
 - **Each tunnel will then be flared to form the remaining two tracks in the mini-throat as depicted in the above screenshot.**
- 2) **There will be no impacts on the AT&T Second Street duct bank because there will be approximately 40 feet of overburden above the tunnel crowns as they cross Second Street.**

Relocating the Fourth and Townsend Street Station further west onto 7th Street, as proposed by Mr. LeBrun, would introduce conflicts with SFPUC facilities in that area, including the Division Street outfall, which provides drainage for the northern portion of San Francisco and cannot be relocated.

SFPUC is also currently planning a large sewer that will cross 7th Street near Berry Street (Folsom Area Stormwater Improvement Project: <https://sfwater.org/index.aspx?page=1223>). This sewer would directly conflict with a station at Mr. LeBrun’s suggested location on 7th Street. In addition to conflicts with SFPUC facilities, the fiber-optic backbone for AT&T is in the 7th Street right-of-way near the suggested underground station and would conflict as well. Disruption of this fiber-optic backbone would have economic impacts to residents and businesses throughout San Francisco.

As stated earlier under section 3. Lack of a plausible connection with BART and/or Muni light rail, the 7th Street station was shifted south to facilitate seamless interchanges with the future 16th Street/UCSF BART station and (unlike the TJPA’s proposed ramp connecting the DTX to the existing Caltrain tracks) no longer conflicts with the future Folsom Area Stormwater Improvement Project.

ii) Constrain operations and create safety risks

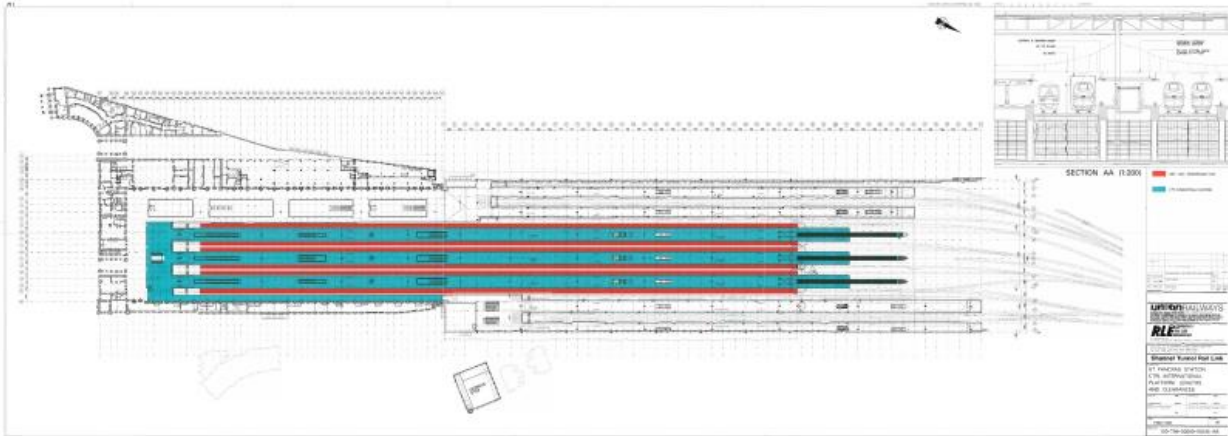
“The two single-track tunnels proposed would constrain operations, create safety risks, and pose maintenance challenges. In February 2018, SFCTA’s peer review panel, made up of five construction, operations, and maintenance experts, identified a need for three tracks into and out of the station to allow for anticipated operational inconsistencies without affecting train travel up and down the Peninsula main line (https://tjpa.org/uploads/2018/04/Item15_SFCTA-Peer-Review-of-DTX-Operational-Studies.pdf).”

THIS IS ABSOLUTELY FALSE.

Please refer to page 15 of Appendix 2.5 of the 2018 Peer Review Report (attached) which correctly identified that HS1 has only two tunnel tracks leading into St Pancras station.

Please also note that the HS1 twin bores service a total of nine (six International and three Domestic) High-Speed platform tracks (Domestic platforms 11-13 are visible in the top right of the picture) as depicted in the following St Pancras International platform and track layout.

Please additionally note that the 12 trains/hour/direction timetable on page 6 of Attachment 4 (Northbound DTX refined alignment (2013)) only used the 3 domestic platforms tracks (half of the capacity of the Salesforce Transit Center).



The red tracks are the six Eurostar platforms tracks on slide 15 of the SENER presentation. The bottom three tracks are the Domestic platforms serviced by SouthEastern High Speed.

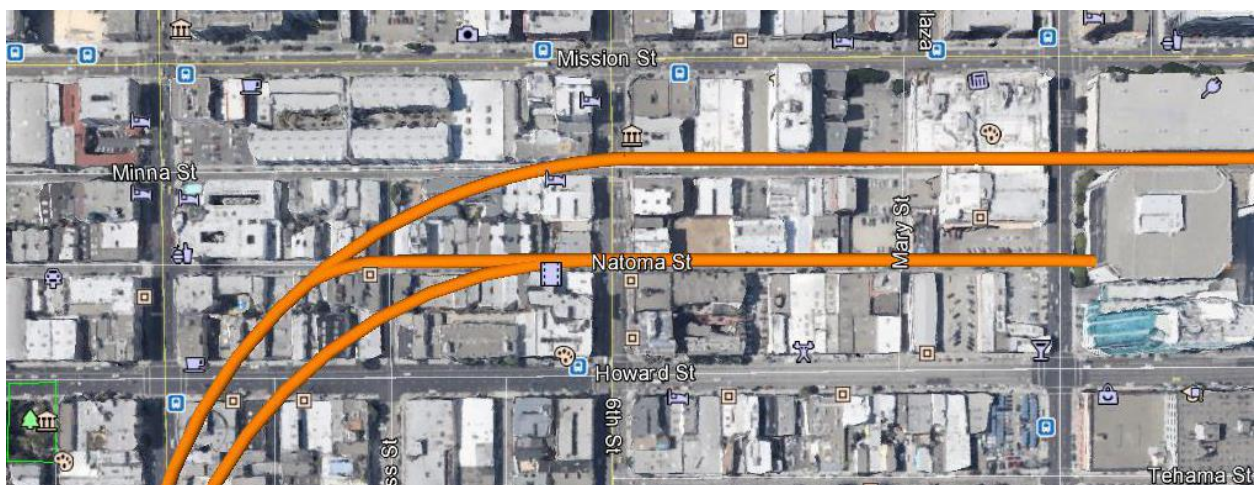


“This determination of three tracks was not specific to the alignment itself but rather addressed issues associated with trains going in and out of Salesforce Transit Center and the need to absolutely ensure that operations can be maintained even when there are incidents. This additional track would allow for train service to continue if a train were(sic) disabled where the tracks enter the station.”

*“Mr. LeBrun’s concept does not account for this and causes a single point of failure at the west end of the transit center. Furthermore, **the proposed alignment would not allow for crossovers between 7th Street and the terminal at 2nd Street, since the inbound and outbound tracks would be a block away from each other.**”*

THIS IS ABSOLUTELY FALSE

As seen in Attachment 4 Northbound DTX refined alignment (2013), there are TWO crossovers between 7th Street and 2nd Street



The proposed 7th Street alignment will not save travel time; it does not have a shorter travel time compared to the DTX project which has three sharp curves. In 2007, the TJP A engaged Deutsche Bahn International (DBI) GmbH, the engineering division of the German high-speed rail operator, to peer review the transit center and DTX alignment, configurations, and design criteria in relation to current practice in Europe and elsewhere. The peer review report, prepared by DBI, concluded that “operating

speeds on the DTX approach to the transit center are comparable to several major terminals in Europe and do not adversely affect the operation of the transit center.”

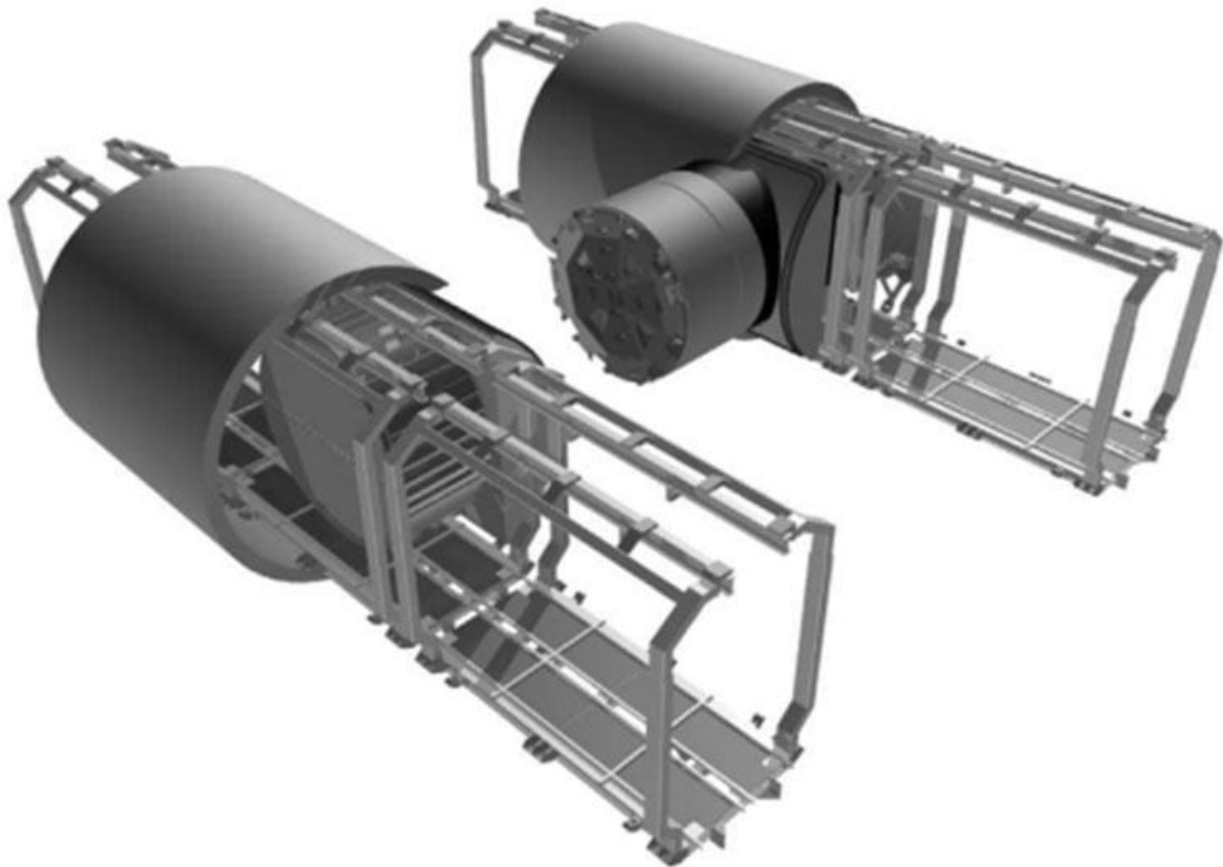
THIS IS FALSE

- 1) As can be seen from the above screen shot of the 6th Street crossover, the 7th street alignment is designed for an 80 MPH Maximum Authorised Speed (MAS) until the tunnels line up with Minna and Natoma
- 2) There are no examples of this kind of approach to a railway station anywhere else in the World.

To meet safety standards for sufficient egress/access, this option would require longer, numerous, and more expensive cross-passages between tunnels or emergency exits/ventilation structures from each tunnel.

*The cross-passages would likely need to be at least one block long **and may necessitate cut-and-cover construction, which would be more disruptive to businesses and circulation than the approved tunnel plans.***

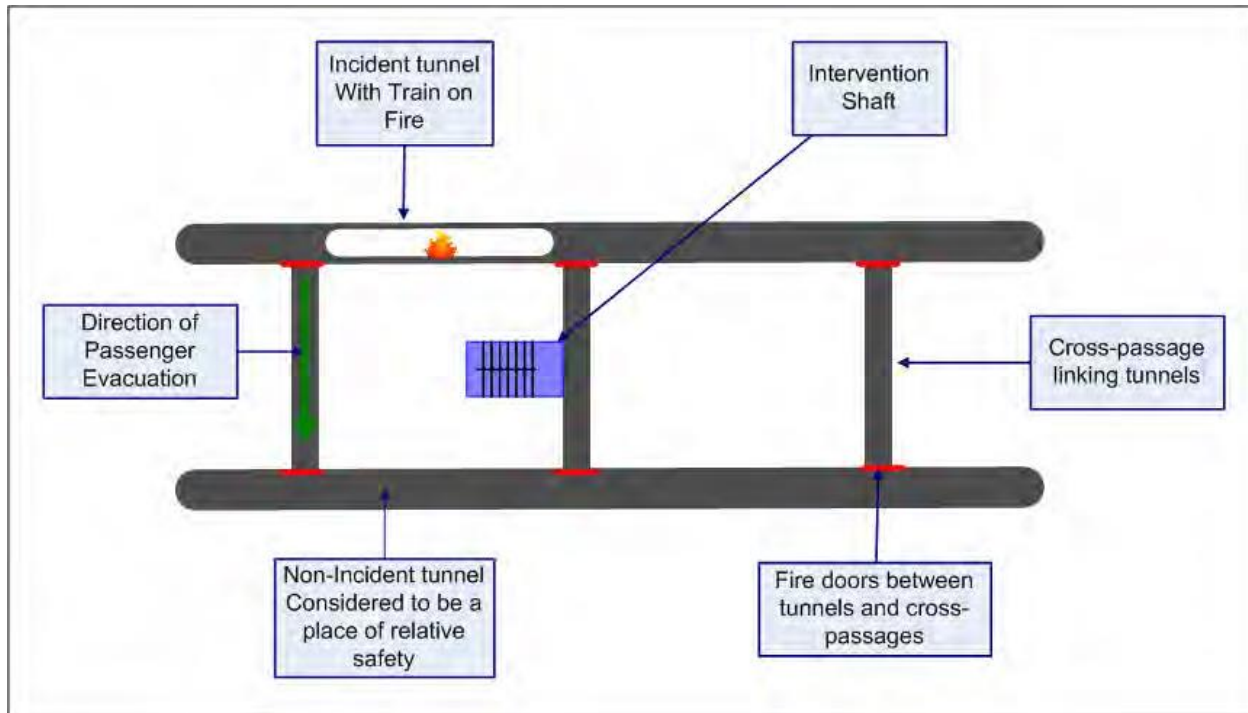
The above statement indicates a lack of familiarity with the latest developments in cross-passage tunneling technology and cross-passage TBMs in particular: <https://www.tunneltalk.com/New-Products-Oct2015-Cross-passage-excavation-made-easy.php>



Because of their length, more of these cross-passages would be needed because the required time for egress would increase dramatically. Locating additional cross-passages would be technically and

financially difficult due to the large number of existing buildings with deep foundations and below-grade parking along Mr. LeBrun's proposed alignment.

Right-of way impacts would also be substantial if emergency egress/ventilation structures were selected, as this would require the acquisition and demolition of multiple buildings along the length of Minna and Natoma streets.



As can be seen from the above picture, longer cross-passages create superior opportunities for flexible shaft locations. Potential intervention locations are 2nd Street vent shaft, Moscone crossover, 6th Street crossover, 7th/Street station north headhouse, 7th Street station south headhouse and 22nd the Street PAX portal.

Attachment 7 (Arup HS2 tunnel studies) lists international examples showing how substantial cost savings were achieved with intervention shafts nearly two miles apart:

- *"The Channel Tunnel Rail Link used a Quantified Risk Assessment (QRA) to inform the design decisions in relation to fire safety measures, and in particular intervention shaft and cross-passage spacing." "A QRA was used to demonstrate that an intervention shaft spacing of 3km and cross-passage spacing of 750m provided adequate passenger escape facilities."*
- *"The Groene Hart tunnel has a length of 7.5 km and has a 15m outer diameter divided single bore twin track setup. It has doors in the dividing wall every 150m and an escape stair every 2km resulting in 3 escape stairs over the length of the tunnel, escape routes are also available via the tunnel portals."*
- *"The Crossrail scheme consists of twin bore single track tunnel, there are 8 stations along the tunnelled section of the route. Intervention shafts are also provided between the stations. The maximum distance between either two stations or an intervention shaft and a station is up to 2150m. Smoke ventilation systems are provided in both the incident and non-incident tunnel. Cross-passages are provided in accordance with the recommendations of the TSIs."*

iii) Compromise land use and transportation coordination

Relocating a planned Fourth and Townsend Street Station to 7th Street would undermine the planning and land use-transportation coordination at the core of the Central SoMa Plan and the Central Subway alignment.

The proposed location would be three blocks away from the existing connection with the MUNI Light Rail and various bus lines at 4th and Townsend. As currently planned, an escalator at Fourth Street will provide convenient access to the 4th and Brannan Station on the Central Subway from the underground Fourth and Townsend Street Station currently planned for DTX.

Mr. LeBrun's proposed alignment would eliminate the connection with the Central Subway, which received \$65 million in high-speed rail connectivity funds toward construction. In addition, the Central SoMa plan upzoned the area based on a train station at Fourth and Townsend streets. Moving the station would require longer walking distances from Caltrain for these higher density neighborhoods, as well as for patrons of Oracle Park, the Chase Center, and passengers in route to/from Chinatown (via Central Subway/T Third Line).

As stated earlier under 3. Lack of a plausible connection with BART and/or Muni light rail, the 7th Street alignment provides a superior seamless (AKA "Vision Zero") integration between Caltrain and Muni light rail and buses by extending the N line and the 16th Street turnback tracks, neither of which is possible without the PAX grade separations at 16th Street and Mission Bay Drive.

Seamless integration with BART is also achievable by providing an additional BART level below Caltrain connecting the 16th Street/UCSF BART station to Alameda via the 2040 BART crossing.

The location of the 7th Street station also provides an opportunity to develop a Rive Gauche/Rive Droite (Left Bank/Right Bank) walking experience along China Creek akin to the River Seine in Paris which would be the preferred route according to an informal poll of BallPark patrons when asked whether they would rather transfer to MUNI light rail or walk to the Ball Park.

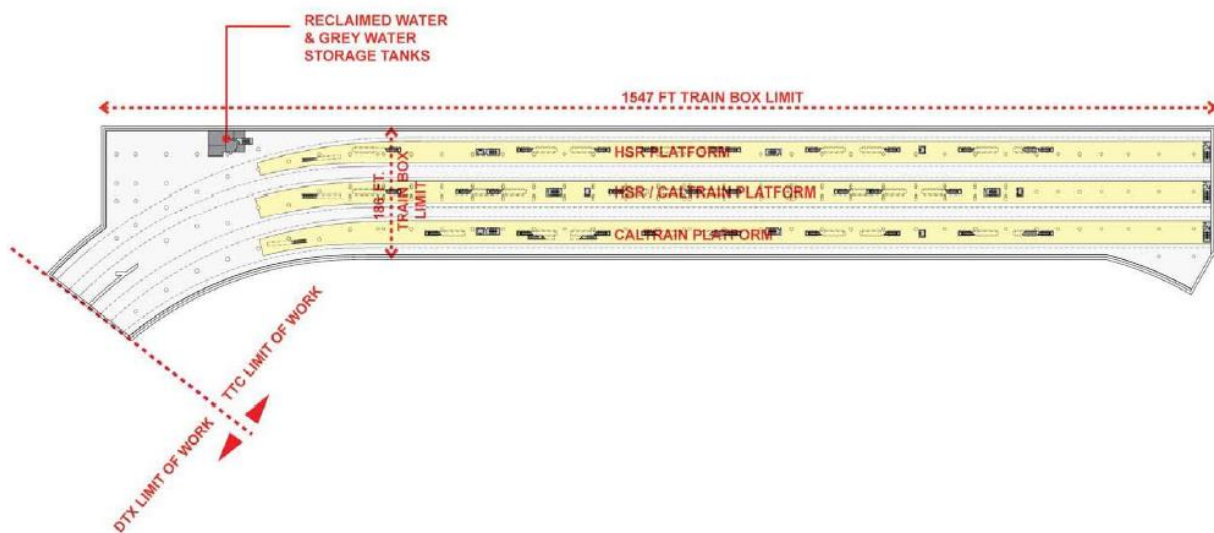
Last but not least, the 7th Street/UCSF station delivers on the Planning Department's vision of a "Mission Bay" Caltrain station without any impacts on the recently constructed T-Third extension.

Additionally, relocating the Fourth and Townsend Street Station would not eliminate the cut-and-cover construction techniques and the resultant impacts. The ground conditions at 7th and Townsend streets still require cut-and-cover construction.

The writer(s) of the above paragraph conveniently "forgot" to mention that the 7th Street station box is only 700 feet long while the TJPA proposal requires a 2,000-foot cut & cover ramp to connect the DTX to the existing Caltrain tracks, only half of which will be covered, leaving a 1,000-foot OPEN trench under 7th Street until the PAX is constructed at which point the ramp will have to be demolished and filled in.

iv) Compromise the structural layout of the Salesforce Transit Center and impact bus operations
This proposal would require demolishing and rebuilding the west end of the brand-new building to accommodate the different approach of the proposed alignment and move the load-bearing elements to another location.

As seen in the following slide, the problem was caused by the TJPA having to shift the loads under the steel columns to accommodate the redesigned 2nd Street throat. The solution is very simple and consists of transferring the loads back to their original locations (under the steel beams supporting the bus deck and the park) This work is somewhat similar but much less complicated than the solution being implemented to shift the loads under the 301 Mission Building, so it is unclear why “This proposal would require demolishing and rebuilding the west end of the brand-new building”.



This very expensive proposition would have impacts to the whole structure, which in turn would affect bus operations on the bus level of the transit center. The planned construction of the structural box of the transit center's below grade levels as found in the environmentally cleared plan is complete, consistent with the design for the approved DTX alignment.

The statement that “The planned construction of the structural box of the transit center's below grade levels as found in the environmentally cleared plan” is disingenuous.

The above slide depicts the environmentally cleared throat structure but the widened throat structure was built first and environmentally cleared later through the 2018 SEIR.

v) Adversely impact the project's cost, environmental clearance, and schedule

The assertion that the costs to construct the DTX project could be lowered are unsubstantiated, particularly since both the proposed 7th Street and the environmentally cleared DTX alignment are practically the same length

Multiple engineers familiar with the construction techniques described above have worked the alignment and confirmed its viability and the cost estimates, INCLUDING THE PAX. "We could build this for a lot less than \$1B."

Given the lack of backup information, it can only be assumed that the costs of the additional right-of-way, the third track, crossover passages in the tunnel, ventilation structures, and the demolition and reconstruction of the west end of the transit center were not included.

As stated above, the elimination of surface impacts eliminates the requirement for additional right of way, the 3rd tracks is superfluous (multiple examples), there are two SEM/SCL crossovers modeled after Crossrail's (known design/construction costs), ventilation is well documented through Technical Standards for Interoperability (TSIs) and there is no need for the "the demolition and reconstruction of the west end of the transit center".

The Metropolitan Transportation Commission, TJPA, and various City departments along with Caltrain and other agencies have reviewed the DTX costs developed in 2016 (which is being updated) and have deemed them accurate. There is no information to support the assertions Mr. LeBrun puts forth.

It is unclear why "the large number of existing buildings with deep foundations and below-grade parking" would be an issue between Minna and Natoma and not between Main Street and Embarcadero as stated in 1. Lack of a plausible connection with the next Transbay crossing (Link21) above.

Conclusion

In conclusion, changing the DTX alignment to 7th Street would require reopening the approved environmental document, adding years to the project development process, and adding substantial escalation cost to the project. Further, the project planning and environmental studies, as approved by the TJPA Board of Directors and the FTA, the responsible authorities, have concluded that the current alignment is the preferred solution.

Changing the DTX alignment to 7th Street is a requirement, not an option because it is the only alignment that makes it possible to accommodate full-length (1,400-foot) platforms AND provides a viable alignment between the Transit Center and Embarcadero.

Please note that the PAX was designed to be an integral part of this alignment and that, as stated earlier, the entire alignment (PAX&DTX) can be delivered for a fraction of the cost and impacts of the DTX as currently proposed by the TJPA.

With regards to phasing, the 7th/Street/UCSF station will not be required until the vacation of the 4th & King railyard at which point the 22nd Street station will close and Dogpatch and Potrero Hill will be served by the 7th/Street/UCSF and Cesar Chavez stations.



San Francisco
County Transportation
Authority

Britney Milton <britney.milton@sfcta.org>

DTX Extension

2 messages

Jackson Fahnestock <fahnestk@sbcglobal.net>
To: clerk@sfcta.org

Mon, Mar 22, 2021 at 5:49 PM

To the members of the SFCTA Board,

It is with pleasure that I recommend approval of the \$6.2M budget for the federal New Starts project entry process for the DTX this fall. This is a critical piece of funding that will go a long way toward bringing Caltrain and High Speed Rail to the Salesforce Transit Center. Thanking you in advance,

Jackson Fahnestock
Mission Bay

Mon, Mar 22, 2021 at 5:56 PM



San Francisco
County Transportation
Authority

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3/21/2021

Subject: Agenda item 10: [Final Approval] Amend the Downtown Rail Extension – Release of \$6,210,000 Previously Allocated – ACTION*

Dear San Francisco County Transportation Authority Board,

My name is Derrick Holt.

As an environmentalist I am Pro – “Clean Air” resulting from fewer cars on the road, less green house gases in the atmosphere, and more people using mass transportation. I encourage this governing body to support the funding of the DTX that will lead to increased Rail Transportation and bring rail service into downtown San Francisco. **The DTX will contribute to making travel safer, healthier, and easier for all.**

Not only am I an environmentalist, but I am also Chair of the Citizens Advisory Committee for the Transbay Joint Powers Authority. Our 15 member Citizens Advisory Committee and members of the public represents California people from All of the counties surrounding the Bay Area.

For more than 2 years, the DTX has been a subject of our monthly meetings. We recognize the DTX as a Key Element in INCREASING the ease & convenience of Bay Area Californians Going To & From work, Engaging in Commerce, entertainment, and the safe enjoyment of life.

We want to encourage the SFCTA Board’s support in Accelerating Forward Progress and Funding of this DTX project.

Thank you for receiving my comments.

Derrick Holt
TJPA Citizens Advisory Committee Chair
3-21-2021