



SAN FRANCISCO PENINSULA RAIL PROGRAM EXECUTIVE STEERING COMMITTEE MEETING

NOTICE OF MEETING AND CALENDAR

Friday, February 19, 2021

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

WATCH LIVE:

<https://transbaycenter.webex.com/transbaycenter/onstage/g.php?MTID=ef57eb3e3ded4bc2f7f75fbd45c3c0182>

PUBLIC COMMENT CALL-IN: 1-855-282-6330 -- Access Code: 182 491 0534

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In compliance with the Governor's Executive Order N-25-20 (March 12, 2020) as superseded by Order N-29-20 (March 17, 2020), this meeting will be held *exclusively* via teleconference participation of a quorum of ESC members in locations not open to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 orders is to provide the safest environment for all persons consistent with San Francisco Department of Public Health Orders of the Health Officer and current public health recommendations, while allowing the public to observe and address the ESC.

EXECUTIVE STEERING COMMITTEE

San Francisco County Transportation Authority, Tilly Chang (Chair)
Metropolitan Transportation Commission, Andrew Fremier (Vice Chair)
California High Speed Rail Authority, Boris Lipkin
City and County of San Francisco, Alex Sweet
Peninsula Corridor Joint Powers Board/Caltrain, Jim Hartnett
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 the standard three minutes to provide comment.

AGENDA

1. Call to Order

Chair Chang called the meeting to order at 11:02 a.m.

2. Roll Call

Secretary Pollitt noted that alternates Michelle Bouchard and Lisa Klein were attending on behalf of Jim Hartnett and Andrew Fremier, respectively.

Members Present: Michelle Bouchard, Nila Gonzales, Lisa Klein, Boris Lipkin, Alex Sweet, and Tilly Chang.

Members Absent: Jim Hartnett and Andrew Fremier.

3. Communications

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

4. Action Item:

Approval of Meeting Minutes: January 15, 2021

There was no member of the public wishing to comment.

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

5. Informational Item:

Progress Report on Federal Transit Administration / TJPA Briefing

Stephen Polechronis, Interim Downtown Rail Extension (DTX) Project Director, presented highlights from a February 4, 2021 meeting with Federal Transit Administration (FTA) Region 9 Regional Administrator Ray Tellis and staff. He along with staff members from the TJPA and San Francisco County Transportation Authority (SFCTA) participated in the meeting. The objectives for the meeting were to reintroduce the DTX project to the FTA and introduce the multiagency partnership involved in its development, to acknowledge the

history of federal collaboration on the Transbay Program, and to discuss future collaboration with the FTA as the TJPA prepares for the federal New Starts process. Discussion topics included the ongoing phasing study for the DTX with the goal of reducing initial phase cost/potentially deferring some elements, the plan to seek entry into the FTA Capital Investment Grants (CIG) program this fall, transportation demand modeling and forecasting requirements, and the funding plan. Mr. Polechronis noted that the meeting included participation from multiple levels of FTA Region 9 staff. He reported that Region 9 Regional Administrator Tellis responded positively to the multiagency collaborative development structure for DTX. Region 9 Regional Administrator Tellis encouraged entry into the CIG program and stressed that the FTA will focus on a sound financial plan that shows a logical progression for obtaining the necessary local funding match. Mr. Polechronis noted that Region 9 Regional Administrator Tellis cautioned about delay to ensure that the environmental document remains valid. Mr. Polechronis stated that Region 9 Regional Administrator Tellis has assigned an FTA Region 9 community planner as the day-to-day liaison for the DTX project and offered to arrange a briefing on the Transportation Infrastructure Financing and Innovation Act (TIFIA) program. He concluded by complimenting TJPA Interim Executive Director (ED) Gonzales and Chair Chang for their partnership at the meeting.

Chair Chang offered compliments to Interim ED Gonzales as well as TJPA Chief Financial Officer Erin Roseman for organizing and leading the briefing. Member Gonzales commented that she thought the meeting went well. Chair Chang stated that the group discussed regional developments and funding and that the DTX project is in a good position in the regional context. She noted that once the project enters the CIG program, local and state funding begins to count toward the non-federal dollar share requirement. She added that they had a good conversation on the team's modeling approach, which FTA found sound, and expressed her appreciation to the Santa Clara Valley Transportation Authority (VTA) for assisting the DTX team in getting ready to prepare ridership forecasts for FTA.

Public comment:

Roland Lebrun commented on the limitations of using WebEx for public participation, noting that he was unable to see whether his hand was raised. He asked whether the FTA had indicated a timeline for appointing a project management oversight consultant. He also stated that the VTA model for the BART extension projected over 18,300 riders per day, whereas the actual numbers are below 500. Chair Chang thanked Mr. Lebrun for his comment and noted that the VTA's model is a preliminary sketch model, not a travel demand forecasting model.

**6. Informational Item:
Project Progress Update on Financial Plan Task**

Jesse Koehler, SFCTA Rail Program Manager, presented the item. Mr. Koehler acknowledged the work of Ms. Roseman and Mr. Polechronis in advancing the financial plan. He stated that the objectives for the funding task are to advance a committed funding approach in support of each phase of the project, consistent with all FTA requirements. He discussed the 2016 cost estimate as critical input to the work and stated that it will be updated to reflect both escalation as well as outcomes from the phasing study. Likewise, the 2016

full-funding plan, which reflects numerous funding sources and commitment levels, will be updated. Mr. Koehler stated that approximately \$1 billion is currently committed to DTX with funding sources identified at a policy level; other sources are categorized as “planned”, such as the federal New Starts grant as well as state grants. He explained that reviewing each identified funding source is part of the early work in developing the funding plan. He briefly discussed some examples, such as local/regional funding for which the team is coordinating with SFCTA and MTC. He noted that TJPA will be updating the projected proceeds from special tax, tax increment, and land sales. He said that some significant State funding sources are derived from cap-and-trade revenues. He stated that the project team is considering a larger than previously planned contribution from the federal New Starts program. He stated that the project will be looking at a range of potential funding sources to close the funding gap, including consideration of potential private participation or joint development. He emphasized the need for a near-term plan to fund the FTA’s Project Development and Engineering phases. He concluded that SFCTA will be working closely with the partners to prepare an updated funding plan by fall 2021 and said that the ESC would be regularly briefed regarding funding matters.

Member Bouchard thanked Mr. Koehler and Mr. Polechronis for both of their presentations and asked whether the timing and processes described align with the FTA’s desire for the partners to accelerate the work. Chair Chang noted that the message they received from FTA is that the project is in a good position to enter the FTA process. Mr. Polechronis added that in terms of the work, the timing aligns very well. The current strategy of entering New Starts in fall 2021 includes the need to in parallel identify project development funding sources, to backfill the originally planned use of RM 3. Chair Chang noted that slide 13 (project development phases) indicated an accelerated schedule with a funding submission in August 2023. Chair Chang also said that the baseline schedule, as recommended by the ESC to the TJPA Board in November 2020 and approved by the TJPA Board in December 2020, reflected an August 2024 submission to FTA, with a note that the team would explore the potential to advance this submission to August 2023. She advised that the partners need to discuss the timing of funding requirements for Project Development and the approach to develop a funding plan for this phase.

Member Klein thanked Mr. Koehler for the presentation and said that she found slide 13 helpful. She stated that she was glad to see that this work has started and confirmed that the Metropolitan Transportation Commission is looking forward to staying engaged and participating in the discussions.

Member Lipkin agreed with Member Bouchard’s comments about the encouraging outcome of the FTA meeting and said that staff at the California High-Speed Rail Authority were hearing a similar tone from the Federal Railroad Administration. He thanked Mr. Koehler and pointed out that it would be useful to understand the deliverables for each FTA phase. He asked that this information be included as part of a future presentation so that partners can understand the resources that will be needed to meet a 2023 New Starts entry date. Mr. Polechronis stated that he intends to bring a complete schedule update for the accelerated Work Plan to the next ESC meeting. Mr. Koehler advised that discussion with the Integrated Program Management Team (IPMT) will help to flesh out technical requirements for each phase of project development.

Public Comment:

Roland Lebrun commented that the cost of the project should be reduced to make funding easier. He brought up the issue of potential conflicts between the alignment for a new Transbay tube and a Muni turnback tunnel along Embarcadero and stated that there are no conflicts. He stated that the tunnel along the Embarcadero is similar to the DTX, but the cost estimate was significantly less. He expressed skepticism with respect the estimated soft costs for DTX and asked whether the project's cost estimate includes those elements that may be considered for deferral through the phasing study.

7. Informational Item:

Project Progress Update on Risk Register

Stephen Polechronis, Interim DTX Project Director, presented this item. He stated that the team is updating risks on the basis of the 2008 Phase 2 risk report. Two risk review workshops are planned with the IPMT, of which one was held this month. Quarterly updates will continue throughout the duration of the project. A formal risk management workshop, led by the risk management specialist, is scheduled for April 2021. A quantitative workshop will also be conducted, following FTA guidance. Approximately 145 risks are being tracked; however, with mitigation, this number is expected to go down. He explained the four risk categories that make up the risk register and noted funding, right-of-way acquisition, approval of design exceptions, labor shortages, and insufficient laydown area as examples of risks. He explained that the FTA's risk assessment methodology calls for ranking risks in terms of likelihood of occurrence and severity, which is further broken down into cost and schedule impact. Mr. Polechronis concluded by presenting some examples of project risks and their associated mitigation measures. He flagged for the ESC the fact that the FTA, under the new administration, has rescinded some of the prior administration's guidance and noted that the team is tracking changes to the guidance.

Member Klein acknowledged the strong interrelationship between the project and the Link21 program and asked whether Link21, given its current stage of development, which is significantly behind the DTX project, is considered a risk. Mr. Polechronis responded that the potential effect of Link21 on DTX is on the risk register and stated that the TJPA prepared a memo for the Link21 team on the different ways an East Bay connection could potentially access the east end of the transit center. He said that the TJPA and Link21 communicate regularly to ensure that development of the DTX does not preclude opportunities for this connection and emphasized that the TJPA considers the DTX to be a linchpin for the new connection. He pointed out that the Link21 program team showed a map of possible alignments, which was prepared by the TJPA, in their recent presentation to the TJPA Citizens Advisory Committee (CAC) and acknowledged their collaboration with the TJPA. Member Gonzales replied noting the Link21 presentation from the February 9, 2021, CAC meeting is on the TJPA's website for public review. Chair Chang appreciated the helpful alignment options graphic and suggested surveying members to see if the ESC would like to invite the Link21 team to a future ESC meeting.

Public Comment:

Roland Lebrun thanked Chair Chang and Member Klein for their comments. He expressed his belief that the Link21 connection would have a profound impact on the DTX and stated

that a presentation should be made to the IPMT and ESC. He added that he does not think the DTX alignment can stay within the existing footprint. Lastly, regarding the funding plan, he said he would like to see a breakdown of project costs by element.

8. Public Comment

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

Jim Patrick called to support Roland Lebrun's point about the need for granularity on the funding plan.

9. Discussion Item:

ESC Agenda items for upcoming meetings

Chair Chang reiterated that a presentation on the schedule will be added to the next meeting agenda.

10. Adjourn

Chair Chang adjourned the meeting at 11:57 a.m.

ACCESSIBLE MEETING POLICY

In accordance with the Americans with Disabilities Act, California Law, and the Governor's Executive Orders, any individual with a disability may request reasonable modifications or accommodations so that they may observe and address the Executive Steering Committee at this teleconference meeting. If you are disabled and require special accommodations to participate, please contact the TJPA at 415.597.4620 or dtx@tjpa.org, at least 72 hours prior to the meeting. Late requests will be honored if possible. Calendars and minutes of the meeting may be available in alternative formats; please contact the TJPA at 415.597.4620 or dtx@tjpa.org at least 72 hours in advance of need. Written reports or background materials for calendar items are available online at www.tjpa.org.

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Si necesita usar los servicios de un intérprete de idioma, comuníquese con TJPA llamando al 415.597.4620 o en dtx@tjpa.org. Solicitamos un aviso previo de tres días hábiles para atender su solicitud.

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