



SAN FRANCISCO PENINSULA RAIL PROGRAM EXECUTIVE STEERING COMMITTEE MEETING

MINUTES

Friday, March 19, 2021

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

WATCH LIVE:

<https://transbaycenter.webex.com/transbaycenter/onstage/g.php?MTID=ebadeef0f7160250bb977f78b87b12fdb>

PUBLIC COMMENT CALL-IN: 1-855-282-6330 — Access Code: 182 385 9540

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In compliance with the Governor's Executive Order N-25-20 (March 12, 2020) as superseded by Order N-29-20 (March 17, 2020), this meeting will be held *exclusively* via teleconference participation of a quorum of ESC members in locations not open to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 Doug Johnson were attending on behalf of Jim Hartnett and Alex Sweet, respectively.

Members Present: Michelle Bouchard, Nila Gonzales, Doug Johnson, Boris Lipkin, Andrew Fremier, and Tilly Chang.

Members Absent: Jim Hartnett and Alex Sweet.

3. Communications

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

- Chair’s Report

Chair Chang reported that she and TJPA staff have been meeting with Commissioners from the Metropolitan Transportation Commission (MTC) to update them on Phase 2/Downtown Rail Extension (DTX) project. They have met with MTC Chair Alfredo Pedroza, and Commissioners Jim Spering, Libby Schaaf, Cindy Chavez, and Margaret Abe-Koga. Chair Chang acknowledged MTC Vice Chair Nick Josefowitz of San Francisco for his help and thanked ESC partner agency members who participated in the outreach, particularly TJPA Interim Executive Director Gonzales and team. Chair Chang noted that many of the MTC Commissioners knew about the project and appreciated the update. Meetings with MTC Commissioners from Sonoma and Marin counties are scheduled.

Chair Chang highlighted that she, TJPA staff members, and others attended a recent California State Assembly Budget Committee hearing on the California High-Speed Rail Authority’s (CHSRA) Draft 2020 Business Plan, which has been released for public comment. She emphasized the importance of making sure the public is aware of the business plan and stated support for the valley-to-valley strategy—the high-speed rail link for this

area—as well as for CHSRA’s request for \$1 billion in Proposition 1A funds to support statewide project development. She noted that Jesse Koehler, San Francisco County Transportation Authority (SFCTA) Rail Program Manager, attended the California State Senate hearing on the CHSRA Draft 2020 Business Plan. She expressed her appreciation for Member Lipkin’s leadership. Member Lipkin thanked Chair Chang and all who offered support.

Chair Chang reported that the partners are coordinating in anticipation of the reauthorization of federal funds for transportation as Congress begins to focus on an infrastructure bill. This is a key opportunity as the partner agencies continue to support TJPA in its partnership with the State as part of a statewide coordination effort to prepare for federal funding opportunities.

Public Comment:

Roland Lebrun stated that he was reiterating the comments he made to the State legislature on the CHSRA Draft 2020 Business Plan, emphasizing that every country with high-speed rail started with electric service prior to building high-speed lines. He stated that the CHSRA board meeting documentation prior to January 2018 was not available. Mr. Lebrun described a previously considered high-speed rail alignment between Gilroy and Fresno that provided an alternative connection to the Central Valley that could be faster. He also stated that the alternative would provide a potential phasing opportunity to reduce costs.

4. Action Item:
Approval of Meeting Minutes: February 19, 2021

There was no member of the public wishing to comment.

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

5. Informational Item:
BART and Capitol Corridor Joint Powers Authority Presentation on Link21 Project

Andy Heidel, BART Principal Planner, and Camille Tsao of Capitol Corridor Joint Powers Authority, presented the item.

Member Lipkin thanked the presenters for their work and coordination. He stated that as the DTX project moves forward, questions have been asked about how the DTX could connect with Link21. He asked the presenters to confirm that they are taking the DTX as given and not seeking changes to the environmentally cleared project. Ms. Tsao confirmed and stated that the DTX as environmentally cleared is an input to Link21.

Chair Chang noted that during her recent presentation to the TJPA Board of Directors, Director Tumlin expressed interest in better understanding the impact of a future through-station configuration at Salesforce Transit Center. She noted that this analysis would be part of the ongoing work of the Phasing Study.

Vice Chair Fremier echoed Member Lipkin's comments and thanked Mr. Heidel and Ms. Tsao. Regarding the two timelines, he noted that the DTX timeline shows advance package construction as early as 2023—about the same time that the Link21 team will have developed a better understanding of their program—which presents a window of opportunity to understand how the DTX and an East Bay connection would interface and for the parties to respond properly. He encouraged all to stay connected. Chair Chang agreed and thanked Vice Chair Fremier. She followed up by asking if Mr. Heidel and Ms. Tsao could talk about when the Link21 alignment concepts for the connection to Salesforce Transit Center might be better developed and Ms. Tsao replied that they are meeting with TJPA regularly and also bringing on a consultant by June to help with the ongoing work over the next few years.

Member Johnson expressed his enthusiasm for the possibility of connecting conventional rail systems, east to west. He asked Ms. Tsao about constraints on the Peninsula Corridor and how infrastructure on the Capitol Corridor would potentially affect scenarios for Link21 development. Ms. Tsao commented that they have not yet identified what improvements will be needed on the east and west sides of a new crossing, and she emphasized that there are meaningful constraints on both sides to be considered. With respect to the Peninsula and Caltrain, Ms. Tsao stated that the team is building on Caltrain's business plan. Member Bouchard said she is very excited for this work and that it was critical that the team rely on the body of work that has been done, as the Caltrain business plan has an aggressive service vision and series of improvements to address capacity constraints.

Chair Chang noted that SFCTA staff will be presenting their ConnectSF transit corridor study to SFCTA Commissioners on March 23, 2021 and will express a strong statement of support for a standard gauge connection at the Salesforce Transit Center.

Member Gonzales thanked Mr. Heidel and Ms. Tsao for working closely with the TJPA team and getting the message out to the public that all are coordinating and working together.

Public Comment:

Roland Lebrun stated that there had been a potential alignment for Link21 that was impacted by the sale of Block 5. Mr. Lebrun said that his previous study of this alignment had indicated that the engineering issues could be solved. He stated that ESC members should have received his email regarding consideration of a 7th Street alignment for DTX.

Jim Patrick thanked the Link21 team for the presentation. He said that he did not see a reference to high-speed rail and noted that high-speed rail should be shown on the map. He stated that it was nice to hear about the through-station option because it is critical to development.

Laura Tolkff from SPUR called to state that SPUR is a long-term advocate for a mega-regional rail network. She emphasized that DTX has never before had such favorable conditions for federal support and encouraged taking advantage of this opportunity to advance DTX.

6. Informational Item:

2021 Master Schedule/Deliverables, Pending Acceleration Plan, and Federal Transit Administration New Starts Process Presentation

Stephen Polechronis, Interim DTX Project Director, presented the item. Mr. Polechronis began by thanking Chair Chang and her staff for working closely with the TJPA and Integrated Program Management Team (IPMT) in developing the acceleration work plan.

Mr. Polechronis walked the ESC through the deliverables associated with the current work plan. He discussed the critical path items that will affect the entire schedule if they are late. He emphasized that through last November, all critical path items were completed on schedule. Looking toward the remainder of 2021, the preliminary results of the operations analyses came in early to keep the Phasing Study on schedule and allow the evaluation of impacts of the different operations analyses. The second phasing workshop with the IPMT to discuss phasing concepts and associated evaluation criteria is scheduled for the end of April. This will allow the IPMT to form a recommendation to the ESC; the ESC will in turn provide a recommendation to the TJPA Board this summer. SFCTA staff is working on ridership modeling. Mr. Polechronis emphasized that the phasing work is on schedule and proceeding well and anticipates bringing the Phasing Study report to the ESC in July. Work on the construction delivery method will begin soon; this will be led by SFCTA and TJPA.

Mr. Polechronis turned the discussion to the acceleration plan, which outlines the tasks to realize a submittal of a Full Funding Grant Agreement (FFGA) application to the Federal Transit Administration (FTA) in summer 2023 (as opposed to summer 2024). He emphasized that the activities to accelerate the work plan will have value regardless of the phasing recommendations. These include third-party agreement planning and project management plans. He stated that risk assessment with the IPMT will begin with a qualitative analysis, followed by quantitative analysis after the cost estimate is updated. A contract packaging strategy will be developed and presented to the ESC and TJPA Board by the end of the year. A certain amount of preliminary engineering can proceed, for example on utilities, regardless of phasing work. Coordination with the Pennsylvania Avenue Extension project, preliminary engineering of the DTX U-wall and tunnel stub, and geotechnical investigations can also begin. In summary, he said the team expects final approval of the allocation of funds for the acceleration plan at the SFCTA Board meeting on March 23, followed by consideration by the TJPA Board in April.

Mr. Polechronis addressed the deliverables associated with the FTA New Starts process in response to Member Lipkin's request at the February ESC meeting for detail on this topic. He stated that the project is in the advance planning stage and preparing to enter the FTA Project Development phase. Most of the requirements for Project Development have already been completed, but to enter Project Development the TJPA needs to demonstrate that it has the necessary funding to complete the Project Development phase. At future steps, following entry to Project Development, FTA will need to evaluate and rate the project (an initial project rating). SFCTA has begun work on the transportation modeling needed as an input to the FTA's evaluation process. Mr. Polechronis stated that, during Project Development, the team will progress preliminary engineering, cost estimates, and project delivery capability to demonstrate to the FTA that the team has the capacity to manage project delivery and construction. Project Development is to be completed in two years, after which the TJPA will

need to demonstrate commitment of 30% of non-federal funding sources in order to enter the FTA Engineering Phase. The Engineering phase will require completion of a number of management plans and development of the project design. Mr. Polechronis emphasized the importance of the current work plan tasks regarding governance and project delivery, in order to prepare for these future FTA steps.

Chair Chang thanked Mr. Polechronis for the presentation. She reiterated that the goal is to seek the ESC's support for the acceleration plan and subsequently to bring the plan to the TJPA Board in April. She encouraged staff to continue to work through the IPMT process in the coming weeks.

Public Comment:

Roland Lebrun said that the TJPA is responsible for an eight-year delay with respect to consideration of a 7th Street alignment. He said that the alignment had not been studied, and he indicated that he is preparing a response to Mr. Polechronis's memo on the matter. Chair Chang clarified that TJPA prepared a memo to Mr. Lebrun in response to his comments to the SFCTA Board; this memo is available to ESC members.

7. Public Comment

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

No members of the public provided comment.

8. Discussion Item:

ESC Agenda items for upcoming meetings.

None.

9. Adjourn

Chair Chang adjourned the meeting at 12:00 p.m.