



SAN FRANCISCO PENINSULA RAIL PROGRAM EXECUTIVE STEERING COMMITTEE MEETING

MINUTES

Friday, June 18, 2021

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

WATCH LIVE:

<https://transbaycenter.webex.com/transbaycenter/onstage/g.php?MTID=e299de050a9c60eae3de0224c8251a6b2>

PUBLIC COMMENT CALL-IN: 1-855-282-6330 — Access Code: 182 520 5690

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In compliance with the Governor's Executive Order N-25-20 (March 12, 2020) as superseded by Order N-29-20 (March 17, 2020), this meeting will be held *exclusively* via teleconference participation of a quorum of ESC members in locations not open to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, Michelle Bouchard
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 11:01 a.m.

2. Roll Call

Secretary Pollitt noted that Doug Johnson was attending for Member Sweet and Lisa Klein was attending for Vice Chair Fremier.

Members Present: Michelle Bouchard, Nila Gonzales, Doug Johnson, Lisa Klein, Boris Lipkin and Tilly Chang

Members Absent: Alex Sweet and Andrew Fremier.

3. Communications

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

Chair’s Report

Chair Chang recognized Juneteenth being declared a Federal and City holiday and expressed appreciation towards fellow members and wished all a happy Juneteenth.

Chair Chang congratulated TJPA Interim Executive Director Gonzales for hiring Alfonso Rodriguez as the new TJPA Project Director. She summarized Mr. Rodriguez’s resume of projects and experience, highlighting the large rail and transportation projects he has led. She thanked Vice Chair Fremier and former TJPA Executive Director Mark Zabaneh for serving on the selection committee. She also thanked Stephen Polechronis for his service as Interim Project Director, noting his tireless efforts on behalf of the project over the past year, particularly on the Comprehensive Work Plan. Regarding Draft Plan Bay Area (PBA) 2050, Chair Chang reported that the Metropolitan Transportation Commission (MTC) recently released the Draft PBA 2050 for public comment and stated that PBA 2050 identified the Downtown Rail Extension (DTX) project as an important priority project and encouraged

members of the public to provide comment. Chair Chang also stated that the team continues to track other federal and state funding opportunities and noted progress on potential funding programs, which include the reauthorization of funding for Projects of National and Regional Significance and the California Governor Newsom's budget process in the state legislature. She further reported that the TJPA submitted a letter to the Governor requesting inclusion of funding directly for the DTX in the \$1 billion funding proposed for transit rail and statewide projects or approval of funding as part of the Transit and Intercity Rail Capital Program administered by the California State Transportation Agency.

Member Gonzales thanked Chair Chang and Vice Chair Fremier along with Mr. Zabaneh for sitting on the panel and stated she looks forward to introducing Mr. Rodriguez at next month's meeting. She also thanked Interim Project Director Polechronis for his work over the past year but noted that he will continue to work alongside the new Project Director as momentum for the DTX project increases. She thanked the members of the ESC, noting that the San Francisco Peninsula Rail Program Memorandum of Understanding (MOU) is achieving what it was intended to do.

Chair Chang concluded her report by stating that the ESC will hold annual elections for Chair and Vice Chair at the July meeting.

Public Comment:

Roland Lebrun expressed his appreciation for the appointment of Mr. Rodriguez and stated he looks forward to the DTX project being led under the direction of Mr. Rodriguez. He also stated that he believes the Link21 project should take precedence over the DTX project.

4. Action Item:

Approval of Meeting Minutes: May 21, 2021

There was no member of the public wishing to comment.

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

5. Informational Item:

Presentation of DTX Phasing Study

Interim Project Director Stephen Polechronis thanked Chair Chang and Interim Executive Director Gonzales for their leadership and guidance, as well as all of the partners' staff for their work over the past year in moving DTX and the Phasing Study forward. He stated the goal of the Phasing Study is to develop a phasing plan that conforms with technical studies and policy direction; is consistent with realistic amounts and timing of funding and stakeholder delivery date expectations; and has an explicit goal to deliver rail service to the Salesforce Transit Center as soon as possible. He stated the study was a team effort, as the Integrated Program Management Team (IPMT) was involved in developing the analysis and recommendations. Mr. Polechronis explained the structured process of developing the phasing concepts, which included three workshops and technical meetings, a thorough

review of project history, stakeholder discussions, and the collaborative development of evaluation criteria. He also stated IPMT members evaluated the concepts according to their particular area of expertise and were supported by technical staff from the program management team. He further stated that aside from cost and schedule, a phasing concept could affect other aspects of the project, which include the Federal Transit Administration (FTA) Project Justification rating, regional context, environmental, maintenance, and operations. He explained that the capital cost estimates were escalated to mid-point of construction (2027) dollars and are based on the 2016 cost estimate. In some cases, Mr. Polechronis stated that a new cost estimate needed to be developed; noting in those cases, the estimators used documented escalation of past years or the 5 percent rate recommended by the MTC when it reviewed the TJPA's 2015 Phase 2 cost estimate. Additionally, he noted the Programwide costs of 22.5 percent, construction contingency of 10 percent, and reserve of 15 percent were applied to each estimate.

Mr. Polechronis explained the cost of future implementation of the deferral candidates, noting the estimated capital cost of each deferral candidate was escalated to future dates between 2027 and 2040. He noted that deferred project elements would likely not be eligible for future federal funding.

The Phasing Study included an evaluation of two alternatives for a two-track DTX tunnel: a tunnel with tail tracks and a tunnel with loop track. Mr. Polechronis reported that the cost of the two-track tunnel in combination with either the tail track or the loop track would exceed the cost of the three-track DTX tunnel, and therefore these combined concepts were removed from further consideration by the IPMT.

Mr. Polechronis emphasized that the IPMT will be seeking guidance from the ESC on sketch-level analysis, which will be done to inform future planning, specifically with respect to the Link21 program. The full Phasing Study report will be shared with ESC members in conjunction with bringing forward the phasing recommendation at a subsequent ESC meeting. He concluded by noting that the team will continue to look for cost savings opportunities.

Member Klein acknowledged that the IPMT has done a lot of impressive work; however, she expressed concern regarding the magnitude of potential cost saving options. She referenced the evaluation criteria and stated that the alternatives reviewed did consider operations tradeoffs. She further stated that the recommended phasing concepts have merit. Member Klein added that, with regard to the BART/Muni pedestrian connector, surface improvements that go further than wayfinding should be examined, and she discussed the potential need for the team to meet with MTC commissioners before the ESC takes a final position. Regarding the Inter City Bus Facility, she recommended engaging the bus service providers before the ESC takes a final position. Mr. Polechronis stated that the team was frustrated not to find more savings and noted the study considered the service vision of Caltrain and California High-Speed Rail Authority (CHSRA), as expressed in their respective business plans. He also stated that much of the cost of the DTX project is the physical infrastructure required to bring the trains into the Transit Center.

Member Bouchard thanked Mr. Polechronis and commented that the potential negative impacts to ridership as a result of deferral of the BART/Muni connector should be evaluated before the ESC makes a recommendation.

Member Lipkin thanked Mr. Polechronis and noted that he appreciated the chance to discuss the study this month prior to taking a position at a subsequent meeting. Regarding the train box extension, he asked for clarification on the definition of scope for the reduced train box extension. Mr. Polechronis stated that the reduced extension would eliminate the need for property acquisition and reduce construction costs, by reducing the limits of the train box to within property owned by TJPA. Member Lipkin asked what it means to defer certain elements of the project, noting that essentially the tunnel itself was deferred as Phase 2 of the Program. Additionally, Member Lipkin asked if the deferred items would constitute a later phase of the Transbay program. Member Lipkin emphasized that this is important for public communication among other issues and suggested that these issues be addressed when the final recommendations are brought forward. Mr. Polechronis responded that in each case, staff would look at how passenger demand develops over time and rely on the TJPA Board's direction. Member Gonzales added that a plan of action is needed with respect to future implementation of deferred items. She thanked Mr. Polechronis and the IPMT for their work. Regarding Member Klein's comment, she noted that the TJPA was hoping to find more savings for the DTX project, and that the Phasing Study confirmed that the project is already quite lean.

Chair Chang asked that Mr. Polechronis show the cost savings in the context of the overall capital costs. Regarding the run-through analysis, she mentioned that she hopes to have a discussion in an upcoming meeting regarding demand, cost, and operations so that the ESC can consider trade-offs. Mr. Polechronis stated that at \$400 million, the cumulative savings identified from the study represents about a 9 percent overall cost savings. Regarding travel demand, he stated that the team from the San Francisco County Transportation Authority (SFCTA) is working on this and he has advised that team to look at passenger transfers between BART/Muni and the Transit Center. Chair Chang stated that she would seek further information from her staff and noted that additional surface improvements may be needed, in addition to wayfinding.

Member Johnson asked for clarification regarding the project teams timeline for submission into the FTA New Starts program. Mr. Polechronis responded that following the TJPA Board's decision on the phasing concepts, the TJPA would submit a letter to request entry into the FTA Project Development phase in October. Requesting entry into Project Development depends on the TJPA's ability to demonstrate committed funding to complete the activities required during Project Development. Mr. Polechronis added that the other big milestone is August 2023 when the TJPA will submit the application to the FTA for a Full Funding Grant Agreement; this date was established with approval of the accelerated funding plan.

Public Comment:

Roland Lebrun expressed concern regarding the BART connector, stating that it is not needed, as the capacity of a new Transbay tube would accommodate additional Capitol

Corridor or BART trains, as well as Caltrain trains and high-speed trains. He suggested that the train box extension be removed from the DTX scope because it conflicts with the Link21 scope. He also stated that there is no need for the CHSRA related fit-out and recommended that the CHSRA not be involved in projects with speeds of under 125 miles per hour.

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 stated that information on the Phasing concepts is essential and suggested that the ESC post a recording or have the SFCTA minute-taker prepare the June ESC Minutes.

Laura Tolkoff expressed concern regarding redefining the project too soon, stating that SPUR (a nonprofit public policy organization in the San Francisco Bay Area) has studied multimodal projects around the world and learned that the best practice is to begin with a large unconstrained vision. She advised to let the project go until it bumps up against the constraints. She further stated that SPUR believes that now is the time to move this project of regional and statewide significance forward. She said the potential for federal funding for this project may never be as favorable as it is now and advised that the full weight of the team should be put into obtaining federal funding.

7. ESC Agenda items for upcoming meetings.

None.

8. Adjourn

Chair Chang adjourned the meeting at 12:05 p.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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