

San Francisco Peninsula Rail Program

Proposed Memorandum of Understanding

March 12, 2020



Background

- Proposition K allocation
 - Approved July 2018
 - Suspended October 2018
- American Public Transportation Association Peer Review (May 2019)
- San Francisco County Transportation Authority Peer Review (October 2019)

San Francisco Peninsula Rail Program Proposed MOU

- New organizational structure for DTX
- Executive Steering Committee (ESC)

TJPA	MTC
SFCTA	Caltrain
CHSRA	CCSF (Mayor's Office)
- Summary Work Program outlines scope/roles/responsibilities
- Makes recommendations directly to the TJPA Board; TJPA Board may accept or reject
- Meets at least monthly

San Francisco Peninsula Rail Program Proposed MOU

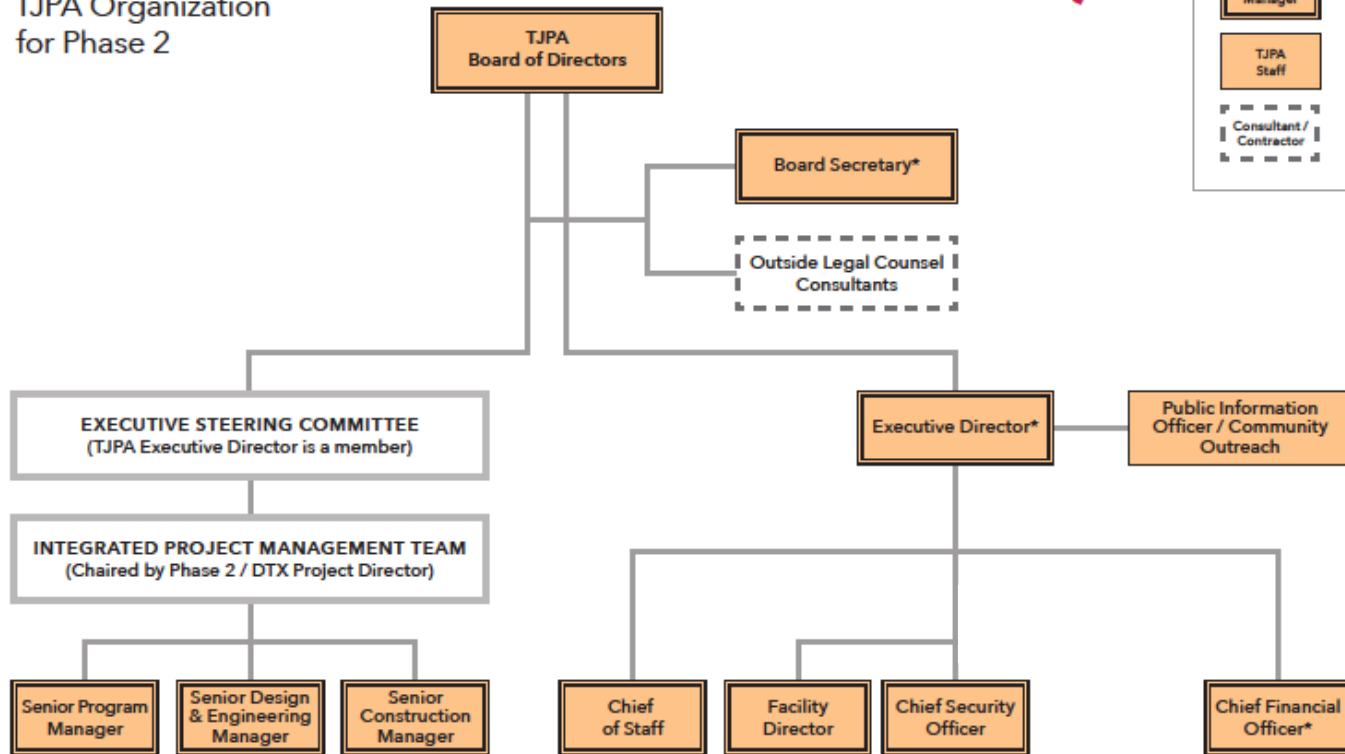
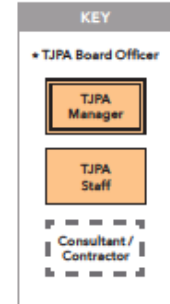
- ESC supported by Integrated Program Management Team (IPMT)
- Made up of representatives of the parties
- Lead, concur, and/or contribute to tasks in Summary Work Program
- Chaired by Project Director-TJPA Employee

Proposed Organizational Chart



TJPA Organization
for Phase 2

DRAFT



San Francisco Peninsula Rail Program Proposed MOU

- Enhanced access to experience of executives from partner agencies
- More efficient resolution of conflicting areas of work among the parties
- Better position DTX as a project of state- and region-wide importance, improving effort to achieve full funding

San Francisco Peninsula Rail Program Proposed MOU

- Potential unclear accountability
- Lines of management/reporting more complex than current model
- Success requires high level of engagement by ESC and other senior executives
- TJPA Board may need to be more involved in day-to-day activities because complex/multi reporting structure does not allow for a single entity to be accountable
- Impact to project cost unknown



Questions?

TJPA
SANBAY JOINT POWERS AUTHORITY

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