



SAN FRANCISCO PENINSULA RAIL PROGRAM EXECUTIVE STEERING COMMITTEE MEETING

MINUTES

Friday, August 20, 2021

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

WATCH LIVE:

<https://transbaycenter.webex.com/transbaycenter/onstage/g.php?MTID=ef4f1eed279fe2cb3d126f96fa4010db3>

PUBLIC COMMENT CALL-IN: 1-855-282-6330 -- Access Code: 2554 244 7268

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-08-21 (June 11, 2021), 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 order is to help California respond to, recover from, and mitigate the impacts of the COVID-19 pandemic, 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 two minutes to provide comment.

AGENDA

1. Call to Order

Chair Chang called the meeting to order at 11:05 a.m.

2. Roll Call

Secretary Pollitt noted that alternates Doug Johnson and Lisa Klein were attending on behalf of Alex Sweet and Andrew Fremier, respectively.

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

Members Absent: Andrew Fremier and Alex Sweet

3. Communications

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

- Chair’s Report

Chair Chang expressed appreciation towards TJPA Interim Executive Director (ED) Gonzales and her staff for welcoming State Transportation Committee Chairs, Senator Lena Gonzalez and Assemblymember Laura Friedman to the Salesforce Transit Center as part of their Bay Area transit tour. She also expressed appreciation for the Metropolitan Transportation Commission (MTC) staff for supporting coordination of the delegation’s visit. Chair Chang also welcomed new TJPA Chief Financial Officer Franklin Wong.

Member Gonzales introduced Franklin Wong. She stated that Mr. Wong brings a wealth of experience in operations and capital projects and strong technical skills, and noted that he will be a great addition to the TJPA team. Since his August 16 start date, Mr. Wong has been fully immersed in familiarizing himself with the Transbay Program. Mr. Wong thanked everyone for the opportunity to work on the Program and noted that he is looking forward to working with the ESC to advance the Downtown Rail Extension (DTX) project.

4. Action Item:
Approval of Meeting Minutes: July 16, 2021

There was no member of the public wishing to comment.

Secretary Pollitt noted that a typo was found on page 6, under Item 5, in paragraph 14 on the roll call vote for Vice Chair Fremier's motion. The minutes stated five Members opposed, however correctly noted the four (Bouchard, Gonzales, Johnson, Lipkin), which was listed out in parentheses. A motion to approve the amended minutes was made by Member Gonzales and seconded by Member Bouchard. A unanimous voice vote approved the motion.

5. Action Item:
Consider Advancing the Integrated Program Management Team's Downtown Rail Extension Phasing Study Recommendations to the TJPA Board of Directors

Alfonso Rodriguez, DTX Project Director, and Stephen Polechronis, Program Manager for the Program Management/Program Controls team, jointly presented the item. Mr. Rodriguez explained that the Phasing Study stemmed from the work plan set forth in the San Francisco Peninsula Rail Program Memorandum of Understanding (MOU) for the DTX project. He stated that the objective of the study is to examine the DTX project and its elements, consistent with existing technical studies and approved policy, taking into account a realistic funding program to deliver rail service as soon as possible. The approach to the study was developed by the Integrated Program Management Team (IPMT) and included an operations analysis conducted by the rail operators, Caltrain and California High-Speed Rail Authority (CHSRA), which was extended to include Transbay through-running scenarios, currently underway.

Mr. Polechronis, who oversaw the IPMT's work on the Phasing Study, acknowledged their hard work over the past year in developing the study and recommendations and reiterated to the ESC that the presentation was a recap of the informational item he presented in June, stating that the ESC would be asked to take action on the Phasing Study recommendations at this meeting.

Mr. Polechronis stated that the IPMT's evaluation of each phasing concept considered not only effects on cost and schedule but also the wider implications to the Federal Transit Administration's (FTA) evaluation of the project, regional significance of the DTX, environmental clearance, and operations and maintenance. Mr. Polechronis also stated that the IPMT's phasing recommendations total approximately \$400 million in capital cost reductions (in 2027 \$s) and \$2.8 million in annual operating cost reductions. He explained that the through-running operations analysis, which was approved by the ESC in July 2021, continues and staff expects to bring other ideas for cost reductions to the ESC as design development continues; these would be associated with value engineering.

Chair Chang thanked Mr. Polechronis for his leadership of the Phasing Study and the IPMT and consultants who worked on the study, stating that it was very thorough and understandable. She asked Mr. Polechronis to confirm that the phasing recommendations are consistent with the operators' targeted service level on the DTX. Mr. Polechronis confirmed that the phasing concepts recommended for acceptance are consistent with the integrated

“8+4” service plan (8 Caltrain trains and 4 high-speed trains per hour per direction), as described in the operators’ respective business plans.

Member Lipkin asked whether the shortening of the train box extension would be considered a value engineering recommendation rather than a deferral and Mr. Rodriguez replied affirmatively, noting that it resulted from work with the operators. Mr. Polechronis added that the reduced train box extension would be a permanent reduction of the train box extension.

Member Klein asked for clarification regarding deferring the pedestrian tunnel and pursuing streetscape and wayfinding, noting that the written recommendation in the memorandum and the presentation used different wording relative to funding. She asked what the formal recommendation from ESC should be. Mr. Rodriguez responded that the TJPA’s recommendation is to add the pedestrian connector tunnel to the Transbay Capital Improvement Program (CIP) and work with funding agencies to fund that portion of the CIP. He noted that the near-term streetscape improvements and wayfinding would be included in the DTX budget. Member Klein asked for confirmation that deferral of the Intercity Bus Facility was discussed with the bus transit agencies using the bus deck. Mr. Polechronis confirmed that he spoke with the Director of Bus Planning at AC Transit, and coordination has been established.

Member Johnson asked for more elaboration on how the design of the streetscape improvements would be funded, recognizing the importance of preserving capital. Mr. Rodriguez responded that the TJPA will work with City partners, such as the San Francisco County Transportation Authority, to identify grants and other available sources of funding for the streetscaping and wayfinding between the Embarcadero BART station and the Transit Center. Mr. Polechronis added that as design development progresses over the next several months, the team will be working with the City to define the necessary improvements, noting a funding source for those improvements will need to be identified once the DTX design refresh is complete and the DTX budget is updated in Fall 2022.

Chair Chang stated that funding for the streetscape improvements should not be considered solely a San Francisco responsibility and could be approached similarly to other TJPA streetscape projects in the area, in terms of thoughtful design and utilizing multiple grant sources.

Public Comment:

Roland Lebrun expressed concern regarding TJPA hosting the ESC meetings and requested that MTC hold these meetings going forward. He stated that the project does not support Link21, and therefore cannot support Plan Bay Area 2050. He stated that the train box extension should not be built because the space is needed for Link21. He also stated that the Fourth and Townsend Street Station is not needed and suggested that the project should comply with the 2008 American Recovery and Reinvestment Act agreement, which mandated full platforms for high-speed rail.

Adrian Brandt expressed disappointment that the pedestrian connector is being deferred, stating that any world-class city with a downtown connection would not ask riders to

negotiate city streets to make a transfer between stations. Recognizing the study's objective to find cost reductions, he reiterated his concern that the connector may never happen if it is deferred. He added that transit is critical, given climate change, and asking travelers to dodge surface traffic is onerous. He asked the ESC and TJPA to find a way to reinstate this element into the DTX project.

A motion to approve the IPMT's Phasing Study recommendations was made by Member Gonzales and seconded by Member Johnson. A unanimous voice vote approved the motion.

6. Informational Item:

Update on Rebranding and Outreach Plan Efforts for the Downtown Rail Extension Project

Lily Madjus Wu, TJPA Communications and Legislative Affairs Manager, presented the item. Ms. Madjus Wu stated that since her last update to the ESC in April 2021, TJPA has continued to engage key stakeholders and meet with legislators about the DTX project. She reported on the results of an online survey and listening sessions conducted with more than 400 survey takers across five counties, noting that only a small number of survey takers responded that they were very familiar with the DTX, with a majority of these survey takers being from San Francisco, San Mateo, and Santa Clara counties. Ms. Madjus Wu highlighted common themes that were heard during the listening sessions, among those the importance of seamless and equitable transit and the need for broader awareness of the project. She stated the survey and listening sessions reinforced the need for project rebranding and further engagement with the public. Turning to the rebranding and outreach tasks mandated by the MOU, Ms. Madjus Wu reported that the objective of the rebranding strategy is to reposition the DTX project, raise awareness, and highlight critical components of the project and its regional and national significance. The Rebranding Plan is currently in development and ties in with project milestones that include entry of the project into the Federal Transit Administration's New Starts program, noting that implementation will begin in December in coordination with updates to the website and other messaging collateral.

Chair Chang thanked Ms. Madjus Wu and asked her to work with the IPMT on the next steps. Ms. Madjus Wu confirmed that she has been and would continue to do so.

Public Comment:

Roland Lebrun stated his appreciation for the multiple megaregional references and noted that he believes the region has a higher awareness of Link21 than it does the DTX. He advised to make clear in the rebranding that the DTX is a foundational element of Link21.

Joe Corsica emphasized the importance of the pedestrian tunnel, stating that not only will it connect to BART and bring the transit center closer to the center of the city, but that it also supports the seamless transit objective.

7. Action Item:

Election of Chair and Vice Chair

Chair Chang thanked the ESC members for their partnership over the past year, and nominated Member Bouchard for the position of Chair. Member Lipkin seconded Member Chang's nomination in support of Member Bouchard as Chair. Secretary Pollitt asked if there

were any other nominations before taking a roll call vote. A unanimous voice vote confirmed Member Bouchard as Chair.

Chair Bouchard stated she looks forward to working with everyone in this new role and thanked Member Chang for setting a great example.

Member Klein, on behalf of Vice Chair Fremier, thanked the partnership for allowing him to serve as Vice Chair over the past year and nominated Member Chang as Vice Chair. Chair Bouchard seconded Member Klein's nomination in support of Member Chang as Vice Chair. Secretary Pollitt asked if there were any other nominations before taking a roll call vote. A unanimous voice vote confirmed Member Chang as Vice Chair.

Member Gonzales acknowledged Member Chang for serving as Chair and thanked her for her leadership over the past year and stated she looks forward to continuing to work together. She expressed appreciation for the City's support in boosting the TJPA Board's confidence to take the project forward. Member Chang in turn thanked Member Gonzales and her staff, Secretary Pollitt, the TJPA Board, and Mr. Polechronis for their hard work and support during the past year.

8. Public Comment

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

Roland Lebrun echoed everyone's comments and thanked Chair Chang for her service. He stated that the Phasing Study would be going to the TJPA Board for action in September and suggested that action on the Phasing Study should take place after presentation of the operations analyses, which is scheduled for October. He also noted a potential TJPA Board item scheduled for October regarding design development configuration changes for the DTX project and emphasized that configuration changes for a redesign are long overdue.

9. Discussion Item:

ESC Agenda items for upcoming meetings

None.

10. Adjourn

Chair Chang adjourned the meeting at 11:58 a.m.