



SAN FRANCISCO PENINSULA RAIL PROGRAM EXECUTIVE STEERING COMMITTEE MEETING

MINUTES

Friday, June 17, 2022

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

WATCH LIVE:

<https://transbaycenter.webex.com/transbaycenter/onstage/g.php?MTID=ec876c2c9dcea24b66e2e97bf2a5bfe11>

PUBLIC COMMENT CALL-IN: 1-855-282-6330 -- Access Code: 2552 868 8084

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 Assembly Bill (“AB”) 361 (Rivas, Chapter 165, Statutes of 2021) and its amendments to California Public Resources Code Section 54953(e), this meeting will be held exclusively via teleconference participation of a quorum of ESC members in locations not open to the public. This meeting is being held during a proclaimed state of emergency, and state and local officials have imposed or recommended measures to promote social distancing, while allowing the public to observe and address the ESC.

EXECUTIVE STEERING COMMITTEE

Peninsula Corridor Joint Powers Board/Caltrain, Michelle Bouchard (Chair)
San Francisco County Transportation Authority, Tilly Chang (Vice Chair)
California High Speed Rail Authority, Boris Lipkin
City and County of San Francisco, Alex Sweet
Metropolitan Transportation Commission, Andrew Fremier
Transbay Joint Powers Authority, Adam Van de Water

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

2. Roll Call

Secretary Larrick noted that Simon Whitehorn was sitting as Member Lipkin’s alternate.

Members Present: Member Fremier, Member Sweet, Member Van de Water, Member Whitehorn, Vice Chair Chang, Chair Bouchard

Members Absent: Member Lipkin

3. Communications

Secretary Larrick provided instructions on the Public Call-in/Comment process. He also noted that the July 15 meeting will be canceled and a special meeting will be held on July 22.

- Chair’s Report

Chair Bouchard presented the Chair’s report.

4. Action Item:

Approval of Meeting Minutes: May 20, 2022

Public Comment:

Mr. Roland Lebrun reiterated his standing request that ESC meetings follow the San Francisco County Transportation Authority’s (SFCTA) lead and post the Chair’s report to the website at least 24 hours prior to the meeting and to provide closed captioning. He also requested that a staff report accompany each agenda item, consistent with the SFCTA’s process.

A motion to approve the minutes was made by Member Fremier and seconded by Vice Chair Chang. A unanimous voice vote approved the motion.

5. Action Item:

Motion to Approve the Continued Use of Teleconferencing Technologies for Meetings of the ESC pursuant to Assembly Bill 361

There was no member of the public wishing to comment.

A motion to approve Item 5 was made by Vice Chair Chang and seconded by Member Fremier. A unanimous voice vote approved the motion.

6. Action Item:

Presentation on the Downtown Rail Extension (DTX) Project Delivery Strategy Recommendation

SFCTA Rail Program Manager Jesse Koehler and DTX Project Director Alfonso Rodriguez jointly presented the item.

Referring to the task schedule on slide 12 of the presentation, Member Fremier asked about the cost estimate and how risks and contingencies will be handled. Mr. Rodriguez responded that the cost estimate and risk assessment are the subject of the next agenda item. He stated that development of the 20-year financial plan will follow completion of the operations and maintenance plan. Member Van de Water added that his understanding is that the project delivery method is a critical input to the cost estimation process, and following TJPA Board approval of the project delivery method, the cost estimate will be developed and brought to the Board in the fall. Vice Chair Chang asked what the difference is between progressive P3 (public-private partnership) and progressive design-build-finance, or PDBF. Mr. Rodriguez said that there is a significant difference, and explained that Options 5, 6, and 7 would use a similar contracting approach (a combination of PDB and construction manager/general contractor (CM/GC)) but Option 7 would include financing to bridge funding for the large civil component of the work. He further stated that this differs from the P3 option the study team considered under Option 10, which would have aggregated all of the work into a single contract. Vice Chair Chang clarified that she was referring to the civil work only. Mr. Rodriguez responded that risk transfer in a P3 is associated with operations and maintenance and in the case of the DTX tunnel, operations cannot be transferred to a private entity. Vice Chair Chang said that she was trying to better understand Option 7 and how it compares to what is referred to as “progressive P3.” Tony Purdon, of the project delivery study team, responded that Option 7 has the benefits of a progressive design-build with the added financial component, which could cover a funding gap.

Public Comment:

Roland Lebrun commented on the lack of public involvement in the Integrated Program Management Team’s (IPMT) process and compared the DTX project to the BART extension to San Jose, noting that the budget for that project went from \$4.7 billion to \$9.2 billion in two years. He said that the DTX single bore tunnel explains the \$2 billion cost. He asked the

ESC to consider the new Crossrail 12-mile, twin-bore tunnel in London, which cost \$2 billion.

Chair Bouchard asked whether Item 6 requires a vote. Member Van de Water clarified that it is an action item that requires a vote on whether to present the IPMT's project delivery recommendations to the TJPA Board at their meeting in July 2022. Chair Bouchard expressed her appreciation to the study team for the work and said she felt comfortable moving forward.

A motion to approve the recommendation was made by Vice Chair Chang and seconded by Member Fremier. A unanimous voice vote approved the motion.

7. Information Item:

Presentation on the Downtown Rail Extension Project Quantitative Risk Analysis and Capital Cost Estimating Processes

Secretary Larrick announced that the posted version of this presentation was revised on Thursday, June 16, due to corrections made on slides 11 and 14.

Member Van de Water asked what the amount of the total contingency and program reserve was, and Mr. Rodriguez responded that it is 37% of the total project budget.

Member Fremier asked whether the values used on the presentation's slide 17 (Programmatic Cost Assumptions) are initial assumptions. Mr. Rodriguez confirmed that the values shown in the presentation are from years ago and will likely change, and that the purpose of the slide was to explain the process to-date. Vice Chair Chang commented that at a recent meeting Federal Transit Administration (FTA) officials were keen to see specific, recent experience reflected in the cost estimate, and she asked whether cost elements might reflect different escalation factors. Mr. Rodriguez responded that cost escalation is separate from the contingency process. He noted an upcoming workshop with the IPMT to review current expectations related to cost escalation, and explained that the workshop will take the cost estimate through the mid-point of construction. He added that the FTA is interested in knowing what assumptions underlie the cost escalation. Regarding contingency allocation, Mr. Rodriguez noted that the team just completed a qualitative and will begin a quantitative process that will help inform the amount of allocated and unallocated contingency. Vice Chair Chang added that the FTA representatives seem very interested in issues such as labor, supply chain, and inflation. Mr. Rodriguez agreed that FTA's guidance is to not underestimate the cost.

Public Comment:

Roland Lebrun asked whether the IPMT workshop will be open to the public.

8. Public Comment:

Roland Lebrun commented that the best way to avoid impacts to Caltrain's operations is to combine the Pennsylvania Avenue Extension with the DTX. He discussed incentivizing the

private sector to provide private financing, and he commented that the one hour allotted for the ESC meeting is not enough to conduct meaningful conversations on important topics.

9. Discussion Item:

ESC Agenda items for upcoming meetings

No items were discussed.

10. Adjourn:

Chair Bouchard adjourned the meeting at 12:03 p.m.

ACCESSIBLE MEETING POLICY

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