



SAN FRANCISCO PENINSULA RAIL PROGRAM EXECUTIVE STEERING COMMITTEE MEETING

MINUTES

Friday, May 20, 2022

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

WATCH LIVE:

<https://transbaycenter.webex.com/transbaycenter/onstage/g.php?MTID=ed13dfc6a1bee9dc562e2560a299abfd7>

PUBLIC COMMENT CALL-IN: 1-855-282-6330 -- Access Code: 2554 440 0973

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

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

Members Absent: None

3. Communications

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

- Chair’s Report

Chair Bouchard presented the Chair’s report.

Public Comment:

There was no member of the public wishing to comment.

4. Action Item:

Approval of Meeting Minutes of April 22, 2022

There was no member of the public wishing to comment.

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

6. Informational Item:

Downtown Rail Extension Project Update on the Accelerated Workplan

Downtown Rail Extension (DTX) Project Director Alfonso Rodriguez presented the item.

Chair Bouchard commented on the amount of work in the accelerated workplan in the coming months and the concurrent workstreams shown in the presentation. Vice Chair Chang asked about scheduling longer or more frequent meetings of the ESC or Integrated Program Management Team (IPMT), suggesting that dates should be held for such meetings during the summer and fall due to the pace of work. Regarding Regional Measure 3 (RM 3), Vice Chair Chang asked how the DTX can be positioned at the front of the queue if litigation is favorably resolved. Regarding the schedule, Mr. Rodriguez responded that the team is making real progress with the IPMT, which, so far, has been very engaged. He noted that, with the exception of the upcoming July ESC meeting, the frequency of the IPMT's meetings is sufficient. Member Van de Water added that the team is trying to space the meeting agendas as best as they can and that broad participation will be required, given the workload ahead. Member Fremier, responding to the question about RM 3, said that he had no news other than the court case is getting closer to being heard. He noted that the DTX is a discrete item in RM 3 and there is no plan to meter the funds. Member Van de Water added that oral arguments were scheduled for Tuesday (May 24) and the allocation for the DTX is \$325 million. Vice Chair Chang asked whether the team should be working on assembling other funds, like Prop K, for the next New Starts phase, Engineering, pending resolution of RM 3. Member Fremier responded that the IPMT should keep up with the paperwork needed for RM 3, as there is a process. Vice Chair Chang noted that a Prop K request, too, will require lead time. Chair Bouchard requested that the IPMT review the schedule in light of items that would need additional interaction with stakeholder boards, particularly if there are funding implications and asked Mr. Rodriguez to address this with the IPMT members. Mr. Rodriguez agreed and added that they would add necessary stakeholder board meetings to the Master Schedule.

Public comment:

There was no member of the public wishing to comment.

7. Informational Item:

Downtown Rail Extension Project Update on the Governance Study – Initial Assessment of Options

San Francisco County Transportation Authority (SFCTA) Rail Program Manager Jesse Koehler and Metropolitan Transportation Commission (MTC) Assistant Director Stephen Wolf presented the item.

Member Van de Water noted that the presentation provided a good survey of upcoming work. Chair Bouchard added that governance is a complex topic and appreciated the structured framework and the clarity of the presentation. Regarding the option whereby the TJPA would be responsible for project delivery, Member Lipkin asked for clarification on the difference between the two options presented: 1.1-Baseline/Conventional and 1.2-Integrated Management. Mr. Koehler responded that the options are not yet crisply defined, but the distinction concerns how the different agencies would work together and deliver on their responsibilities as well as the balance and integration of policy-level and management-level oversight. Member Lipkin suggested that some relevant case studies would be valuable, as some arrangements work better than others. Chair Bouchard agreed, saying that because the discussion can be hypothetical, concrete examples would be helpful. Member Fremier pointed out that the Bay Area has struggled with mega project delivery for a long time, especially with regard to cost and schedule, and the DTX project is an example of the region's attempt at good governance. He recognized the shortcomings of ending the stakeholder partnership under the San Francisco Peninsula Rail Program Memorandum of Understanding (MOU) after two years and said that MTC is committed to keeping all stakeholders engaged through all decision points. He said that it is important to be transparent, especially with regard to risk management, and his desire would be to keep the agreement together so that all stakeholders are held accountable for the successes and failures of this very important project. Vice Chair Chang said that she appreciated Member Fremier's comments, noting that there is more work to come after the MOU deliverables are achieved, and other agreements may be needed. She expressed a preference for option 1.2 because it promotes active coordination, collaboration, and transparency and will keep all stakeholders accountable to the public. She said the partners will need to rely on one another to address the challenges ahead and being bound together through an agreement will help. Beyond the DTX, there is the Caltrain railyard, which is part of the MOU scope. Member Van de Water said that the TJPA has benefitted from the collective wisdom of the partnering agencies and would like that to continue going into procurement. He said that staff will be presenting the draft governance study to the ESC in July and noted that regardless of the governance structure, broad participation is essential for success. Chair Bouchard said that internally at Caltrain, she describes the DTX as an extension of the Caltrain system. She said it is important to have "on the ground" ownership that will lead to a future integrated approach to delivery.

Public comment:

Roland Lebrun recommended that Mr. Koehler give the same presentation to the Caltrain WPLP (Work Program-Legislative-Planning) committee. He suggested that their input on the proposed governance structure would be helpful.

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 reminded the ESC that because the project enjoys a federal funding mandate meetings are required to provide closed captioning, citing section 508 of the Rehabilitation Act.

9. Discussion Item:

ESC Agenda items for upcoming meetings

No items were discussed.

10. Adjourn

Chair Bouchard adjourned the meeting at 11:52 a.m.

ACCESSIBLE MEETING POLICY

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