

**TRANSBAY JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS**

**MINUTES**

Thursday, July 10, 2025

1 Dr. Carlton B. Goodlett Place, Room 416  
San Francisco, CA

REGULAR MEETING  
9:30 a.m.

**BOARD OF DIRECTORS**

Jeff Gee, Chair  
Rafael Mandelman, Vice Chair  
Chris Andrichak  
Elaine Forbes  
Julie Kirschbaum  
Charley Lavery  
David Ambuehl (*ex-officio*)

Executive Director  
Adam Van de Water

Secretary  
Nila Gonzales

TJPA Office  
425 Mission Street, Suite 250  
San Francisco, California 94105  
415-597-4620

9:30 – REGULAR MEETING

## ORDER OF BUSINESS

### 1. Call to Order

Chair Gee called the meeting to order at 9:36 a.m.

Secretary Gonzales announced that Director El-Tawansy was appointed as the new Director of Caltrans and would no longer serve on the TJPA Board; however, Director Ambuehl would continue representing Caltrans on the TJPA Board.

### 2. Roll Call

Present: Chris Andrichak  
Julie Kirschbaum  
Charles Lavery  
Rafael Mandelman  
Jeff Gee

Absent: David Ambuehl  
Elaine Forbes

### 3. Communications

Secretary Gonzales provided instructions on the Public Call-in/Comment process and announced that the Board would not meet in August.

### 4. Board of Director's New and Old Business

None.

### 5. Executive Director's Report

- Facility Operations Update

Executive Director (ED) Van de Water presented the ED Report.

R.E. Walsh, Facility Director, presented the Facility Operations Update.

#### Public Comment:

Roland Lebrun commented that at the High-Speed Rail Authority Finance and Audit Committee meeting, it was stated that cap-and-trade annual auction revenues are declining significantly from \$1 billion to approximately \$7.5 million and that further reductions are expected due to the planned closures of two refineries.

### 6. Citizens Advisory Committee (CAC) Update

Brian Shaw, CAC Vice Chair, presented the update.

Public Comment:

Roland Lebrun warned that limiting the station rail design to single-length trains would make the Transit Center the only high-speed rail system unable to run double-length trains. He noted Brightline West is planning for future double-length service and cautioned that single-length trains is a limitation that would halve the capacity of the planned Link21 Transbay Tunnel.

7. Public Comment

Members of the public may address the Authority on matters that are within the Authority's jurisdiction and are not on today's calendar.

None.

THE FOLLOWING MATTERS BEFORE THE TRANSBAY JOINT POWERS AUTHORITY ARE RECOMMENDED FOR ACTION AS STATED BY THE EXECUTIVE DIRECTOR OR THE CHAIR.

CONSENT CALENDAR

8. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the Transbay Joint Powers Authority and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(8.1) Approving the Minutes of the June 12, 2025 meeting.

(8.2) Authorizing the Executive Director to execute a seventh amendment to the lease agreement with Transbay Fitness, Inc. a California corporation (dba Fitness SF Transbay) for commercial/retail space on the second floor of the Transit Center (Suites 208 and 212).

RESOLUTION 25-025

(8.3) Authorizing the Executive Director to execute a fifth amendment to the lease agreement with Venga, Inc. (dba Venga Empanadas) for commercial/retail space on the first floor of the Transit Center (Suite 123).

RESOLUTION 25-026

(8.4) Authorizing the Executive Director to execute Amendment No. 2 to Agreement No. 20-08-COMM-000, Communications and Outreach Services with Civic Edge Consulting, exercising an option to extend the contract by one three-year additional term to July 12, 2028, increasing the compensation under the Agreement by \$150,000 for a revised not-to-exceed amount of \$585,000 for the approved term of the Agreement, and adjusting Contractor's hourly rates.

RESOLUTION 25-027

No public comment.

On motion to approve the Consent Calendar:

ADOPTED: AYES – Andrichak, Kirschbaum, Lavery, Mandelman and Gee

## REGULAR CALENDAR

9. Approving the Anticipated Disadvantaged Business Enterprise (DBE) Participation Level of 4.03% for Federal Fiscal Years 2025-26 through 2027-28 and an agency Small Business Enterprise (SBE) goal of 3.7%.

Annyse Acevedo, Procurement & Contract Compliance Manager and DBE/SBE Liaison Officer, presented the item.

No public comment.

### RESOLUTION 25-028

On motion to approve:

ADOPTED: AYES – Andrichak, Kirschbaum, Lavery, Mandelman and Gee

10. Authorizing the Executive Director to execute Amendments to the Professional Services Agreements for Legal Services with the bench of law firms providing services in their respective practice areas on an as-needed basis to extend the term of the agreements by two years and make certain clarifying edits regarding compensation without changing the scope of services or agreed upon rates.

Nila Gonzales, Chief of Staff, presented the item.

No public comment.

### RESOLUTION 25-029

On motion to approve:

ADOPTED: AYES – Andrichak, Kirschbaum, Lavery, Mandelman and Gee

11. The Portal Update.

Alfonso Rodriguez, The Portal Project Director, presented the item.

Chair Gee noted it was the first time he had seen a budget decrease and cautioned that delays and external factors could raise costs again.

Director Kirschbaum thanked staff for their efforts on value engineering, particularly highlighting the cost savings from eliminating the Fourth and Townsend high-speed rail stop. She inquired whether funding is considered a schedule risk. Mr. Rodriguez confirmed that it is, noting that such risks are accounted for in the quantitative risk assessment and contingency planning. Director

Kirschbaum then asked how many years of delay are currently funded. Mr. Rodriguez stated he would follow up with that information.

ED Van de Water explained the master schedule and budget aim for a Full Funding Grant Agreement (FFGA) by July 2027, requiring all matching funds to align. He noted delays would trigger cost escalation, typically estimated at 3.5% annually, potentially adding hundreds of millions of dollars in costs. He described current figures as indicative and said no formal budget or schedule updates would be sought until needed for the agreement.

Vice Chair Mandelman inquired on the remaining funding, with a focus on state contributions. ED Van de Water responded that the project is nearly 75% funded, with \$1.053 billion still contingent on state sources including a \$550 million commitment that depends on the extension of the cap-and-trade program. An estimated \$713 million remains unfunded, requiring a clear strategy before the FFGA can be finalized.

Vice Chair Mandelman remarked that delays could cause the unfunded gap already approaching \$1 billion to grow further. ED Van de Water acknowledged the unfunded gap represents roughly 10% of the \$7.5 billion total cost and noted it is often easiest to secure that portion once construction begins. He stressed the importance of building momentum from 70% to 80% funding, adding that the project is 30% designed, fully environmentally cleared, and shovel-ready. He emphasized the significance of the upcoming cap-and-trade reauthorization in Sacramento and the need for close coordination with the Bay Area legislative delegation.

Chair Gee asked how the Board could assist in securing the remaining 10% of funding. ED Van de Water responded that the Board's support would be critical in working with the Bay Area delegation to ensure The Portal remains a top priority in upcoming cap-and-trade funding discussions. He emphasized the project's readiness and its significance for both Caltrain electrification and future high-speed rail. He noted that the remaining funding will likely come from competitive federal sources and pointed to several active grant applications.

Chair Gee requested that Townsend Public Affairs, Communications Director Lily Madjus Wu, and the team create a one-page marketing piece summarizing key points of The Portal. He emphasized the importance of clearly communicating the project is shovel-ready, environmentally cleared, and positioned to create jobs in San Francisco and the Bay Area. He noted this would help convey the urgency and readiness of the project to the delegation, labor, and transit partners, and support efforts to secure the remaining funding or commitment over the next five years.

ED Van de Water responded that several versions of the one-pager already exist and will be shared with the Board. He also noted that the team is coordinating with regional partners on a similar fact sheet for joint benefit projects to ensure a unified regional message.

Director Andrichak thanked colleagues for the discussion and asked ED Van de Water to clarify the right-of-way acquisition schedule. ED Van de Water explained that the acquisitions are divided into five tranches, with the first tranche consisting of five priority parcels currently undergoing surveys and appraisals in preparation for negotiations this coming winter. He noted that \$100.7 million of the \$325 million Regional Measure 3 funding has already been authorized and emphasized the urgency of moving forward now, given favorable market conditions and the readiness of sellers. He added that future tranches will be strategically timed to minimize disruption to tenants.

Chair Gee asked if fully funded meant having enough cash on hand or if financing would be needed, given many grants are reimbursed. CFO Mirzaei explained it refers to a mix of budgeted funds and revenues not yet allocated with some funds available immediately and others tied to annual allocations or reimbursements. She said managing cash flow is a key responsibility of her office and a financing mechanism will likely be needed as the project nears the FFGA. Chair Gee emphasized the need for strong cash flow to pay contractors on time and noted financing or a credit line may be required to cover 30–60 day reimbursement gaps.

**Public Comment:**

Roland Lebrun expressed his concerns about limited platform length due to the current tunnel alignment into the Transit Center. He proposed an alternative using two single-track tunnels under Minna and Natoma Streets, which he said could restore full platform capacity, reduce costs, speed up delivery, and potentially avoid the need for federal funding.

**12. Election of the Chair and Vice Chair pursuant to the TJPA Joint Powers Agreement.**

Director Mandelman nominated Director Gee as Chair of the TJPA. Director Kirschbaum seconded the nomination.

No public comment.

On motion to elect Director Gee as Chair:

ADOPTED: AYES – Andrichak, Kirschbaum, Lavery, Mandelman and Gee

The motion to elect Director Gee as Chair passed.

Director Gee nominated Director Mandelman as Vice Chair of the TJPA. Director Lavery seconded the nomination.

No public comment.

On motion to elect Director Mandelman as Vice Chair:

ADOPTED: AYES – Andrichak, Kirschbaum, Lavery, Mandelman and Gee

The motion to elect Director Mandelman as Vice Chair passed.

ADJOURN – Chair Gee adjourned the meeting at 10:39 a.m.

A recording of the meeting is on file in the office of the Secretary to the Transbay Joint Powers Authority Board of Directors.

**Nila Gonzales**  
**Board Secretary**

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [Campaign and Gov't Conduct Code, Article II, Chapter 1, § 2.100, et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102, telephone (415) 252-3100, fax (415) 252-3112 and web site: [www.sfethics.org](http://www.sfethics.org).