



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, May 8, 2012
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #043

5:30 p.m.

CITIZENS ADVISORY COMMITTEE

Jim Lazarus, Chair
Andrew Brooks, Vice Chair
Anthony Dimas
BJ Dietz Epstein
Michael Freeman
Kelly Gregory
Steve Im
Marcus Krause
David Milton
Jane Morrison
D'Arcy Myjer
Ted Olsson
Nathan Rapp
Pascale Soumoy
Marla Wilson

Executive Director
Maria Ayerdi-Kaplan

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1. Call to Order

The meeting was called to order by Jim Lazarus, Chair, at 5:40 pm when a quorum was formed with 10 of the 15 voting members present as follows: Jim Lazarus, Andrew Brooks, BJ Dietz Epstein, Michael Freeman, Steve Im, David Milton, Jane Morrison, D'Arcy Myjer, Ted Olsson, and Pascale Soumoy.

2. Approval of February 14, 2012 Meeting Minutes

Chair Lazarus asked if there were any comments or corrections to the February 14, 2012 Draft Meeting Minutes and there were none. Ted Olsson made a motion to approve the February 14, 2012 Meeting Minutes, the motion was seconded by D'Arcy Myjer. A vote was called by voice and the February 14, 2012 Meeting Minutes were unanimously approved.

3. Staff Report – Robert Beck (TJPA Staff Liaison)

Last week TJPA and Pelli-Clarke-Pelli (PCPA) met to resolve design issues and are moving forward to design completion. PCPA plans to present design samples to the CAC at the June or July CAC meeting. The San Francisco Department of Public Works (DPW) and Department of Parking and Traffic (DPT) held a public kick-off meeting for the Second Street bicycle corridor last week. TJPA will continue coordinating closely with DPW and DPT particularly regarding the North end of Second Street between Folsom and Mission Streets.

4. Construction Update - Steve Rule (Turner Construction)

Over 280,000 craft hours have been completed to date. One recordable incident occurred this period; a slip and fall accident where stitches were needed, but resulted in no loss of time. Mr. Rule reported that the CDSM shoring wall around the entire project site is complete, dewatering has begun inside the shoring wall, final utility relocation contract continues on Howard and Mission Streets, and the buttress and excavation work are the primary activities on site. He provided an update of the work and progress in each zone. Utility contractor M2 is trying to get as much utility work done as possible on Howard, but will restore the street before the Bay to Breakers race.

Pascale Soumoy asked where the soil that is being removed is being sent. Steve Rule replied to various locations as outlined in the contractor's bid including Kelly Canyon, some of the early rubble had been sent to Treasure Island, and they are searching for buyers for clean soil.

Jim Lazarus asked about construction impacts to the community. Mr. Rule advised that the contractor is switching from back-up alarms on equipment that "beep" to ones that make a "swish" sound that are much better. Some of the loudest activities are associated with removing the casings during the buttress pier concrete pours, but most recent buttress pours have been starting in the morning hours which have reduced complaints relating to buttress activities. As excavation work has commenced at the west end, we have been working with the contractor to address light and noise concerns.

Chair Lazarus asked if there were any further questions. There were none.

5. Memorial Day Traffic Bridge Installation on First Street – Steve Rule (Turner Construction)

Excavation will take place throughout the entire length of the building requiring three traffic bridges be built at First, Fremont and Beale Streets to maintain traffic and pedestrian flow during

construction. Street traffic will be closed on First Street for the Memorial Day weekend, on Fremont Street for Labor Day weekend, and Beale Street on Veteran's Day weekend for placement of traffic bridges. Mr. Rule explained the process of how the bridges are being fabricated and will be set in place. Each traffic bridge will support 3 lanes of traffic and a 10 foot wide pedestrian crossing.

Chair Lazarus asked if there is a project like this anywhere else in the country. Mr. Rule replied he is not aware of one of this magnitude, in this downtown environment.

Andrew Brooks asked if there will be a bike lane on the traffic bridges and Mr. Rule advised that currently there are no bike lanes on these streets and that the traffic bridges will provide the same access where bikes can share the vehicle lanes or can be walked across in the pedestrian walkway. The bridge will have asphalt.

Chair Lazarus thanked Mr. Rule for his presentation and asked if there were any further questions or comments from the CAC members or members of the public. There were none.

6. Update on Transit Center District Plan – Robert Beck (TJPA Staff Liaison)

The Transit Center District Plan (TCDP) will be considered for adoption at the San Francisco Planning Commission hearing scheduled on May 24, 2012. Mr. Beck provided background on the TCDP, explained the developmental potential, and explained the potential benefits to the TJPA. TJPA properties Parcel "T" (Transit Tower location) and Parcel "F" are being recommended to be "up-zoned".

David Milton asked what is happening with Hines. Mr. Beck answered that Hines has filed a Section 309 Application on the design of the tower and hopes to receive their approvals by the end of the year.

Mr. Beck explained TCDP's importance to TJPA land sales and the Mello Roos Special Tax which will provide improvements that, while they are not part of the TJPA program, will help integrate and connect the Transit Center into the neighborhood and provide revenue to the Downtown Rail Extension project (DTX). He outlined the implementation process; how "financial needs" were determined and calculated; and the importance the impact fees and special taxes would have on DTX funding. The next steps are the following series of meetings: May 24, 2012 Planning Commission meeting, June/July 2012 Board of Supervisors' Land Use Committee, and July/August 2012 Board of Supervisors' meeting.

David Milton asked if BART's Embarcadero Station had been determined to be the connection site to Transbay and note that BART had previously been concerned about capacity. Mr. Beck agreed that it has been recommended and that Beale Street is the preferred option due to many issues such as utilities, length, and location. BART is reviewing options to improve the platform capacity at the Embarcadero Station, and the final design of the connector and its interface with the Embarcadero station would be determined when the connector is to be constructed based on BART's then current and future plans. Ted Olsson asked if movable walkways were considered and Mr. Beck replied yes.

Chair Lazarus thanked Mr. Beck for his presentation. He asked if there were any further question or comments and there were none.

7. Update on Regional High Speed Rail MOU – Scott Boule (TJPA Staff)

Mr. Boule provided an overview of Proposition 1A and California High Speed Rail Authority's (CHSRA) revised business plan that changes to a blended system integrating high speed rail with existing passenger rail systems using existing right of way. This change to a blended approach provides an opportunity for regional consensus.

He explained the Memorandum of Understanding (MOU) developed amongst the regional rail stakeholders, the list of upgrades needed, and the approval process. The MOU was approved by CHSRA at their last Board of Director's meeting, was approved by MTC on 5/17/12, and will be brought to the other entities boards including TJPA in the near future. A total of \$706 million has been identified for Caltrain electrification and an advanced signal system (positive train control). Mr. Boule discussed the benefits of electrification and said that it lays the groundwork for the DTX to go forward.

A very important development concurrent with the MOU is that MTC has designated the DTX as a regional New Starts priority in the pending Regional Transportation Plan (RTP), which establishes a regional strategy for fully funding DTX. Mr. Boule explained the significance of the Federal Transit Administration's (FTA) New Starts program and that DTX would be in the funding pipeline behind the current BART to Berryessa and Central Subway projects. New Starts is the largest funding stream available for DTX and getting this designation is essential to being eligible for funding under the program. As part of the designation, the MTC is proposing a roadmap for local, regional, state and federal funds to meet the \$1.957 billion amount currently needed to fully fund DTX. This is particularly important to the TJPA as it represents regional support for a full funding strategy for Phase 2. The next steps for the adoption of RTP were discussed. The environmental review process will take approximately 1 year.

David Milton thanked Mr. Boule and noted that "selected" grade crossings will be eliminated and asked if there will still be some grade crossings. Brian Dykes (TJPA Staff) commented that the peninsula will be a 110 mph train speed corridor and decisions regarding grade crossings will be needed. Bob Beck added that the MOU's selected grade crossings represent the first step in an incremental strategy to fully grade separate the corridor.

D'Arcy Myjer asks to define positive train control. Brian Dykes replied that it is a fully automated control system. Bob Beck added that positive train control monitors where the trains are, their speed, how close they are to one another, and that new electric multiple unit (EMU) trains are able to accelerate and stop quicker than diesel locomotives.

Ted Olsson asked if there is any opposition to the MOU and Scott Boule replied none that he is aware of.

David Milton made a motion that the TJPA CAC send a letter of support for the blended plan to MTC and the CHSRA. Chair Lazarus and various CAC members suggested that a support letter also for the TCDP be sent to the San Francisco Planning Department with copies to San Francisco Mayor Ed Lee and the San Francisco Board of Supervisors. The motion was seconded by Ted Olsson. Chair Lazarus called for a vote by voice and the motion was approved unanimously.

8. Public Comment

Chair Lazarus asked if any member of the public had any comments or questions. Jim Patrick from Patrick & Company voiced his concern about designed entry way access to the park.

9. CAC Member Comments & Future Agenda Requests

Chair Lazarus asked if there were any further questions, comments or agenda requests and there were none.

10. Adjourn

Jane Morrison made a motion to adjourn the meeting and it was seconded by Ted Olsson. Chair Lazarus called for a voice vote and the motion was unanimously approved. Chair Lazarus adjourned the meeting at 7:00 p.m.

10. Next Meeting

The next meeting is scheduled for June 12, 2012.

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) 252-3124 and web site: www.sfethics.org.