



TRANSBAY JOINT POWERS AUTHORITY

Maria Ayerdi-Kaplan • Executive Director

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES
Tuesday, January 12, 2016

TJPA Offices
201 Mission Street, Suite 2100
San Francisco, CA

5:30 p.m. to 7:30 p.m.

CITIZENS ADVISORY COMMITTEE

Ted Olsson, Chair
Bruce Agid, Vice Chair

Keysha Bailey
Paul Bendix
Paolo Cosulich-Schwartz
Robert Feinbaum

Helen Han
Charley Lavery
Sean McGarry
Lauren Post
Alice Rogers

Patty-Jo Rutland
Jason Smith
Pascale Soumoy
Patrick Valentino

Executive Director
Maria Ayerdi-Kaplan

Staff Liaison
Scott Boule

CAC Secretary
Barbara Pemberton

1. Call to Order

Chair Olsson called the meeting to order at 5:30 pm.

Members Present: Chair Olsson, Vice Chair Agid, Paul Bendix, Robert Feinbaum, Sean McGarry, Lauren Post, Alice Rogers, Pascale Soumoy, and Patrick Valentino.

Members Absent: Keysha Bailey, Paolo Cosulich-Schwartz, Helen Han, Charley Lavery, Patty-Jo Rutland, and Jason Smith.

A quorum was achieved.

2. Staff Report

TJPA Legislative Affairs and Community Outreach Manager Scott Boule presented the report. A topping out ceremony was held on January 8, 2016, to commemorate the milestone of placing the last piece of structural steel. Completion of structural steel placement was achieved one week ahead of schedule. The next major stage for the project is installation of the awning, which is scheduled to begin in late March 2016. An event is being planned for early March to unveil the awning panels. The awning design is an educational opportunity that will be presented in the Transit Center after the opening. The format to present this opportunity to the public will be developed at a later date.

The TJPA is attending community meetings to present the upcoming Master Lessee/Retail Request for Proposals (RFP). The bulk of these meetings happened this week. The Master Lessee/Retail RFP will be issued in late February or early March 2016.

The Citizens Advisory Committee (CAC) recruitment process is beginning for the 2016-2017 term. Information regarding this process will be distributed shortly. Questions can be directed to Mr. Boule or Barbara Pemberton.

3. Approval of Meeting Minutes: December 8, 2015

Chair Olsson requested a motion to approve the December 8, 2015 Minutes. A motion to approve the Minutes was made by Robert Feinbaum and seconded by Sean McGarry. A unanimous voice vote approved the motion.

4. Presentation of Supplemental Environmental Impact Statement/Environmental Impact Report

Rod Jeung, Principal, AECOM Design and Planning, and Brian Dykes, Principal Engineer, TJPA, made the presentation. The BART/Muni underground pedestrian connector was included in the environmental document, however, it is not part of Phase 1 or Phase 2. It is hoped that funding for the pedestrian connector will be available at the commencement of Phase 2. At the Fourth and Townsend Street underground station the two northern tracks are now either side of a center platform to allow for Caltrain to stop in either direction and the southern track is available for High Speed Rail trains to bypass a stationary commuter train. The Turnback Track under I-280 between Hubbell and Mariposa Streets is needed to efficiently bring trains in and out of the existing railyard at Fourth and King during the early morning start up and late night close down periods. The proposed widened throat structure is needed to reduce rail wear and loud wheel noise, but does not allow an increase in the speed of trains. This project is designed to be above the 100 year flood level, and the tunnel is environmentally cleared without effecting Interstate 280. A new below-grade "tunnel stub" would be constructed to accommodate future grade separations of tracks south of the Caltrain railyard. This would minimize disruption of Caltrain service during construction and would allow the grade separation to proceed when funds are identified. There is no current plan by the California High Speed Rail Authority (CHSRA) to extend the tunnel to the East Bay.

Crossing the bay is not part of the scope of this project; however, studies show that it can be done.

The Transbay website (www.TransbayCenter.org) has a section devoted to the Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) where the Draft SEIS/EIR and related documents can be found. Go to the “Project” tab, and choose SEIS.EIR.

5. Presentation of Metropolitan Transportation Commission Phase 2 Cost review

Senior Program Manager Mark Zabaneh presented the item. Mr. Zabaneh noted that the current budget and cost estimate for Phase 2 does not include the cost of the pedestrian connection to the Embarcadero BART station. The Phase 2 cost estimate will be refreshed and budget updated after 1) the delivery procurement study, which is currently underway, is completed and 2) recommendations of the City of San Francisco’s Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB), which includes the study of potential changes to the Downtown Rail Extension (DTX) alignment, are known. The RAB is a multi-year study in its second phase, which will identify up to three alternatives for further analysis. The second phase is scheduled to be completed by the end of the year.

6. Construction Update

Steve Rule of Turner Construction Company, Construction Management Oversight, presented the update. Completion of structural steel placement was achieved one week ahead of schedule which was accomplished by increased work hours. Night noise will decrease over the next four months due to the change to 12-hour shifts. Steel work was previously performed during overnight hours.

Webcor Obayashi Joint Venture’s schedule is being reviewed and mitigations determined for the opening date, and risks that may affect the date of substantial completion will be factored into this document. A schedule follow-up meeting will occur in late February or early March 2016. The project is on schedule for the substantial completion date at end of year 2017.

Upcoming Super Bowl activities necessitate the delay of a concrete pour on the Saturday before the Super Bowl. There is no new information on reimbursement of Super Bowl related costs, however, negotiations with Skanska have resulted in a beneficial impact to the project by completing the steel installation earlier than anticipated and also resolving other steel time-related items. The project had a benefit to its schedule due to the Super Bowl activities.

7. Public Comment

Member of the public Roland LeBrun stated that the East Bay crossing was meant to ease congestion. He believes connecting a tunnel from San Francisco to the East Bay is no longer possible with the current plan.

8. CAC Member Comments & Future Agenda Requests

CAC member Paul Bendix suggested a presentation on the disabled access plan and vision for the new Transit Center when it opens in 2017.

9. Adjourn

Chair Olsson adjourned the meeting at 7:30 pm.