



TRANSBAY JOINT POWERS AUTHORITY

Maria Ayerdi • Executive Director

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE
MEETING MINUTES**

Tuesday, April 8, 2008
Yerba Buena Center for the Arts
701 Mission Street
2nd Floor Conference Room
San Francisco, CA

Meeting #010

5:30 p.m.

CITIZENS ADVISORY COMMITTEE

Jim Lazarus, Chair
Karen Knowles-Pearce, Vice Chair
Andrew Baglino
Adrian Brandt
Andrew Brooks
Richard Brooks
Michael Freeman
Peter Hartman
Adrienne Heim
Michael Kiesling
Shawn Leonard
David Milton
Jane Morrison
Jul Lynn Parsons
Norm Rolfe

Executive Director
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1. Welcome & Call to Order

The meeting was called to order by Jim Lazarus, Chair, at 5:40 pm. A quorum was formed by 11 of the 15 voting members as follows: Jim Lazarus, Karen Knowles-Pearce, Andrew Baglino, Adrian Brandt, Andrew Brooks, Richard Brooks, Peter Hartman, Michael Kiesling, David Milton, Jane Morrison, and Norm Rolfe. Non-voting member Bob Beck was also present.

Chair Lazarus introduced two new CAC members Andrew Brooks and David Milton and acknowledged the third new CAC member Michael Freeman who was not present. Chair Lazarus officially thanked the three outgoing CAC members Tracy Chapman, Alfonso Felder, and Dave Snyder for their service in the proceeding year.

2. Approval of February 12, 2008 Meeting Minutes

Richard Brooks made a motion to approve the Draft Meeting Minutes for the February 12, 2008 meeting and the motion was seconded by Karen Knowles-Pearce. A vote was called by voice and the motion was unanimously moved and carried.

Karen Knowles-Pearce requested that 2 sided printing be used for the Agenda in the future.

3. Staff Report – Bob Beck

Bob Beck welcomed new CAC members Andrew Brooks and David Milton and thanked all attendees for coming to the meeting.

Bob reminded the CAC members that in order to initiate staggered term expirations dates, approximately one half of the members had initial one year terms. The question if an initial one year term will count against a CAC member's three term maximum is not addressed in the TJPA CAC By-laws. He suggested to the Chair and Vice-Chair that the CAC membership may wish to discuss and make a recommendation to the TJPA Board of Directors to amend the By-laws to clarify this issue at a later date. The San Francisco Board of Supervisors had a similar situation when changing from at-large elections to district representation and resolved it by only counting full terms toward term limits. Bob's recommendation would be to following the Board of Supervisor's example and not count the one year terms.

Since the last meeting:

- Negotiations with Hines and Pelli-Clarke-Pelli continue and it is anticipated that an agreement will be brought before the TJPA Board of Directors in the near future.
- Approval for another San Francisco County Transportation Authority (SFCTA) appropriation has been received.

4. Nomination and Election of Chair & Vice-Chair

Pursuant to Article 3, Section 1 of the Bylaws, the Chair and Vice-Chair are elected at the first regular meeting of the Committee after the 1st day of March of each year.

Chair Lazarus called for nominations for Chair. Jane Morrison nominated Chair Lazarus and the nomination was seconded by Karen Knowles-Pearce. He asked for further nominations. None were forthcoming and nominations were closed.

Chair Lazarus called for nominations for Vice-Chair. Richard Brooks nominated Karen Knowles-Pearce and Jane Morrison seconded the nomination. Chair Lazarus called for further nominations. None were forthcoming and nominations were closed.

A voice vote was taken to elect the Chair and Jim Lazarus was unanimously reelected to serve a second one year term. A voice vote was taken to elect the Vice-Chair and the CAC members unanimously reelected Karen Knowles-Pearce to serve a second one year term.

5. **Temporary Terminal Wayfinding Signage – Phil Sandri**

The construction documents for the Temporary Terminal are 95% complete. Construction bids are due in June 2008 and a Notice to Proceed (NTP) is expected to be issued in November of 2008. The Temporary Terminal will be built in two phases. AC Transit and Greyhound will move out of the current Transbay Terminal and into the Temporary Terminal in the first phase.

Jane Morrison asked what the cost of the Temporary Terminal will be and what will happen to it when the Transbay Transit Center is complete. Phil replied that the original estimate for the Temporary Terminal was \$13.5M and some items have been added since then. At the end of 5 years when the new Transbay Transit Center is built, the land will be turned over to the San Francisco Redevelopment Agency. A park is planned in the center with office buildings on the perimeter.

Mr. Sandri's PowerPoint presentation included an overview of the site location and its current use, the new Temporary Terminal layout, and traffic circulation plans. The location for each bus carrier, the traffic circulation and lane configuration were detailed.

Andrew Brooks asked where the car pool and ride share area will be located. Mr. Sandri advised that it will just move across the street from its current location and that this will be a good change as individuals will then be on the correct side of the street to enter vehicles safely and not need to go into traffic as they do now.

Mr. Sandri reviewed the various types of signage that will be used in the Temporary Terminal including the amount, location and the specific purpose for each. He advised that they have been working closely with the Metropolitan Transportation Commission (MTC) whose goal is to make the region's transportation signage consistent. Many of the proposed signs are a result of that effort. Primary Signage will include maps of the Temporary Terminal site and the surrounding neighborhood as well as monitors with real time bus information. Primary directional signage will include maps of the neighborhood and provide direction to significant destinations in the area. Secondary directional signage will provide directional orientation, but will not include a map. Within the AC Transit operations area electronic, programmable bus stop signage will identify the bus line information at that specific stop. Translink Readers will be located at the "entry portals" to the interior of the terminal where AC Transit will operate. Riders will be required to "prepay" at peak times (3:00 PM – 7:00 PM).

Norm Rolfe felt that it would be confusing to the ridership to have different methods of payment in "peak" and "off-peak" hours. Phil replied that AC Transit is planning to require the prepay system for "peak" hours instead of paying on the bus. Andrew Baglino asked if it wouldn't be just as fast to tag the Translink cards as people get on the bus rather than as they come through the portal. Although boarding passengers with Translink Passes is quicker than boarding paying passengers, measurements during 'Spare the Air' days have shown that buses are boarded even more rapidly when the payment transaction has been handled prior to boarding the bus.

Andrew Baglino asked where you would see the Greyhound location information and about bicycle access. Phil replied that the Greyhound location would be shown on the primary signage. Twelve bicycle racks that follow the San Francisco Redevelopment

Agency design guidelines are planned. They will be located on the island near the security.

Jim Lazarus asked how you will discourage bicycle riding in the bus driveways or pedestrians cutting across the driveways. Phil replied that there will be striping and signage. Bob Beck added that AC Transit will increase the number of site supervisors in the area during peak hours.

Peter Hartman asked if the sidewalk size will remain at the same width and Phil said yes.

6. Phase II Baseline Budget – Bob Beck, Bradford Townsend & Nancy Whelan

Bob Beck gave an overview of the TJPA funding strategy, budget definitions and process, and the phasing plan including activities and milestones.

Bradford Townsend discussed the history and development of the Phase 2 budget. The TJPA has followed the Federal Transit Administration (FTA) guidelines for establishing project contingencies and reserves. When asked about the status of the loop, he responded that the TJPA is still pursuing funding for the environmental assessment of the loop. He was not able to provide current estimated cost of the loop, but the environmental assessment will show the potential impacts of the construction and impact the cost. Bob Beck indicated that both the San Francisco County Transportation Authority (SFCTA) and San Mateo County Transit District (SMCTA) are supportive of the loop and funding is being sought for an environmental study. Bradford Townsend indicated that based on the Preliminary Engineering work to date, the outcomes of the value management exercise, and cost management process, staff had recommended establishing a Phase 2 baseline budget of \$2.996 billion, and the TJPA board had adopted that budget at the March 2008 board meeting.

Nancy Whelan gave a breakdown of funding for Phase 1 and Phase 2 of the Program. Phase 1 is fully funded and there is a shortfall of approximately \$2 billion for Phase 2. She identified several funding sources that the TJPA is currently applying to and possible future funding sources. She stressed that the TJPA continues to watch for all funding sources including local, regional, state and federal that become available. She reiterated that if funding becomes available, the TJPA would like to move the train box construction from Phase 2 to Phase 1.

Jim Lazarus informed the attendees of an upcoming meeting in Sacramento regarding when money would become available from the California High Speed Rail (CHSR) bond scheduled for the November 2008 election and how it will be released for projects. As written, a system segment must be fully funded before money from the bond would be released raising the possibility that funds could be tied up for many years. He would like to see the language changed so that some money could be released earlier so that the Transbay Program and other projects directly benefitting a system segment could take advantage of the present value of the dollar instead of a possible future reduced dollar value.

Adrian Brandt asked if some types of funding are more important or more significant than others. Nancy said that there is a difference in the magnitude and referred to a chart in the March TJPA Board Report. The TJPA Board of Directors asked that this chart be sorted by the time that the funding would be available. This is currently being done and will be presented at a future TJPA Board of Directors meeting.

7. Public Comment

None

8. Next Meeting

The next meeting is scheduled on Tuesday, May 13, 2008.

Jim Lazarus requested that an agenda item be added to give the CAC members an opportunity to suggest agenda items for upcoming CAC meetings.

9. Adjourn

A motion to adjourn was made by Karen Knowles-Pearce and seconded by Richard Brooks. A vote was called by voice and the motion was unanimously moved and carried. The meeting was adjourned by Chair Lazarus at 6:55 p.m.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Admin. Code Sections 16.520 - 16.534] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 1390 Market Street, Suite 801, San Francisco, CA 94102, telephone (415) 554-9510, fax (415) 554-8757 and web site: sfgov.org/ethics.