



TRANSBAY JOINT POWERS AUTHORITY

Maria Ayerdi • Executive Director

TRANSBAY JOINT POWERS AUTHORITY CITIZENS ADVISORY COMMITTEE MEETING MINUTES

Tuesday, August 12, 2008
Yerba Buena Center for the Arts
701 Mission Street
2nd Floor Conference Room
San Francisco, CA

Meeting #013

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

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1. Welcome & Call to Order

The meeting was called to order by Karen Knowles-Pearce, Vice-Chair, at 5:35 pm. A quorum was formed by 11 of the 15 voting members as follows: Karen Knowles-Pearce, Adrian Brandt, Andrew Brooks, Richard Brooks, Michael Freeman, Adrienne Heim, Michael Kiesling, Shawn Leonard, David Milton, Jane Morrison, and Norm Rolfe. Non-voting member Bob Beck was also present.

2. Approval of June 10, 2008 Meeting Minutes

Norm Rolfe provided two corrections to the meeting minutes which were noted. Richard Brooks made a motion to approve the Draft Meeting Minutes for the June 10, 2008 meeting and the motion was seconded by Norm Rolfe. A vote was called by voice and the motion was unanimously moved and carried.

3. Staff Report – Bob Beck

Bob Beck provided a staff report which included the following:

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- Due to the unavailability of the meeting room on the next regularly scheduled meeting date of September 9, 2008, the CAC meeting will be rescheduled to September 16th. Bob polled the attending members, and none indicated a conflict with the scheduled change.
- The bids for the Temporary Terminal were received last week and were within budget. One protest was received, but it is not anticipated that this will cause a delay. Ground breaking will be in late October.
- A Request for Qualifications (RFQ) has been issued for a general contractor for the main Transit Center. Qualification Statements are expected to be received on August 25, 2008.
- Pelli-Clarke-Pelli Architects (PCPA) has been working on Concept Validation since May to expand upon the original PCPA proposal and to identify and reconcile operational, engineering and construction challenges. It is anticipated that this effort will be complete by the end of August.

Norm Rolfe asked for more clarification regarding the revisiting of the proposal and the scope documents. Bob Beck explained that it has been a year since the competition proposals were submitted and a year and a half since the scoping documents were prepared. The Concept Validation effort is intended to review all of the requirements of the scoping documents, incorporate new information and considerations that have arisen in the past year, and to work through issues that could not be thoroughly vetted in the context of the competition. This includes an interactive exchange to include design and operating alternatives, work through structural design questions, architectural finishes options, vertical circulation analysis, etc. It is not expected that there will be any radical departures from the competition proposal, but rather a refinement of the concept and design.

Norm Rolfe asked if money for the train box has been found. Bob Beck replied that the funding has not been found yet but the TJPA is striving to do so. PCPA is designing the whole Transit Center (Phase 1 and 2).

Adrian Brandt commented that the Berlin Station has a skin that costs a lot to clean. He feels it is important to look at the ongoing cleaning cost. Bob Beck advised that the

automatic cleaning systems are being investigated and will be incorporated as the design moves forward.

Michael Freeman asked if they know who is on the panel that will be reviewing the RFQ proposals. Bob Beck advised that the panel has been identified, but has not been made public yet.

4. Transit Center Utility Relocation Overview

Guy Hollins introduced Doug Stovall and Eric Zagol from AE-COM. Last fall they began working on utility relocation. Mr. Stovall provided a PowerPoint presentation on the utility relocation project status. This presentation included the following information:

- Scope of work review
- Discussed the major constraints including the number of existing utilities, the space constraints, the requirement to keep at least three traffic lines open at all times, maintaining access for neighboring building services, and coordinating with other building under construction.
- On Minna Street, there are 6 feet from curb to wall to put in utilities. On Natoma Street, there are 14 feet.
- Three relocation alternatives were discussed and the current preferred alternative is a combination of all three. The utility relocation team will work with PCPA to determine how much room is available.
- Slides of possible utilities corridors, existing conditions, and relocation plans were shown and discussed.
- Conceptual traffic plans show 3 phases of construction to relocate utilities in Main, Fremont, and First Streets to allow construction of the foundation wall while maintaining three lanes of traffic.
- Utilities and topographic survey and mapping were completed February 2008. Coordination with utility services providers is ongoing. Utility relocation alternatives were developed in July 2008. And, geotechnical investigation field work will be completed in September 2008.
- Project schedule included the following:
 - design phase from 8/27/08 – 6/2009,
 - start demolition of existing Transit Center and ramps in 8/2009,
 - start utility relocation construction in 11/2009, and
 - start foundation wall construction in 8/2010.

Adrian Brandt ask about the requirement to keep three traffic lanes open at all times regarding weekends and off peak hours. Doug Stovall replied that it may be necessary to do some work on weekends.

Adrian Brandt was concerned about the impact of relocating utilities eastward towards Main Street on the eventual construction of the tail tracks or loop. Doug Stovall commented that all of the relocation options presented some challenges and that some of the relocation work would only be temporary/interim. Bob Beck added that Main Street and Howard Street between Main and Beale would have a more depth for utilities than First, Fremont or Beale Streets because the Train Mezzanine level would not extend beyond the transit center footprint.

Adrienne Heim asked if the utility relocation should be done before the demolition. Bob Beck responded that much of the work overlaps. The ramp demolition will begin first, followed by the utility relocation work and the foundation work, but that portions of the work will be going on concurrently in different areas. We will work with the general contractor when they are on board and will continue to work with the San Francisco Department of Parking and Traffic to coordinate the phasing of the work. Guy Hollins

commented that it will be a big coordination effort especially when staging the building demolition.

Karen Knowles-Pearce asked if there were any further questions from the committee members or members of the public. There were none.

5. AC Transit: Transbay Operations & Services Overview

Bob Beck introduced the discussion by stating that AC Transit is one of Transbay's largest operators and is represented on the TJPA Board of Directors. TJPA expects AC Transit to take a leadership role in operations within the new Transit Center. AC Transit will oversee operations on the bus level of the new Transit Center, will utilize the majority of the interior space in the Temporary Terminal, and is involved with both the bus ramp and bus storage projects.

Robert del Rosario of AC Transit gave an overview of AC Transit Transbay Service Operations. He reported that AC Transit has a system wide daily ridership of 227,000 including 11,508 passengers on the Bay Bridge Corridor. Their fleet has a total of 682 vehicles including 112 articulated buses and 79 Commuter Coaches. The peak hours of service are between 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 8:00 p.m. A one way fare to the Transbay Terminal is \$3.50 which includes a transfer to Muni. Ten day and monthly passes are available. The Transbay fleet is partially Wi-Fi enabled.

Mr. del Rosario described the evolution of AC Transit from the Key System. The Key System was removed from the Bay Bridge in the 1950's, and AC Transit provides bus service on routes which are almost identical to the old Key Systems and have been extended and expanded services.

Richard Brooks asked if they plan to use TransLink at the Temporary Terminal. Robert del Rosario answered that, because they will have the same number of buses in a smaller space, they will have to speed up the time to board passengers and move the buses. The best way to do this is to use TransLink and have the passenger waiting area serve as a prepaid zone so that passengers can board without paying. AC Transit has monitored boarding times during past Spare the Air Days which demonstrated the time savings when fares do not have to be collected on the bus.

Michael Freeman asked if AC Transit had seen an increase in daily commuters. Mr. del Rosario responded that there appears to have been an increase of 5–10%, but that AC Transit conducts an annual passenger account each October so they should have better assessment of the increase soon.

Andrew Brooks asked what their highest ridership was and Mr. del Rosario responded that they had approximately 16,000 when BART was on strike.

Adrian Brandt asked how entrance into the "paid area" of the Temporary Terminal will be controlled when using TransLink and how that will work with other operators. Bob Beck explained that there will be three perimeter entrance areas corresponding to the three crosswalks to the central boarding island. The TransLink readers will be located at these entrances. AC Transit will be the only operator in the interior of the Temporary Terminal with the exception of one bus bay provided for WestCAT so anyone in the interior boarding area should be a prepaid AC Transit passenger. Although Greyhound buses operate within the Temporary Terminal, Greyhound passengers will come through the Greyhound building to reach their boarding area. All other operators are on the streets surrounding the Temporary Terminal.

Adrian Brandt asked how much connectivity there is between AC Transit and other carriers. Robert responded that about 1,000 passengers per day transfer between AC Transit and MUNI.

Jerry Coffin (member of the public) asked how many people you think will come through the new Transit Center in the future to support the number of bus bays planned. Bob Beck responded that studies show that they will be a large growth in AC Transit ridership. Cambridge is updating their study. One reason for AC Transit growth is BART capacity constraints. Currently BART carries 18,000 passengers in the peak hour and that is estimated to grow to 28,000 through a number of operational improvements and equipment and system improvements, but the demand for transit service on the Bay Bridge corridor is projected to exceed BART's capacity improvements.

Karen Knowles-Pearce invited public comment and there was none.

Karen Knowles-Pearce invited members comment.

Adrienne Heim stated that she travels on AC Transit and prefers MCI motor coaches. Which will be used at the Temporary Terminal? Robert del Rosario responded that although the MCI's are popular for their comfortable seating and other amenities, they have poor wheel chair accessibility, poor fuel economy, and only have one door which slows loading and unloading time. AC Transit is working to develop a dedicated fleet for Transbay service which probably be comparable in design to the existing Van Hool buses.

Norm Rolfe asked if anyone has attended the recent San Francisco Planning Department meeting and if so, what was discussed. Bob Beck attended the meeting and advised that it was an update to the public and an opportunity for public comment. The information presented was primarily an abbreviated version of the public presentation by the Planning Department in April, and only three members of the public commented. The planning effort will not be concluded until the fall of 2009. Joshua Switzky will be invited to provide an update to the CAC members sometime in the future.

6. Public Comment

Vice-Chair Knowles-Pearce asked if there is further public comment. There was none.

7. CAC Member Comments & Future Agenda Requests

Vice-Chair Knowles-Pearce asked if there were any future agenda requests. There were none.

8. Next Meeting

The next meeting is scheduled on Tuesday, September 16, 2008.

9. Adjourn

The meeting was adjourned by Vice-Chair Knowles-Pearce at 6:50 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.

