



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY  
CITIZENS ADVISORY COMMITTEE**

**MEETING MINUTES**

Tuesday, August 11, 2009  
Transbay Joint Powers Authority  
201 Mission Street, Suite 2100  
San Francisco, CA

Meeting #021

5:30 p.m.

**CITIZENS ADVISORY COMMITTEE**

Jim Lazarus, Chair  
Karen Knowles-Pearce, Vice Chair  
Andrew Brooks  
Michael Freeman  
Peter Hartman  
Adrienne Heim  
MaryClare M. James  
Marcus Krause  
David Milton  
Jane Morrison  
D'Arcy Myjer  
Jul Lynn Parsons  
Norm Rolfe  
Dave Snyder

Executive Director  
Maria Ayerdi-Kaplan

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## 1. Call to Order

The meeting was called to order by Jim Lazarus, Chair, at 5:35 pm. A quorum was formed and the meeting was attended by 12 of the current 14 voting members as follows: Jim Lazarus, Karen Knowles-Pearce, Andrew Brooks, Peter Hartman, Adrienne Heim, MaryClare James, Marcus Krause, David Milton, Jane Morrison, D'Arcy Myjer, Jul Lynn Parsons, and Norm Rolfe. Non-voting member Bob Beck was also present.

## 2. Approval of June 9, 2009 Meeting Minutes

David Milton made a motion to approve the Draft Meeting Minutes for the June 9, 2009 meeting and the motion was seconded by Karen Knowles-Pearce. A vote was called by voice and the motion was unanimously moved and carried.

## 3. Staff Report – Bob Beck

Bob Beck welcomed new CAC member D'Arcy Myjer representing the daily Caltrain ridership. Bob reported that the biggest event since that last CAC meeting has been the decision of the TJPA Board of Directors at their June 2009 meeting to instruct the architects to design the Transbay Transit Center assuming construction from the bottom up contingent upon success in securing funding for the train box. Mary Pryor will discuss the various pots of stimulus funds that we are pursuing. The design team is moving forward with the structural changes. There has also been a lot of intense work regarding pedestrian and bus movement. Schedule design development will be 50% complete this month and the contractor and the designer will be developing independent estimates in September and October.

Karen Knowles-Pearce asked what the CAC member's role is in this process and whether there would be sub-committees to look at aspects of the design in greater detail. Bob Beck replied that the presentations design presentations at the CAC are intended to solicit the CAC's input. Karen asked if the only in-depth discussions we will have are at the meetings and Bob replied yes.

Chair Lazarus asked if the CAC members or members of the public had any questions or comments on the Staff Report and there were none.

## 4. Update on ARRA Funding Requests – Mary Pryor (Nancy Whelan Assoc.)

Ms. Pryor advised she would provide an update regarding funds that the TJPA are applying for and next steps.

- Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER) has \$100 million available nationwide. The Federal Transit Administration (FTA) will select the projects and grant awards will be announced by September 30, 2009. They have received requests amounting to \$2 billion.
- Transportation Investment Generating Economic Recovery (TIGER) has \$1.5 billion available nationwide at the discretion of the United States Department of Transportation (USDOT) Secretary for multi-modal major capital investments. Projects were recommended by the MTC and the State. The TJPA was not on their list, however applicants may submit applications directly to the USDOT and the TJPA will do so. Grants will be awarded by February 17, 2010.
- High Speed and Intercity Passenger Rail (HSIPR) has \$8 billion available nationwide and is for high speed and intercity passenger rail projects. Applications are submitted to the Federal Railroad Administration (FRA) only by the State. There are 2 "tracks" with Track 1 being where a request for funds for the train box would fit in and Track 2 for corridor elements. The FRA will select

the projects and the Track 1 project selections are to be announced by October 2009.

A list of ARRA proposals was shown. The HSIPR bids will be awarded the first quarter of 2010. The TJPA will save \$100 million by putting the train box into Phase 1. The TJPA has 75% matching funds where none are needed. The application for Track 1 has been sent to Caltrans with the FRA to announce Track 1 awards by September 30<sup>th</sup> and Track 2 applications are due to the FRA by October 2<sup>nd</sup>.

Mary stated that the project needs as much support as it can get and urged all who are interested to contact Governor Schwarzenegger and their State government representatives to ask them to make the TJPA train box a high priority. She passed names and contact information. The State will be finalizing its application by August 24<sup>th</sup>, and the FRA will begin considering applications soon thereafter and are expected to make its decisions no later than the end of September.

Norm Rolfe asked if the members of the CAC could get copies of Ms. Pryor's presentation. Bob Beck said he will send it out by E-mail.

Norm Rolfe asked how competitive is it and Mary replied that it is highly competitive, but we are ready for Track 1, and it looks promising. Bob Beck mentioned that most of the applications in California, and presumably the nation, will be under Track 2 and there are relatively few projects that are "ready" under the Track 1 guidelines. Jim Lazarus asked what the dollar value of Track 1 is and was advised that there is no indication how much would be awarded under Track 1 or Track 2.

Jane Morrison asked if there is a list of questions that we should ask our government officials when we contact them, and Mary replied that she can provide a list of talking points. Jim Lazarus commented that it is critical for those who are interested to contact these government officials. Bob Beck commented that the success of the ARRA application is most important as it helps us advance the program and emphasizes that we do want to be both a rail and bus program. Jane Morrison agreed that it is important from the start to let them know that it is a rail and bus program. Marcus Krause asked if CAC members have any more "clout" than regular members of the public. Mary responded that yes it shows that you are knowledgeable and committed to the program. Peter Hartman asked if Bob could send the talking points out also, and Bob agreed to do that.

A member of the public asked if the TJPA could advertise in the media. Bob Beck replied that it would not be a proper use of public funds.

Chair Lazarus asked if there were any further CAC member or public questions or comments and there was none.

## **5. Update on Schedule for Phase 1 Construction – Bob Beck**

Mr. Beck provided an update on the schedule between now and the move to the Temporary Terminal (TT) as follows:

- Preliminary Archaeological Exploration is complete. There were a couple of items found (whiskey bottle), but nothing significant. There was a possibility that shell mounds could have been found, but none were, and, the site was landside of where ships would have been found.

- Upcoming Geotechnical Testing will provide a test for equipment to verify design and measure productivity.
- Utility explorations are testing utility depths.
- Demolition contract will be advertised next week. The initial Notice to Proceed (NTP) will be for planning and permitting only and the second NTP will be for the actual demolition. TJPA Board of Directors approval is required prior to issuing the NTP for physical demolition.
- We are coordinating the move to the Temporary Terminal (TT) with operator constraints, primarily the timing of planned changes in schedule and route assignments. MTA plans new schedules and route changes in October and would plan a quarterly update in January-February. AC Transit has services changes in January 2010, and the move to the TT could follow those changes by a few weeks.
- The AC Transit Use Agreement requires that the following conditions to be met: TT must be complete, a demolition contract must be in place, the Board must certify that the Phase 1 funds are available, and the outreach must have been completed. It is expected that we would certify Phase 1 funding at the November Board meeting, and that AC Transit and other operators could do outreach in November/December. It is anticipated that the move to the TT will be in the first 2 weeks of February 2010 subject to these conditions being met.

Norm Rolfe mentioned that MUNI must do some trolley wire moves. Bob said that some changes are being done now in conjunction with the Temporary Terminal and some will be done by the demolition contractor. TJPA is working with the MTA regarding the design of those changes.

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

#### **6. Update on Temporary Terminal (TT) Construction and Operations – Phil Sandri**

Mr. Sandri presented an update on the progress of the TT. He provided a PowerPoint presentation and started by showing views of the TT site before work was started, the architect rendering of the completed site, and a current picture. In Phase 1, the ramps will stay until AC Transit and Greyhound have moved to the TT. Mr. Sandri discussed how the TT would look during the phases and pointed out the bus bay locations. He provided slides that show site archaeological finds including a cobblestone road, metal shop debris and freeway footings and also site construction pictures which include setting of the modular buildings. Mr. Sandri outlined the planned traffic circulation for both outside and inside the TT. The Essex Street ramp will be widened to add a “bus only” lane to keep bus traffic to the Bay Bridge separate from auto traffic. This work is expected to be done as a Change Order to the TT.

Norm Rolfe asked if the Essex Street ramp will be a City or State road, and Phil replied State (Caltrans). Marcus Krause asked if there will be barriers demarking the bus lane, and Phil said that there will not be barriers, but it will be striped and there we a pull out lane to aid in enforcement.

Andrew Brooks mentioned that there is a new stop light on the bottom of Essex and Folsom streets and this is important because of the flow of traffic. Phil replied that this is a part of our project. Andrew said then they will have to make a left turn and Bob Beck responded that the TJPA is in talks concerning having traffic control officers at all 6 intersections. Andrew asked if this would be a project or City cost and Bob replied that it is a project cost and feels that it will be intense at first and then will lessen as the public gets use to the changes. Andrew asked if it is in the budget and Bob replied that it is.

Peter Hartman asked if private cars will be able to park in the area around the TT in off times as he does not expect that the buses will use the entire area around the TT 24 hours a day 7 days a week. Phil responded that private parking will not be allowed. Jim Lazarus gave an example on Clement Street where parking was allowed in bus areas on off times and asked why not make parking available when it is not being used. Phil responded that it has not been talked about, but it is worth exploring and that we can talk to MUNI about it.

Phil continued with his presentation and showed locations and discussed the various types of signage and wayfinding planned in and around the TT.

Karen Knowles-Pearce asked if any of the signage from the TT would be reusable in the new Transit Center. Phil said that they are talking to Pelli-Clarke-Pelli Architects (PCPA) about it, but he is not sure that they will be able to. Jul Lynn Parsons asked if there will be an audible signage component and Phil responded that they had discussed it with the Department of Public Works (DPW) and the Mayor's Office of Disability (MOD), but they recommended against it as there were no current City standards.

Phil discussed the schedule which includes Phase 1 construction of the TT completion in October 2009, beginning of transit operations in February 2010, demotion of the ramp beginning in February 2010, Phase 2 construction completed in March 2010, and final completion in May 2010. He also showed a time lapse video of the Temporary Terminal construction progress to date.

Norm Rolfe asked if there will be any food service at the TT. Phil said no, only some vending machines in the Greyhound building.

Marcus Krause asked about the entry portals into the TT during the time between when the transit operator move over and Phase 2 completion and if it will be enough to handle the passenger volume. Phil explained that there will be 1 portal initially and that there will only 7 AC Transit bays interior to the terminal during Phase 1 with the remainder of the stops being on the outside perimeter along Main Street. When demotion is complete, there will be a total of 3 portals.

Marcus Krause asked how cash will be handled and Phil replied that there will be ticket vending machines. Marcus asked if this was for Phase 1 only and Phil replied that AC Transit is trying to encourage people to use TransLink. In Phase 1, the transit rider would show the ticket to the bus driver as they board and in Phase 2 they keep it on their person to show fare inspectors. D'Arcy Myjer asked if the number of cash machines would be enough and mentioned that they often break. Phil responded that there will be AC Transit Site Supervisors that will respond to any problems. Marcus Krause was concerned whether 4 machines would be enough. MaryClare James asked if there was going to be any vendors on site selling TransLink. Phil replied no, but there will be businesses in the area that will sell them. Marcus Krause asked if there would be "add fare" machines and Phil replied yes and that there will be extensive outreach to the public.

Courtney Lodato from Singer Associates spoke concerning community outreach. She advised that the current TT web page will shift to be a resource for riders. She distributed a Transbay Temporary Terminal fact sheet and a Temporary Terminal Outreach Overview handout. Work is being done in an effort to make the move to the TT go smoothly. The operators will also help explain the changes to their riders.

Marcus Krause asked about the signage and Courtney replied that we would like to put arrows on the sidewalk leading from the current Transbay Terminal to the new TT and

will work with the Department of Public Works (DPW) to see if they will allow these type of signs and will also work with the bus operators to inform their riders of the changes.

Adrienne Heim asked if 511.org will be a source of information and Courtney replied yes.

MaryClare James commented that it would be helpful to know where the nearby places are that TransLinks will be available.

A member of the public commented that they would like to see some kind of celebration to honor the old Transbay Terminal and celebrate the new and MaryClare James said that it would remind people that the change is happening.

Chair Lazarus asked if there were any further questions or comments.

A member of the public asked if there would be outreach to local television stations and/or Chinese media. Courtney responded yes.

D'Arcy Myjer asked if the signage will be translated into other languages and Courtney responded that yes there will be a translation to Chinese and Spanish at a minimum.

Andrew Brooks asked who will be the "public face" for the project. Bob Beck replied that Singer Associates would be. Andrew asked what individual will be the "spokesman" and gave Bay Area Rapid Transit (BART) and San Francisco International Airport (SFO) as examples of organizations that have a specific individual who is their spokesperson. Bob replied that at this time everything goes to Courtney. Andrew also said that it would be useful to have a hierarchy list of who is the point person to refer people to if the CAC members are asked.

D'Arcy Myjer asked if there will be a translation on the website and Courtney replied that it is not planned at this time.

**7. Public Comment -** Chair Lazarus asked if there were any further public comments.

A member of the public asked what would be the best guess for him being able to ride California High Speed Rail to Los Angeles. Bob Beck replied that his best guess would be 2020 if all stays on schedule.

**8. CAC Member Comments & Future Agenda Requests -** Chair Lazarus asked if there were any further CAC member questions or comments.

Jane Morrison shared some history regarding bring rail to the financial area of the City by saying that Southern Pacific Railroad built the #1 Market Street building to be a train terminal before 1952, but before they put in the tracks the President of Southern Pacific said that they were making more money on freight service than passenger service and so kept the tracks where they were. She said that this was confirmed for her last year.

Peter Hartman commented that he had seen some reports regarding the position of the California High Speed Rail alignment. Bob had seen them also and said there is a fair amount of opposition from Menlo Park and Atherton who wants the tracks to be underground. Jim Lazarus said that their goal is to shift to the Altamont Pass option.

David Milton asked if there was to have been a budget update at this meeting. Bob Beck replied that the TJPA annual operations budget was presented at the last TJPA Board of Directors Meeting and that he will send a PDF. (Note: The FY 09/10 budget was distributed via e-mail, but there was no presentation given at the TJPA Board to distribute.)

Andrew Brooks advised there was a bike meeting with MTA and the MTA agreed to “go slow” on the proposed Second Street bike lane and will make a presentation. The EIR was approved by the Board of Supervisors. Bob advised that there is a weekly meeting with the MTA as well as the Transportation Authority regarding bike and pedestrian circulation. He will work with the MTA to have someone give a presentation to the CAC.

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

## **9. Adjourn**

Chair Lazarus adjourned the meeting at 7:05 PM.

## **10. Next Meeting**

The next meeting is scheduled on Tuesday, August 8, 2009.

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](http://sfgov.org/ethics).