



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, February 9, 2010
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #025

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
Dave Snyder

Executive Director
Maria Ayerdi-Kaplan

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1. Call to Order

The meeting was called to order by Karen Knowles-Pearce, Vice-Chair, at 5:39 pm. A quorum was formed and the meeting was attended by 9 of the current 13 voting members as follows: Karen Knowles-Pearce, Andrew Brooks, Michael Freeman, Peter Hartman, MaryClare M. James, Marcus Krause, Jane Morrison, D'Arcy Myjer, and Dave Snyder. Non-voting member Bob Beck was also present.

2. Approval of December 8, 2009 Meeting Minutes

Vice-Chair Knowles-Pearce asked if the CAC members had an opportunity to review the December 8, 2009 Draft Meeting Minutes and if there were any corrections or comments. CAC members responded that they had reviewed the Draft Meeting Minutes and did not have corrections or comments. A vote was called by voice and the motion to approve the Draft December 8, 2009 Meeting Minutes was unanimously moved and carried.

3. Staff Report – Bob Beck

Mr. Beck commented that much funding activity had occurred since the last meeting and an update would be given by Nancy Whelan in the next presentation. Private utilities will start utility relocations as soon as next month. Design is on schedule for 100% design development to be received this month and we hope to provide more details to the TJPA CAC at next month's meeting. Webcor has started to pre-qualify sub-contractors for site utility relocation and shoring contracts. The exact time for the start of construction will depend on when ARRA funds are available, outreach completion, bus schedule changes, and completion of moving bus service to the Temporary Terminal. This could be as early as May 2010.

Michael Freeman asked where the dirt from the excavation would go. Bob replied that it is yet to be determined. We will know more when the contractor is on board. Most of the soil is not contaminated.

Karen Knowles-Pearce asked what impact the Menlo Park lawsuit will have on the TJPA and what is happening with the Beale Street alternative issue. Bob advised that the Menlo Park lawsuit will not have a direct impact on our project. The greatest potential impact to our program would come from the ongoing Alternatives Analysis process for the San Francisco to San Jose corridor. High Speed Rail is looking at four alternatives for a San Francisco Station and plans to present their draft conclusions at their Board meeting on March 4, 2010. They have not informed us if they will be dropping the Beale Street alternative, but it would be their next opportunity to do so. We will know more as the date of their Board meeting comes closer. After they present the draft at their March meeting, they will issue a final Alternatives Analysis Report in May and continue with the San Francisco to San Jose EIS/EIR.

Peter Hartman asked how firm the \$400 million High Speed Rail money is. Bob replied that we have received a verbal message from the Secretary of the Federal Department of Transportation (DOT) that it is earmarked for us and therefore it seems firm.

Peter Hartman asked what the demolition schedule is. Bob advised that TJPA is trying to get clarification from the DOT when we will have the funds and when that information is received we will be able to prepare a schedule, do the necessary outreach, modify the bus driver schedules, and move to the Temporary Terminal. This could be as early as May and a groundbreaking would be planned.

4. Funding Update – Nancy Whelan (Nancy Whelan Associates)

During the week of January 25th, two big things occurred – the TIFIA loan that we had been working on for a year and a half was approved with a loan interest rate of 4.57%, and we received notification of the award of the \$400 million ARRA funds. Ms. Whelan provided a Phase I Funding Plan chart and advised that the ARRA funds do not appear on the chart as they had not yet been brought before the TJPA Board of Directors and approved. The TIFA loan will be repaid from the Tax Increment generated by the development of the state owned parcels and by passenger facility charges (PFC). We are waiting to receive an indication from DOT when the federal ARRA funds will be available as we would plan to use those monies first. We are on track with Phase I funding.

Michael Freeman asked if the Phase I total revenues of \$1,189 million plus the \$400 million in ARRA funds (totaling \$1,589 million) covers Phase 1, including the train box, but not Phase 2. Nancy answered yes. Michael also asked how dependent Phase 1 funding is on land sales. Nancy commented that TIFA requires the sale of \$429 million in property “or alternative funding” which can be a combination of land sales and other sources.

Marcus Krause asked about the AC Transit passenger facility charges. Bob replied that the AC Transit agreement allows any source of funding and that AC Transit may wish to pay up front utilizing other types of funding available to them. Mr. Krause asked if other carriers will be making similar contributions, and Mr. Beck advised that Caltrain is contributing to the program through the San Mateo County sales tax program. Tony Bruzzone added that AC Transit is leasing the entire bus deck and any other carrier using it will be a subtenant to AC Transit.

MaryClare James asked if AC Transit is making payments to the existing Transbay Terminal, and Mr. Bruzzone replied yes.

Peter Hartman asked if the \$429 Land Sales or Alternatives shown on the Phase I Funding Plan is a part of the state parcels. Nancy Whelan replied that all parcels are within the redevelopment zone, and we expect to sell them.

Michael Freeman asked what the \$429 is based on. Nancy replied that it was based on an analysis performed by The Concord Group on the Redevelopment Plan which included comparisons and what the future neighborhood would look like 2 ½ years ago. This analysis is in the process of being updated now.

Vice-Chair Knowles-Pearce asked if there were any further questions or comments from CAC members or the public. There were none.

5. Draft Transit Center District Plan Update – Joshua Switzky (San Francisco Planning Department)

Mr. Switzky gave an overview of the Transit Center District Plan that was released November 2009 in draft form for public review. Copies were distributed to TJPA CAC members and hard copies can be purchased by the public for \$36 each from the San Francisco Planning Department or CD's are available for \$1.00 each. He advised that many agencies had participated with AECOM as the lead consultant.

Mr. Switzky provided a PowerPoint presentation and discussed the following:

- Map outlining the plan area
- Goal to develop the capacity of the district

- Plan for the highest density in San Francisco to be in Zone 2 and for the tallest buildings to be near the Transbay Transit Center (TTC)
- Key proposal to increase the heights around the TTC from 550' to 1,000' for the Transit Tower with the other buildings of slightly lower stature from 770' to 880' with the proposed height increases being selective not general
- A number of simulations were done
- Encourage commercial space and the district as a job center
- Desire to make streets gracious public spaces and hard choices such as widening sidewalks by reducing roadway and deleting parking spaces
- Impact to parking, traffic and pedestrian circulation, and bicycle access
- Transportation policies which cap parking by reducing allowable "non-residential" parking by 50% and pursue congestion pricing
- Creation of mid-block signalized crosswalks
- Enactment of street level design controls
- Increase access to City Park and provide additional open space
- Expansion of historic area
- Sustainability opportunities such as combined heat and power system and recycled non-potable water system
- Public improvement costs and potential revenues including three possible sources 1 - new impact fee on new development, 2 - Mello-Roos Special Tax (supplemental property tax), and 3 - benefit covenant (additional transfer tax)
- Schedule: Draft Plan made public Nov. 19, 2009, Draft EIR publication in Fall 2010, and Final EIR and plan adoption hearings scheduled for early 2011

Vice-Chair Knowles-Pearce asked if there were any questions or comments.

Jane Morrison asked if a connection to BART is still planned. Bob Beck replied that TJPA continues to study it and is in discussions with BART. The Embarcadero Station appears to be preferable from the construction perspective, but because it has narrower platforms than the New Montgomery Station, BART will want to ensure that it doesn't present any capacity issues.

Dave Snyder asked if the bike ramp to the terminal is only accessible from Howard Street and Mr. Switzky said yes and added that they plan to consider making Howard two-way East of Montgomery and that there will be additional bike access under the bus ramp. Bob Beck commented that ARUP determined that the Howard Street access was necessary because of the grade requirements to reach the concourse level, but they are looking at bicycle access from the bike path on 2nd Street via Natoma Street. Mr. Snyder also suggested that the design of Clementina should be looked into for bikes from the redevelopment neighborhood along Folsom Street and Mr. Switzky answered that they are looking at it.

Michael Freeman commented that the issue of shadows has been in the news. Mr. Switzky replied that 5 San Francisco Supervisors had initially supported a measure for the June ballot regarding how buildings can or cannot shadow parks. The standards that were adopted 1989 allowed the Planning Department some discretion, but the proposed measure would not allow any changes. There would be substantial building height reductions within the Transit Center District Plan and financial impacts to the Transbay Program from this measure. Fortunately, however, the Supervisors have agreed to remove the measure from the June ballot.

Michael Freeman was concerned about impacts the additional proposed Mello-Roos fees would have on the middle class residential units and keeping San Francisco businesses competitive. Josh Switzky replied that most of the development proposed in

the District Plan Area is office space and not residential and that residential units in the taller buildings would be primarily luxury units due to views, cost of construction, etc.

A member of the public (Jamie Whitaker) asked if the collection of development fees was delayed until after buildings were completed if it would delay public improvements. Josh Switzky replied that he could not say what the impact for this area would be.

A member of the public (Jim Patrick) was concerned about changing existing buildings to a Category 1 that it will increase the cost of development and asked that this process be reconsidered for several buildings. Mr. Switzky said that it is a balancing act and that some buildings on 2nd Street are already in a historic area. The last time this was worked on was in the 1980's and now looking at today's standards.

Vice-Chair Knowles-Pearce thanked Mr. Switzky for his presentation and asked if there were any questions or comments. There were none.

6. Utility Relocation Schedule Update – Guy Hollins (Program Management/Program Controls)

Mr. Hollins provided a brief update on the utility relocation project including the following:

- TJPA is working with both public and private utilities with TJPA bearing the cost of relocating public utilities and private utilities to pay for at least the first relocation of their utilities.
- A map was provided showing the extent of the early relocation work.
- Early Utility Relocation work within Fremont Street was outlined including Verizon conduit relocation, PG&E abandon gas line and consolidate electrical conduit, and TJPA relocate low pressure water, streetlights, traffic signals, and construct new low pressure water and sewer within Fremont.
- The Utility Relocation Schedule was discussed with more details to come. Work on private utilities will probably start in March.

Vice - Chair Knowles-Pearce thanked Mr. Hollins for his presentation and asked if there were any questions or comments from CAC members or the public and there were none.

7. Transit Center Pedestrian Flow Modeling - Tony Bruzzone (ARUP)

Mr. Bruzzone provided an animated model of a passenger flow study for both the outside and inside of the Transbay Transit Center. ARUP was asked to take the TTC design and test it based on people's actual movements. They used year 2030 projections for the peak hour of 5:00 PM to 6:00 PM with 7,500 California High Speed Rail (CHSR) passengers (4,700 leaving & 2,500 arriving), 5,000 Caltrain riders (3,500 leaving & 1,500 arriving), and 7,500 MUNI passengers based on the original 2030 CHSR forecast. The more recent 2035 projections by CHSRA show about 30% fewer passengers, so Mr. Bruzzone was satisfied that this provides a true "worst case scenario". CHSR, Caltrain, AC Transit, and MUNI passengers were identified by color. Mr. Bruzzone walked the CAC through passenger flow for the outside and each level of the TTC. One lesson learned from the model is that queuing AC Transit rider's length wise instead of across the bus deck relieves congestion, and architectural solutions to encourage passengers to queue parallel to the bus bays are being evaluated. Making the bus deck and train level a "paid" area makes boarding faster and assists with security.

Mr. Bruzzone explained that a change to remove a portion of the glass on the bus deck has been made and Dave Snyder felt that it would be a degradation of the experience of waiting for a bus. Mr. Bruzzone explained the measures being taken such as sound dampening will mitigate this change. Bob Beck commented that the TJPA is also concerned regarding air quality and noise, and that this change is being reviewed and the design team has been asked to provide additional modeling to demonstrate that the environment will be acceptable.

Andrew Brooks voiced his concern about personal space and that the model did not include room for luggage or pulling brief cases. Mr. Bruzzone agreed that these items were not modeled, but advised there is plenty of space in the lower level to accommodate these. Mr. Brooks advised that he thinks that there will be a substantial number of tour and travel passengers travelling in families or small groups and the model does not address their impact, and it is critical to address the issue of passengers with luggage getting on and off trains. He feels the model needs to be refined.

Andrew Brooks commented that Caltrain will have a significant number of bike riders and Tony replied that there will be a second bike entrance.

Peter Hartman asked if the number of bikes will increase or decrease when the trains come into the Transit Center instead of 4th & King. Bob Beck replied that it is expected that the number may decrease as many Caltrain riders who bike from the current station may be able to walk to their destinations from Transbay, however, ARUP kept the ratio constant to be conservative.

Vice - Chair Knowles-Pearce thanked Mr. Bruzzone for his presentation and asked if there were any further questions or comments from CAC members or the public. There were none.

8. Public Comment – Vice-Chair Knowles-Pearce asked if there were any questions or comments from on matters not previously discussed. There was none.

9. CAC Member Comments & Future Agenda Requests – Vice-Chair Knowles-Pearce asked if there were any future agenda item requests. There were none.

Vice-Chair Knowles-Pearce acknowledged Norm Rolfe's service to the TJPA CAC and reminded CAC members of the E-mail with information regarding the Memorial Service to be held for Norm on February 19, 2010 at the San Francisco Cable Car Museum.

8. Adjourn

Vice-Chair Knowles-Pearce adjourned the meeting at 7:32 PM.

9. Next Meeting

The next meeting is scheduled for Tuesday, March 9, 2010.

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.