



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, July 13, 2010
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #029

5:30 p.m.

CITIZENS ADVISORY COMMITTEE

Jim Lazarus, Chair
Karen Knowles-Pearce, Vice Chair
Andrew Brooks
Anthony Dimas
Michael Freeman
Peter Hartman
MaryClare M. James
Marcus Krause
David Milton
Jane Morrison
D'Arcy Myjer
Ted Olsson
Jul Lynn Parsons
Dave Snyder
Pascale Soumoy

Executive Director
Maria Ayerdi-Kaplan

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1. Call to Order

The meeting was called to order by Jim Lazarus, Chair, at 5:30 pm. A quorum was formed and the meeting was attended by 9 of 15 voting members as follows: Jim Lazarus, Michael Freeman, MaryClare M. James, Marcus Krause, Jane Morrison, D'Arcy Myjer, Ted Olsson, Jul Lynn Parsons, and Pascale Soumoy. Non-voting member Bob Beck was also present.

2. Approval of June 8, 2010 Meeting Minutes

Chair Lazarus asked if there were any comments or corrections to the June 8, 2010 Draft Meeting Minutes. Ted Olsson requested that the minutes be revised to show under Item #6 paragraph 6 that "eastern neighbors" should be shown as "eastern neighborhood projects", under Item #6 paragraph #9 add "all of San Francisco's development mega projects" in front of Treasure Island, and under Item #8 add "historic center within the Transit Center" at the end of the first sentence. With these corrections, Ted Olsson made a motion to approve the June 8, 2010 Draft Meeting Minutes and D'Arcy Myjer seconded the motion. A vote was called by voice and the motion was unanimously moved and carried.

3. Staff Report – Bob Beck (TJPA)

Mr. Beck reported that TJPA continues to meet with Webcor regarding the shoring package which will go out to bid by the end of this month and has recently been spending quite a bit of time with the Federal Railroad Administration (FRA) representatives reviewing program background.

The next milestone is the transit operator's move from the existing Transbay Terminal to the Temporary Terminal scheduled on August 7th. Greyhound will make the move earlier on August 4th. The Transbay Terminal will be closed the evening of Friday, August 6th and service will start at the Temporary Terminal the morning of August 7th. The groundbreaking ceremony is planned for August 11th.

Jim Lazarus asked about the status of the \$400 Million. Bob Beck replied that the posting period of the TJPA environmental document at the Environmental Protection Agency (EPA) had closed. Only one comment was received and it was addressed. We anticipate that the Record of Decision (ROD) will be posted before the move to the Temporary Terminal.

Ted Olsson commented that he heard about a report issued by UC Berkeley Institute of Transportation Studies (ITS) that says the Cambridge Systematics ridership projections for California High Speed Rail (CHSR) are flawed and asked Mr. Beck if he knew about it. Mr. Beck responded that although he has not reviewed it, he is aware of it and that TJPA has a scheduled meeting with CHSR on Friday. Mr. Olsson asked for an update at the next meeting and Mr. Beck said that he would see if possibly a CHSR representative could present at the next meeting.

Chair Lazarus thanked Mr. Beck for his staff report and asked for questions or comments. There were none.

4. Temporary Terminal Opening – Phil Sandri (Program Management/Program Controls) and Courtney Lodato (Singer Associates)

Mr. Sandri reported that the Temporary Terminal punch list, traffic changes and striping is being finished in preparation for the operators move to the Temporary Terminal on August 7th. The construction schedule for the new Transit Center will be 7 years. Mr. Sandri outlined traffic access between the Bay Bridge and the Temporary Terminal and explained that the eastern ramp must remain in place until all operators have completed their move to the Temporary Terminal and then it will be removed in Phase 1. An overview of the bus positions in Phase 1 for the various operators was given. The east loop ramp will be demolished in Phase 2. A rendering depicting what the Temporary Terminal will look like during Phase 2 was shown and an overview of the bus circulation, drop offs, and pickups during Phase 2 was given. In Phase 1, bus fares will continue to be paid on the buses. In Phase 2, AC Transit will move to a prepay system using TransLink/Clipper and single ride tickets.

Marcus Krause asked how long Phase 1 will take, where bus and auto traffic will merge on Essex Street, and if the #5 MUNI bus stop on Howard & Main will interfere with AC Transit. Mr. Sandri responded that the schedule for Phase 1 is 2 months, bus and auto traffic will merge on Essex Street after the Harrison Street entrance, and that the #5 MUNI stop will not interfere with AC Transit. He explained that when a #5 MUNI bus stops at the bus stop, AC Transit buses would go into the second lane. MUNI buses would make a left turn onto northbound Main on a separate signal phase than the AC Transit buses that were turning south onto Main. This would allow the traffic to cross without interfering.

Mr. Krause also asked what plan is in place to make sure the 4 intersections are not blocked. Mr. Sandri explained that TJPA has arrangements with the Department of Parking and Traffic (DPT) to station traffic control officers to ensure that the intersections are not blocked and promote traffic movement. The number of officers will vary depending need (example: additional needs for Fridays or Giant ballgames).

Chair Lazarus asked if there were any further questions or comments. There were none. Chair Lazarus thanked Mr. Sandri for his presentation.

Mr. Sandri introduced Courtney Lodato from Singer Associates who reviewed the outreach activities surrounding the move from the existing Transbay Terminal to the Temporary Terminal. She also provided a schedule of upcoming events planned to honor the existing Transbay Terminal and celebrate the groundbreaking of the new Transbay Transit Center. Banners were installed and the Temporary Terminal website was re-launched on July 1st to change the website's emphasis from construction to operation. Ms. Lodato encouraged everyone to visit the website to experience its new look and feel. Upcoming key outreach dates include the launch of an ambassador program at the existing Transbay Terminal on July 20th, Commemoration Event on July 30th, Temporary Terminal Open House on August 3rd, operations begin at the Temporary Terminal on August 7th, and Transit Center Groundbreaking Event at 10:00 AM on August 11th. Samples of outreach signage and wayfinding signage and there locations were shown. There will be sidewalk decals that lead from the existing Transbay Terminal to the Temporary Terminal entrance on Main Street.

Ted Olsson asked if TJPA received approval for the decals and Ms. Lodato confirmed that approval was received.

MaryClare asked if there would be an entrance to the Temporary Terminal on Beale Street and was told that the only entrance in Phase 1 would be on Main, but that the sidewalk on Beale would remain open. Additional entrances on Main and Howard would open in Phase 2.

Chair Lazarus asked if CAC members or members of the public had any questions. There were none and Chair Lazarus thanked Ms. Lodato.

5. Existing Terminal Historic Study – Joyce Oishi (TJPA Program Management/Programs Controls) and Heather Price (William Self Associates)

Ms. Oishi stated that the Memorandum of Agreement (MOA) with the State Historic Preservation Office (SHPO) TJPA entered into in June 2004 addresses historic and archeological properties. It requires an interpretive exhibit be established in the new Transit Center and that salvageable items be offered to other interested agencies. TJPA and the Program Controls/Program Management (PMPC) team have been working with the architect to determine the best location in the new Transbay Transit Center for the interpretive exhibit. Several requests for specific salvageable items have been made from organizations such as the California Railroad Museum for a small bench and the Western Railway Museum for handrails and rail caps. Some items that will be kept by the TJPA for its interpretive exhibit have been identified including the Emperor Norton plaque, a large bench, 2 columns that feature rivet construction, telephone booths, shoeshine stand, Key System signage, boiler room sign, and miscellaneous items. Caltrans has requested items including telephone booths, flag pole and light poles.

Ms. Oishi introduced Heather Price from William Self Associates who has been working on the project for several of years to ensure compliance with the MOA and applicable laws. Archaeological work is being done only in the foot print of ground that will be disturbed. Work at the Temporary Terminal is complete and currently she is working on one side of the Transbay Terminal. Ms. Price provided a view of what the site will look like when trench work is being done.

At one time the Yerba Buena Cove came into the mid-point of the Transbay Terminal and was filled in during the gold rush with dune sand and debris. Prehistoric deposits may be contained in the elevated portion in the sand on the western end. These materials could be up to 2,000 years old, however, they do not anticipate finding Spanish era artifacts or ships. In 1872, this was an industrial area that including the ironworks and also had some workers housing. Detailed insurance maps were issued periodically and when tied to census records are very helpful to give an idea of who lived in the area and what we can expect to find. People did not live in this area after the 1906 Earthquake and we do not expect to find many historic intact items under the Transbay Terminal. Fill from the Earthquake and the ironworks foundry were found at the Temporary Terminal site including fly wheels, cobblestones, bottles, buttons, and children's toys.

Jim Lazarus asked if they will be on site for the entire excavation. Ms. Price responded that they have researched the area ahead of time and have determined where they might find significant items. Bob Beck commented that 15 – 20 feet is from the gold rush era and that any prehistoric items would be found deeper if they exist.

Ted Olsson asked if anything is expected to be found that is paleological or biological. Bob replied none is expected. Mr. Olsson suggested that it might be worthwhile to consult with the San Francisco Academy of Science.

Chair Lazarus asked if there were any questions or comments. There were none. Chair Lazarus thanked Ms. Oishi and Ms. Price for their presentation.

6. Demolition Schedule – Derrick Cooper (TJPA Program Management/Programs Controls)

Demolition is scheduled to start on August 7, 2010 and will be completed in 4 phases. The phase schedules are as follows: Phase 1 begins with the demolition of the ramps above the Temporary Terminal site, Phase 2 includes the demolition of the balance of the eastern ramp structures, Phase 3 encompasses the demolition of the central section of the Terminal and the western ramps to Howard Street, and Phase 4 includes the western ramps between Howard and Harrison Streets. The eastern ramps are scheduled to be demolished between August 13th and September 13th, the Transbay Terminal building between August 27th and December 26th, and the western ramp between December 29th and April 26, 2010. A crushing plant will be established to recycle the material from the building and ramps. This material will be used to backfill the basement of the building.

Mr. Cooper discussed anticipated traffic impacts, areas that will be impacted, approved work hours, and street closures. Some work is restricted to nights and weekends.

Jim Lazarus asked if there have been meetings with the residential properties. Mr. Cooper replied that there had been meetings with the surrounding residential properties. Marcus Krause asked about noise from the crushers, and Mr. Cooper said that it will be noisy however base line noise levels have been established and there is a restriction on the decibel levels that the crushing can generate.

Ted Olsson asked if all of the concrete and steel will be reused in the base of the building, and Mr. Cooper agreed that the concrete will be used as base rock for the equipment constructing the shoring wall and that the steel will be recycled.

7. Overall Schedule – Bob Beck (TJPA)

An overview of the construction schedule changes due to the addition of the train box was given. Phase 1 construction will be extended to 2017. The principal issue is the time required to excavate and construct the rail levels although other factors contribute, such as additional demolition work for the removal of existing piles and pile caps. Work has been done to refine the construction sequencing into 4 zones and the contractor has developed plans for bracing for the excavation and the trestle. The bracing and trestle system are significant contributors to the construction schedule and cost. A schedule summary, list of milestones, and the items on the critical path were discussed. The milestones showed bus operations to start at the new Transbay Transit Center in August of 2017.

MaryClare James asked if there was a way that bus service could move back sooner than the August 2017. Bob Beck responded that TJPA has been talking to the contractor about ways to compress the schedule and will explore every opportunity to do so.

Jane Morrison asked when the trains will come into the Transbay Transit Center, and Bob replied California High Speed Rail will come in 2020 and Caltrain in 2019. Those dates are dependent upon full funding for the rail extension and CHSRA meeting its current projected schedule.

MaryClare James commented on her concerns about what protection the awnings at the Temporary Terminal will provide. Bob said that the awnings were placed at the current height to provide coverage for passengers as they board the buses. The trade-off for that coverage is that the awnings are quite high making them susceptible to wind-driven rain. The TJPA will monitor conditions during operations.

Marcus Krause asked who the demolition contractor is, and Bob Beck replied it is Evans Brothers Inc. from Livermore, CA.

Chair Lazarus had to leave the meeting and asked MaryClare James to preside for the remainder of the meeting.

Michael Freeman stated that he had traveled to Dublin and saw the Aviva Stadium that has self cleaning plex material designed to sheet off dirt and moisture that he thought the TJPA would be interested in. He took a close look, and it looks clean. Bob replied that they would refer the material to the design team.

Michael Freeman asked what the current status with Hines is. Bob said that we await the completion of the Planning Department's environmental process before a transaction can be finalized and that by adding the train box, the need for revenue from the sale of the Tower parcel has pushed out 2 years.

Michael Freeman commented on an article in the Wall Street Journal that said rail uses more energy than cars and Bob replied that he had not read the article but believes rail beats air and that the article may be comparing conventional rail to cars and not high speed rail to cars.

Ted Olsson asked Bob if he was able to follow up on the photovoltaic information he had sent, and Bob replied that he had passed it on to the design team.

8. Public Comment

MaryClare James asked if there were any questions or comments from members of the public on matters not previously discussed. There were none.

9. CAC Member Comments & Future Agenda Requests

MaryClare James asked if there were any comments, questions or future agenda requests from members of the CAC. There were none.

9. Adjourn

Ted Olsson made a motion to adjourn the meeting, Jane Morrison seconded the motion, and MaryClare James adjourned the meeting at 7:00 p.m.

10. Next Meeting

The next meeting is scheduled for Tuesday, August 10, 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.