



**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, November 6, 2018

TJPA Office
201 Mission Street, Suite 2100
San Francisco, CA

5:30 p.m. to 7:30 p.m.

CITIZENS ADVISORY COMMITTEE

Bruce Agid, Chair
Derrick Holt, Vice Chair

Belal Aftab
Paul Bendix
Don Dickerson
Jackson Fahnestock

Robert Feinbaum
Helen Han
Amy Jalili
Charley Lavery
Gloria Li

Sean McGarry
Nathan Morales
Patty-Jo Rutland
Howard Wong

Executive Director
Mark Zabaneh

Staff Liaison
Skip Sowko

CAC Secretary
Julie Markus

1. Call to Order

Chair Agid called the meeting to order at 5:31pm.

Members Present: Bruce Agid, Paul Bendix, Don Dickerson, Jackson Fahnestock, Robert Feinbaum, Derrick Holt, Amy Jalili, Charley Lavery, Gloria Li, Sean McGarry, Nathan Morales, Patty-Jo Rutland and Howard Wong

Members Absent: Belal Aftab and Helen Han

To accommodate for a scheduling conflict, Item 6, Update on Phase 2/Downtown Rail Extension was called after Item 1 then the remaining items resumed in order.

2. Staff Report

Skip Sowko, TJPA Senior Design and Engineering Manager, reported that the Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) for the Downtown Rail Extension (DTX) is being finalized and will be presented to the TJPA Board of Directors at their December meeting for approval. Chair Agid asked about further approval needed for the SEIS/EIR. Mr. Sowko explained that the Federal Transportation Administration (FTA) will take a minimum of 30 days to provide the Record of Decision (ROD) that will conclude the National Environmental Policy Act (NEPA) process. Furthermore, the TJPA will then take a few days to provide the Notice of Determination (NOD) which would conclude the California Environmental Quality Act (CEQA) process.

3. Approval of Meeting Minutes: October 9, 2018

- Chair Agid identified a grammatical error in Item 4, paragraph 2. Mr. Turchon stated once construction is complete, there is very limited access inside the building walls and “is it” was changed to “it is” good the workers installing the ceiling panels discovered the crack and reported it to the TJPA.

A motion to approve the minutes was made by Mr. Lavery and seconded by Mr. Feinbaum. There was no member of the public wishing to comment. A unanimous voice vote approved the motion.

4. Update on the Temporary Closure of the Salesforce Transit Center

Dennis Turchon, TJPA Senior Construction Manager, and Ron Alameida, Director of Design & Construction for the City of San Francisco Public Works Department presented the update. Chair Agid asked how many pieces of the girders were cut out for testing. Mr. Turchon stated that four pieces were removed above Fremont Street. He went on to explain that sections were taken and laid out for the panel of experts to examine. Mr. Lavery asked if the steel girders were fabricated on site. Mr. Turchon stated that all girders above Fremont Street came from Herrick in San Bernardino and the plates in question came from Arcelor-Mittal mill on the east coast. Ms. Rutland asked what type of testing would be done. Mr. Turchon presented a slide listing the types of testing. He also stated that once the cause is identified, it would be presented to the Peer Review Panel along with the fix. Chair Agid recommended that TJPA provide the list of names of the Peer Review Panel which might build credibility and public confidence. Chair Agid asked if the \$150 million lawsuit filed by Webcor/Obayashi Joint Venture is covered in the Estimate at Completion (EAC). Mr. Alameida stated that the EAC captures known and anticipated costs associated with the Project.

Public Comment:

Roland Lebrun suggested to Google “Transbay Confusion” which he felt explained how the beams were built and when the access holes were made. He thought the access holes had nothing to do with the welding of the beams and the only purpose was to hang the hanger beam to the main beam. Mr. Lebrun also said in order to restore public confidence, the entire building should be monitored. Mr. Turchon stated there is a plan currently under consideration to incorporate acoustic sound monitoring.

Adrian Caratowsa, East Cut CBD, suggested that the Peer Review Panel look at how the beams were installed. Mr. Turchon said that the panel of experts are looking at all aspects related to the installation, fabrication and design.

Ted Olsson suggested that the TJPA may want to look at the seismic effect in the beams as this may be of concern for the public. Mr. Turchon said that seismic analysis will be performed as part of the investigation.

5. Retail Leasing Update

Martha Velez, TJPA Facility Manager, presented the update. Chair Agid congratulated the TJPA in securing leases for 46% percent of the space. Mr. Feinbaum asked if TJPA will be doing tenant improvement work while the center is closed and Ms. Velez responded affirmatively.

6. Update on Phase 2/Downtown Rail Extension

Skip Sowko, TJPA Senior Design & Engineering Manager, presented the update. Mr. Sowko reported that the San Francisco County Transportation Authority (SFCTA) unanimously passed Resolution 19-18 to suspend the Funding Agreement for the Downtown Rail Extension (DTX). TJPA supports conditions 1 and 2 outlined in Resolution 19-18 which read:

1. The San Francisco City Controller's Office conducts an evaluation of TJPA's management and delivery of the TTC; and
2. SFCTA staff performs a review of alternative oversight and governance models for management and delivery of the DTX in addition to its previously scoped task to advise on project delivery methods for DTX as approved through Resolution 19-02

A thorough discussion ensued among the CAC Members and they agreed upon three areas of concerns of the Resolution 19-18:

1. Costs - Assuming full funding could be secured during the critical path of Phase 2. Any delays in moving forward with Phase 2, the 30% design, would result in increased costs to the project due to escalation which is estimated at \$17 million a month.
2. Missed opportunities to obtain commitments of federal and state funding.
3. Until completion of the DTX, Caltrain and California High Speed Rail will utilize Fourth and King as their northern terminus with additional ridership associated with Caltrain electrification delivered in 2022 and California High Speed Rail in 2027, the station and neighborhood would not be able to handle the anticipated volume of riders without major infrastructure and station improvements, which is problematic from a passenger and community prospective.

Chair Agid stated the preference would have been for the design activities to continue while the conditions in the SFCTA Resolution were met. CAC members expressed understanding and respect the decision made by the SFCTA. The CAC suggested the following:

- Evaluation and review by SFCTA and the City Controller's office be conducted with a sense of urgency which should be completed in a timely manner; and
- Informational updates of the review be provided to the SFCTA Board and the TJPA Board on a regular basis, preferably every 4-6 weeks; and
- Based upon the updates, if the SFCTA Board and City Controller's office feel the conditions in the resolution have been met, make the appropriate changes to lift the funding suspension and restart the work of the 30% design for Phase 2.

Public Comment:

Jim Patrick suggested the TJPA use caution regarding the pause in funding for the DTX. Mr. Patrick had several suggestions for the TJPA 1) Executive Director Zabaneh report back to the City Controller's office on costs related to the operations of the transit center that were requested at the October 23, 2018 SFCTA Board Meeting; 2) Develop plan to identify the opportunity costs; 3) Develop a committee consisting of some TJPA Board Directors and TJPA Staff that can put together lessons learned from Phase 1. Mr. Patrick also expressed disappointment with Supervisor Jane Kim that she had no comments at the SFCTA Board Meeting but has sat on the TJPA Board for several years now and voted for the Resolution. Mr. Patrick expressed confusion as to why she sits on the TJPA Board if she is not going to support the project.

Roland Lebrun stated there are multiple issues with the SEIS/EIR which included not grade separating (by building a tunnel) but instead adding a third surface track at the 16th Street crossing, cost of future rail expansion from the transit center to the East Bay, cost of the project relative to other projects and excavation impacts due to the DTX construction. He also referenced his responses to Susan Gygi's San Francisco Planning Department information on the Rail Alignment and Benefits (RAB) Study and requested the CAC review this information. Additionally, he recommended the CAC members listen to SFCTA Chair, Aaron Peskin's remarks at the open and closing session of the October 23, 2018 SFCTA Board Meeting.

7. Public Comment

None.

8. CAC Member Comments & Future Agenda Requests

Future agenda requests include: 1) Update on the schedule and funding of the DTX and Pennsylvania Alignment; 2) train doors and platform heights for the DTX; 3) review of bus and traffic circulation in the area surrounding the transit center; 4) follow-up presentation by the City's Vision Zero Task Force; 5) Update from Pearl Media on digital signage; and, 6) Caltrain operational plans.

9. Adjourn

Chair Agid adjourned the meeting at 7:33pm.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (Campaign and Gov't Conduct Code, Article II, Chapter 1, § 2.100, et seq.) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102, telephone (415) 252-3100, fax (415) 252-3124 and web site: www.sfethics.org.