



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, March 12, 2013
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #047

5:30 p.m.

CITIZENS ADVISORY COMMITTEE

Jim Lazarus, Chair
Andrew Brooks, Vice Chair
BJ Dietz Epstein
Michael Freeman
Mark Garcia
Kelly Gregory
Steve Im
Jane Morrison
D'Arcy Myjer
Ted Olsson
Sandra Padilla
Nathan Rapp
Pascale Soumoy
Todd Williams
Marla Wilson

Executive Director
Maria Ayerdi-Kaplan

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1. Call to Order

A quorum had not been formed by 5:45 pm and Jim Lazarus, Chair, unofficially started the meeting. Approval of the February 12, 2013 Meeting Minutes was delayed and the Staff Report and Construction Update were presented unofficially. The meeting was called to order by Chair Lazarus at 6:05 pm when a quorum was formed with 8 of the 15 voting members present as follows: Jim Lazarus, BJ Dietz Epstein, Michael Freeman, Mark Garcia, Jane Morrison, Nathan Rapp, Pascale Soumoy, and Marla Wilson.

2. Approval of February 12, 2013 Meeting Minutes

Item was moved to #5 below due to lack of a quorum.

3. Staff Report – Robert Beck (TJPA Staff Liaison)

The Staff Report was presented unofficially due to lack of a quorum.

4. Construction Update - Steve Rule (Turner Construction)

The Construction Update was presented was presented unofficially due to lack of a quorum.

5. Approval of February 12, 2013 Meeting Minutes

Chair Lazarus asked if there were any corrections to the February 12, 2013 Meeting Minutes. Michael Freeman noted in the first paragraph of Item #5, it stated that Clark Construction is the General Contractor for the Transit Tower and he felt this was incorrect and that the General Contractor is a joint venture between Dinwiddie and Clark Construction. Chair Lazarus suggested that the February 12, 2013 Meeting Minutes be approved subject to confirmation and corrected, if needed, of this item. BJ Dietz Epstein made a motion to approve the February 12, 2013 Meeting Minutes, Jane Morrison seconded, and a voice vote unanimously approved the motion. It has been confirmed that the General Contractor is a joint venture between Clark Construction and Hathaway Dinwiddie and the Meeting Minutes have been corrected.

6. Better Market Street Project – Mindy Linetzky (San Francisco Department of Public Works)

Ms. Linetzky provided an overview of the City agencies and consultants who have been working on the Better Market Street project. When the City began planning to repave Market Street, they took the opportunity to look at aspects which make a great street and consider improvements and enhancements in areas such as mobility, public realm experience, access, unique identity, and conflicts. She identified their goals as creating a sense of place, optimizing sustainable mobility, and fostering economic development. Three (3) potential proposals were presented and discussed along with their pros and cons. Better Market Street desires not only to focus on transportation but also on improve the street, consider plazas on Market Street, and coordinate with other streets. A series of public workshops are planned in July which will outline the three options in more detail. Ms. Linetzky encouraged public involvement and feedback. The Better Market Street website is www.bettermarketstreetsf.org.

Michael Freeman applauded their efforts and feels moving bicycle traffic from Market Street to Mission Street makes sense. He asked about what would happen when the bicyclists get to Van Ness and Ms. Linetzky explained their concepts of improvements.

Member of the public Jim Patrick asked if the current plan was consistent with the 1965 Better Market Plan and the response was that there had not been a consistent thread of what Market

Street would be and that the issue of bikes is new. Chair Lazarus spoke about the additional street life zones and sidewalk size changes being proposed and a discussion on the pros and cons of these issues followed. Mr. Patrick commented that he had not seen a discussion regarding customer enhancements and feels more customers would activate streets. He was advised that the issue of land use is being looked into.

7. Phase 1 Budget Update – Robert Beck (TJPA Staff Liaison)

Bob Beck announced that the steel bid had been received and had come in higher than estimated. Last month TJPA staff brought a recommendation to increase the Phase 1 budget to the TJPA Board of Directors as an informational item. Mr. Beck's presentation provided an overview of the history of TJPA budgets. The 2007 budget was \$1,189M and was based on top-down construction with the below grade structure deferred and did not include the Park. In 2008, Pelli-Clarke-Pelli (PCPA) provided concept validation of scope and estimates. The park, water conservation, and move from LEED Silver to LEED Gold were added with the budget remaining the same. In 2010, the Federal Railroad Administration (FRA) awarded a \$400M grant to TJPA under the American Recovery and Reinvestment Act (ARRA) for construction of the train box and in May 2010 the Revised Baseline Budget of \$1,589M was adopted by the Board. TJPA continues to work with PCPA regarding value engineering and bid alternatives. Design is nearing completion and there will not be many remaining opportunities to reduce costs significantly.

Mr. Beck provided background regarding hazards and security challenges to create a safe and secure transportation facility. TJPA has always had a proactive approach to safety and security including having an initial Risk and Vulnerability Assessment (RVA) performed in 2009 which was updated in 2011-2012 and incorporation of the most recent Government and security standards from numerous sources into the design prior to finalizing construction documents. He explained the benefits derived from the RVA process and of a Safety Act designation. An overview of the work performed with the design team, security experts, and various agencies was given and the resulting design changes were discussed. The design and construction impacts were estimated to increase the budget by \$64.3M, including \$7.5M in modifications to the awning system that encircles the Transit Center structure.

An alternative material for the Transit Center skin has been suggested as a means of reducing the cost of construction and eliminating some of the security cost impacts. Because of its large area, relatively small changes in the cost of the awning material can have a large total cost impact. The design team has been given a target to reduce the cost of the system by \$17.5M.

Phase 1 remains on schedule to open in October 2017. Mr. Beck explained proposed changes to program contingencies and reserves which would add an additional \$110.4M to the budget and strategies to reach the estimated additional \$164.5M in revenue required if the budget is increased. TJPA will continue informational briefing this month and plans to take Staff recommendations to the Board of Directors later this spring.

8. Public Comment

Chair Lazarus asked if any member of the public had any comments or questions and there were none.

9. CAC Member Comments & Future Agenda Requests

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

10. Adjourn

Chair Lazarus asked for a motion to adjourn the meeting. Jane Morrison made a motion to adjourn and BJ. Dietz Epstein seconded the motion and Chair Lazarus adjourned the meeting at 7:30 pm.

10. Next Meeting

The next meeting is scheduled for April 9, 2013.

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.