



**TRANSBAY JOINT POWERS AUTHORITY  
CITIZENS ADVISORY COMMITTEE**

**MEETING MINUTES**  
Tuesday, October 10, 2017

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  
Keysha Bailey, Vice Chair

Paul Bendix  
Anthony Birdsey  
Paolo Cosulich-Schwartz  
Jackson Fahnestock

Robert Feinbaum  
Helen Han  
Derrick Holt  
John Kutay  
Charley Lavery

Sean McGarry  
Nathan Morales  
Patty-Jo Rutland  
Jason Smith

Executive Director  
Mark Zabaneh

Staff Liaison  
Skip Sowko

CAC Secretary  
Julie Markus

1. Call to Order

Chair Agid called the meeting to order at 5:32 pm.

Members Present: Chair Agid, Vice Chair Bailey, Paul Bendix, Robert Feinbaum, Charley Lavery, Nathan Morales, Sean McGarry, and Jason Smith.

Members Absent: Anthony Birdsey, Paolo Cosulich-Schwartz, Helen Han, John Kutay, Derrick Holt, and Patty-Jo Rutland.

A quorum was achieved.

## 2. Staff Report

Skip Sowko, TJPA Senior Design & Engineering Manager, presented the report. Mr. Sowko reported that Governor Jerry Brown signed Senate Bill 595, which will bring in \$325 million annually for the Downtown Rail Extension (DTX) and \$5 million for operations for the Transit Center, which will be going to the voters presumably in June 2018. Mr. Sowko went on to state that TJPA hosted a tour on the project today (October 10, 2017) for Assembly Member Jim Frazier (Transportation Committee Chair). Concurrence has been received from California High Speed Rail Authority (CHSRA) for Ben Tripousis to join the TJPA Board and if approved by the City and County of San Francisco (CCSF), it is anticipated to become effective sometime in November.

## 3. Approval of the Meeting Minutes: July 11, 2017 and September 12, 2017

There was no member of the public wishing to comment. A motion to approve the minutes as amended was made by Chair Agid and seconded by Vice Chair Bailey. A unanimous voice vote approved the motion.

The July 11, 2017, minutes were approved with modifications:

- Item 2 (page 2). The following comment was modified: “Chair Agid asked for clarity on which trains would be stopping at 4<sup>th</sup> and Townsend and also wanted confirmation that CHSRA is still interested in stopping at the Transit Center until the Downtown Rail Extension (DTX) alignment is figured out” to “Chair Agid asked for clarity on which trains would be stopping at 4<sup>th</sup> and Townsend.”

The September 12, 2017 minutes were approved with modifications:

- Item 5 (page 4). The following comment was modified: “due to the other trades waiting on the electrical trade subcontractor” to “Chair Agid noted that the schedule has been pushed out for several workstreams.”

## 4. Phase 2/Downtown Rail Extension (DTX) Update

Mr. Sowko introduced Keith Abey, Tunnel Engineer with McMillen Jacobs to provide an update on the Tunnel Options Study. Robert Feinbaum directed a question to Executive Director Mark Zabaneh regarding the TJPA quotation in the press about the extra 200 million dollars for the throat piece of the cut and cover. Mr. Zabaneh stated that currently, the TJPA only has very preliminary estimate numbers. These preliminary estimate numbers were shared at the San Francisco County Transportation Authority (SFCTA) Board Meeting which are construction costs only (difference for the cut and cover versus the mining on the throat structure). Chair Agid asked Mr. Zabaneh to clarify the cost for the throat section and cut and cover along with cost of the cut and cover to sequential mining down at 4<sup>th</sup> and Townsend. Mr. Zabaneh stated that the cost for the area on Townsend from 2<sup>nd</sup> to 4<sup>th</sup> is in excess of 35 million dollars. Mr. Zabaneh expressed that these numbers are only preliminary and the team is working cautiously to vet the study and to find out what is feasible from an engineering standpoint along with the cost benefit. Chair Agid also asked for examples of how this study compares to the central Subway system in San Francisco. Mr. Abey explained that while digging near Moscone Center, they were still able to keep traffic flowing by using

vertical excavation on half the width of the street at a time. Mr. Sowko then described how the cut and cover option works and that you are not leaving a pit open for the entire duration of the work. The sequence is to excavate to put the supports in for the temporary road surface, place the temporary road surface (precast concrete panels) then perform all the remaining excavation under temporary road surface. This work can be done during nights and weekends similar to what was done for the Transit Center at Fremont Street. Charley Lavery asked how sequential excavation method (SEM) versus using a tunnel boring machine (TBM) with the SEM/TBM combination measure up cost wise. Mr. Abey stated the costs are relatively the same. Chair Agid stated that the TBM was never proposed because of the size of tunnel that would need to be built. Mr. Zabaneh explained that the tunneling method originally discussed before the study was performed was mining using SEM. Mr. Abey stated that it has been discovered that two TBM's make more sense when it's done for the full alignment. Chair Agid suggested to Mr. Sowko when talking about the three buildings that he provide before and after contrast on which buildings are impacted with the changes of the throat design. Mr. Sowko explained that under the original Final Environmental Impact Statement/Environmental Impact Report FEIS/EIR, we had identified the buildings that would be impacted. Based on the new alignment in the Draft Supplemental SEIS/EIR, the building at 171 Second St, a historic building, will not need to be demolished but will require underpinning of the foundation corner as well as two additional building foundation corners at 589 Howard and 235 Second Street. We believe based on the current studies this underpinning can all be done from below ground level without impacting the above ground structures. Mr. Zabaneh stated that the Tunnel Options Study is an interim update since the engineering has not been completed. Mr. Zabaneh also explained that TJPA had asked for an allocation to do 30% of the entire DTX alignment but SFCTA only provided, at this time, funding to do the 30% estimate for the elements of the project that are common to the Railyard Alternatives and I-280 Boulevard (RAB) Feasibility Study.

## 5. Facility Readiness Update

Martha Velez, TJPA Facility Manager, and Sidonie Sansom, TJPA Chief Security Officer presented the update. Nathan Morales asked if any lease holders had been signed yet. Ms. Velez stated that Colliers currently has 81 inquiries and once the lease template is approved, Colliers will be able to start to work with them. Chair Agid suggested that Ms. Velez use a baseline bar in her charts and suggested that she mimic the Gantt charts that the TJPA uses for the construction schedule. Chair Agid also suggested using scheduled targeted dates instead of only months on the facility readiness charts. Chair Agid asked about the transition between Webcor and Lincoln. Ms. Velez stated that both entities are prepared to work closely and carefully to ensure a seamless transition. Mr. Feinbaum asked about the phasing in of permanent retailers and how that would work with the pop ups. Ms. Velez stated that the pop ups will be fully activated in March however, this will transition into permanent retailers eventually. Chair Agid also expressed the need for more specificity on the timeframe of when AC Transit will be in operations. Chair Agid stated that this would be needed to manage communications with passengers, the media and future riders. Ron Alameida, Director of Design & Construction for the Transit Center Project/San Francisco Public Works stated that he has received data from AC Transit but felt that it was still premature and not ready to present and that he and Ms. Velez would collaborate on presenting the information at a future meeting. Mr. Feinbaum expressed concern with the fact that AC Transit may not be ready for operations by March, and asked if that would cause

the Tenant Improvement (TI) work to be delayed. Mr. Zabaneh stated that only Greyhound and Amtrak will have TI work, as AC Transit will not.

#### Public Comment:

Jim Patrick stated that the success of the retail portion of the Transit Center will be contingent on the marketing team.

#### 6. Park programming presentation by Biederman Redevelopment Ventures (BRV), Asset Manager team

Ashley Langworthy of BRV gave the presentation. Ms. Langworthy emphasized that the vision of the Transit Center is to develop an identity as an urban park within the Transbay Neighborhood and the City of San Francisco. Chair Agid expressed concern about the conflict of interest with advertising from a contract standpoint. Mr. Zabaneh stated that there are no restrictions on advertisements with the current contract in place by the Transit Center sponsor. Chair Agid inquired about Operations & Maintenance (O&M) and the amount of advertising revenue that would be used by Pearl Media. He also expressed concern that prior conversations were not had with some neighborhood associations.

Mr. Feinbaum asked if BRV would orchestrate all special events in the facility. Ms. Langworthy stated that not all programs would be under BRV as they are only responsible for the rooftop park.

#### 7. Construction Update

Ron Alameida, Director of Design & Construction for the Transit Center Project/San Francisco Public Works, presented the update and noted that the team is focused on the December 2017 substantial completion date and feels that they will be able to recover part of the schedule. Chair Agid mentioned that he would like to see more visibility and transparency on how AC Transit and the construction schedule will come together.

#### 8. Public Comment

There was no member of the public wishing to comment on matters not on the agenda.

#### 9. CAC Member Comments & Future Agenda Requests

Future agenda requests include: 1) transition into operations at the transit center and AC Transit's readiness; 2) presentation from the Director of the City's Department of Homelessness and Supportive Housing regarding a proactive strategy to prevent homeless encampments once the transit center opens; 3) review of the plans for Mission Square; 4) review of bus and traffic circulation in the area surrounding the transit center; 5) coordination between the East Cut CBD and the Asset Management team; 6) train doors and platforms heights for DTX; and 7) PR strategy for opening of the transit center.

#### 10. Adjourn

Chair Agid adjourned the meeting at 7:29 pm.