



**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, May 8, 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: Chair Agid, Belal Aftab, Don Dickerson, Jackson Fahnestock, Robert Feinbaum, Vice Chair Holt, Amy Jalili, Charley Lavery, Gloria Li, Nathan Morales, Patty-Jo Rutland, and Howard Wong

Members Absent: Paul Bendix, Helen Han, Sean McGarry

2. Staff Report

Skip Sowko, TJPA Senior Design & Engineering Manager, presented the following report. Tilly Chang, Executive Director for the San Francisco County Transportation Authority (SFCTA), was appointed by the San Francisco Board of Supervisors to be the alternate to the two Board of Supervisor appointed seats on the TJPA Board of Directors. The executive site meeting with AC Transit, held on April 23, 2018, to assess construction progress and determine next steps to start bus driver training on June 1, 2018 went very well. TJPA planned to present the final supplemental environmental document at the April 2018 TJPA Board meeting but the Federal Transit Administration (FTA) final review of the document has been delayed until the middle of May. TJPA hopes to present the Final Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) at the June TJPA Board meeting. On April 27, 2018, the approved projects list for the Transit and Intercity Rail Capital Program (TIRCP), a 5-year program that is updated every 2 years, was released by the State. It currently provides \$2.4 billion in grants over the next 5-year period. The TJPA application, submitted in January 2018, requested \$275 million for the Downtown Rail Extension (DTX) but, unfortunately, the DTX did not make it on the list of projects that will receive funding in this programming cycle. The TJPA will submit another application for the DTX when the submittal period opens in 2 years. The TJPA should be in a more competitive position by then since there will be an approved supplemental environmental document and the design will be much more advanced. Mr. Sowko reported that the Bay Area region did well and noted two specific projects: Caltrain received approximately \$164 million for Phase 2 for their Peninsula Corridor Electrification Project, and the Santa Clara Valley Transportation Authority received approximately \$730 million for Phase II of the BART to Silicon Valley Extension Project. Chair Agid asked if the money would be helping to fund the remaining 25% of the initial electrification (which is only electrifying 75% of the fleet). Executive Director Zabaneh stated that it is the remaining 25% of the funding for the electrification, as Caltrain has full funding for Phase 1. Chair Agid asked why the DTX did not receive funding. Mr. Sowko stated that the TJPA was not as competitive as the other agencies in part because it does not yet have the supplemental environmental document for the DTX. On March 9, 2018, the California High Speed Rail Authority (CHSRA) released their Draft 2018 Business Plan which the TJPA provided comments on. One of the more significant comments was for CHSRA to consider making the Salesforce Transit Center their terminus instead of the 4th and King Streets Station for the initial operating segment between the Central Valley, Silicon Valley and the Bay Area, since this segment is expected to be completed in 2029 as the TJPA should have the DTX fully constructed by then if funding becomes available. Mr. Feinbaum mentioned that the TJPA submitted a comment to this plan noting the transit center as the terminus which is consistent with the language of the CHSRA Proposition G. Executive Director Zabaneh explained that the terminus for Phase 1 of the project, Los Angeles to San Francisco, is the Transit Center; however, the terminus for the initial operating segment, Valley to Valley, is 4th and King Streets. Executive Director Zabaneh requested Mr. Sowko send TJPA's comments on the CHSRA Draft 2018 Business Plan to the CAC. Mr. Sowko presented the Transbay Program Phase 2 Funding Plan and described the approach to complete the 30% design in order to get the project shovel ready. Chair Agid asked for clarification on approved funds for the DTX and Executive Director Zabaneh stated the \$5.4 million allocated by SFCTA was for the common elements to both

the Railyard Alternatives & I-280 Boulevard (RAB) Study and the DTX. TJPA's additional request for funding is to bring the entire DTX alignment to a 30% design level. Chair Agid asked when the TJPA plans to take this request to the SFCTA Board. Executive Director Zabaneh stated that the TJPA is having discussions with the Metropolitan Transportation Commission (MTC) and the TJPA will then follow up with SFCTA. Executive Director Zabaneh also said that the TJPA plans to give the TJPA Board and the TJPA CAC a comprehensive plan for Phase 2 sometime in July dependent on the outcome of Regional Measure 3 (RM3) which would provide \$325 million to take Phase 2 to shovel ready status. Chair Agid requested that Mr. Sowko send the TIRCP awards list, the letter sent to CHSRA (comments on their Draft 2018 Business Plan), and the Phase 2 funding chart to the CAC.

Public Comment:

Jim Patrick asked if the TJPA is ready to take on the challenge of Phase 3 and believes there is a lack of leadership. Mr. Sowko replied that it is premature, since the results of the RAB Study are not yet complete.

3. Approval of Meeting Minutes: April 10, 2018

- Chair Agid proposed the following edits: Item 2, second to last sentence: Chair Agid also reiterated that it appears the funding sources for Phase 2 will potentially change, i.e., contingent on the passage of Regional Measure 3 (\$325M for DTX) and \$275M from the Transit and Intercity Rail Capital Program and that he would like to have a presentation on the update plans for Phase 2 funding. Also, Item 6, last two sentences; There would be overall congestion with Muni, BikeShare, taxis, private autos, pedestrians, Transportation Network Companies (TNCs), shuttles, bicycles, etc. Chair Agid also stated the need for coordination between TJPA, other agencies and developers once the Central SOMA plan is approved and planned developments move forward.
- Item 2, third to the last sentence; Mr. Wong stated that passenger service fees would be an additional funding source for DTX not CHSRA”.
- Item 3, nomination of Chair and Vice Chair; Jackson Fahnestock nominated Bruce Agid instead of Paul Bendix.

A motion to approve the minutes were made by Mr. Fahnestock and seconded by Mr. Morales. There was no member of the public wishing to comment. A unanimous voice vote approved the motion with the above changes incorporated.

4. Grand Opening Update

Christine Falvey, San Francisco Public Works, TJPA team member working on the Grand Opening events, presented the update. Mr. Feinbaum asked what the opening date was and Ms. Falvey stated it has not yet been released to the public as the TJPA is waiting to ensure Webcor continues to meet the schedule and Temporary Certificate of Occupancy (TCO) is achieved (currently scheduled for June 2018). Ms. Falvey stated San Francisco Municipal

Transportation Authority (SFMTA) is scheduled to start training on June 9 for their mid-June start of operations in the Bus Plaza.

Public Comment:

Jim Patrick asked about programming for the amphitheater during the Grand Opening. Ms. Falvey stated that it is contingent on sponsorship dollars raised in the months leading up to the event.

5. Presentation of the Pop-Up Retail Program by Pro Resources Inc.

Deborah Kravitz, President of PRI presented the item. Mr. Wong stated the importance of Pop-Ups is to attract long-term leases and if this is not successful, it dampens the prices of the leases. He suggested, the layout of the pop ups need to have an energy focal point relative to the scale and volume of the center, making them appear bigger than they are with things like additional signage or banners. Ms. Kravitz stated that the vendor is a competitor of Off the Grid. The Pop-Ups will be grouped together and surrounded by tables and chairs, which will generate energy, and they will be adjacent to the bar downstairs. The farmers market will also be grouped together, with matching umbrellas and tablecloths instead of being laid out piecemeal. Mr. Feinbaum suggested the use of music at the farmers market. Ms. Kravitz stated that the suggestion can be mentioned to Biederman Redevelopment Ventures and Pearl Media as they have had several meetings with the merchants.

Public Comment:

Ted Olsson asked if there will be a freight elevator for the merchants. Ms. Kravitz confirmed that there will be a freight elevator for transporting goods.

6. Construction Update

Dennis Turchon, TJPA Senior Construction Manager, and Ron Alameida of SFPW, Director of Design & Construction for the transit center, presented the Construction Update. Mr. Alameida provided a detailed update of the executive site meeting with AC Transit on April 23, 2018 to assess construction progress and determine next steps to start bus driver training on June 1, 2018 along with other follow-up items. Chair Agid asked if Muni operations were contingent on TCO approval and how much risk was involved, given that the overhead catenary system (OCS) will not be complete until the end of May. Mr. Alameida stated that Muni operations are somewhat contingent on the TCO date; for example, the operators will need access to the facilities. Chair Agid also asked how much training is needed for Muni and Mr. Alameida replied that Muni has been running the #5 Fulton bus since December. Mr. Turchon also said that Muni can run the hybrids, diesel and OCS trolley buses on the southern side, as it is already in place and Muni does not have a lot of concerns of the June 16 date and are ready to start. Mr. Alameida reiterated that everyone on the project is working toward the same goal of achieving the scheduled TCO date, and issues are being addressed as they arise.

7. Facility Readiness Update

Martha Velez, TJPA Facility Manager, with support from Sidonie Sansom, TJPA Chief Security Officer, presented the update. Mr. Wong asked if the large screen inside the Grand Hall would display transit information and Ms. Velez explained that the large screen in the Grand Hall consists of 99 small screens which will display transit information.

8. Public Comment

None.

9. CAC Member Comments & Future Agenda Requests

Future agenda requests include: 1) review of bus and traffic circulation in the area surrounding the transit center; 2) coordination between the East Cut CBD and the asset management team; 3) train doors and platform heights for the DTX; 4) follow-up presentation by the City's Vision Zero Task Force; and, 5) presentation on updated plans for Phase 2 funding.

10. Adjourn

Chair Agid adjourned the meeting at 7:30pm.

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