



**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES
Monday, November 7, 2016

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

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

CITIZENS ADVISORY COMMITTEE

Bruce Agid, Chair
Lauren Post, Vice-Chair

Keysha Bailey
Paul Bendix
Anthony Birdsey
Paolo Cosulich-Schwartz
Jackson Fahnestock

Robert Feinbaum
Helen Han
Charley Lavery
Sean McGarry
Nathan Morales

Alice Rogers
Patty-Jo Rutland
Jason Smith
Pascale Soumoy

Interim Executive Director
Mark Zabaneh

Staff Liaison
Scott Boule

CAC Secretary
Eddie Phillips

1. Call to Order

Chair Agid called the meeting to order at 5:30 pm.

Members Present: Chair Agid, Vice-Chair Post, Keysha Bailey, Paul Bendix, Paolo Cosulich-Schwartz, Jackson Fahnestock, Robert Feinbaum, Sean McGarry, Nathan Morales, Alice Rogers and Patty-Jo Rutland.

Members Absent: Anthony Birdsey, Helen Han, Charley Lavery, and Jason Smith.

A quorum was achieved.

2. Staff Report

Scott Boule, TJPA Legislative Affairs and Community Outreach Manager, presented the report. Mr. Boule began with the good news that at their October meeting the California Transportation Commission (CTC) approved a significant reduction in lease rates for the Caltrans owned land under I-80 where the Bus Storage Facility for AC Transit will be located. This lease reduction will also benefit Golden Gate Transit, which has a similar mid-day bus storage lot, also under I-80, with lease rates that are set to expire soon. CTC initially proposed a 50% discount, which would be more than adequate in most regions of the State. But given the extremely high real estate costs in San Francisco, a 50% discount would still have resulted in a rate for AC Transit that would have been twice the cost of simply deadheading empty buses back to Oakland. As a result of CTC's action last month, lease rates will instead be reduced by 85% relative to market rates for the next 25 years. This translates to a manageable lease payment for both agencies. Mr. Boule also reported that a peer review of the funding plan for Phase 2 has been completed and the results confirmed the soundness and reasonability of the assumptions and methodologies that were used. Finally, he updated the CAC on the Proposition K allocation request that is pending before the San Francisco County Transportation Authority (SFCTA). TJPA staff is continuing to work with SFCTA staff to determine what additional information will be needed to proceed with approval of the request. Working in collaboration with SFCTA, TJPA has provided all of the information that has been requested so far and is hoping this item can be brought back to the SFCTA Commission for consideration soon. This pending request for \$6.8 million would be used to proceed with the "Next Steps" for Phase 2 that were presented to the TJPA Board on June 9th. These steps include advancing preliminary engineering to 30%, updating risk assessment and ridership studies, and refining right of way analysis to ensure property impacts are being minimized. This work is necessary to produce a firm cost estimate for Phase 2 that avoids the unanticipated cost increases experienced during Phase 1.

3. Approval of Meeting Minutes: September 13, 2016 and October 11, 2016

There were minor edits made to the September minutes, no edits requested to the October minutes, and no member of the public wishing to comment on either set of minutes. A motion to approve the September minutes was made by Lauren Post and seconded by Alice Rogers. A unanimous voice vote approved the motion. Following approval of the September minutes, a motion to approve the October minutes was made by Alice Rogers and seconded by Keysha Bailey. A unanimous voice vote approved the motion.

4. Presentation on the Final Supplemental Environmental Impact Statement/Environmental Impact Report for Phase 2

The presentation was made by Rodney Jeung, Principal with AECOM. Staff intends to present the Final Supplemental Environmental Impact Statement/ Environmental Impact Report (SEIS/EIR) to the TJPA Board at their December 2016 meeting. Nathan Morales asked if the vent shafts were above ground and if the property for the elements reviewed in the supplemental has been acquired. Mr. Jeung stated that they are partially above ground

and that right of way acquisition for Phase 2 has not yet begun. Mr. Boule stated that there is a line item for property acquisition in the Phase 2 funding plan. Robert Feinbaum asked if all mitigation measures were covered in the budget, and Mr. Jeung stated that they are. Patty-Jo Rutland asked if the review includes tracks coming in underground from the south as contemplated in the Railyard Alternatives and I-280 Boulevard (RAB) study. Mr. Boule stated that those tracks are outside the scope of Phase 2, but that the underground tunnel stub being constructed to accommodate those tracks in the future is part of the supplemental review. Lauren Post asked if the document was available to be read. Mr. Jeung stated that it is being finalized and once it was completed it would be uploaded to the TJPA website. Paul Bendix asked for clarity on the tunnel stub. Mr. Jeung provided details regarding its design and location. Mr. Boule stated that this was part of the Pennsylvania Avenue alignment option in the RAB study. Chair Agid asked about the rock dowels. Meghan Murphy of the Program Management/Program Controls team described their purpose during construction. Chair Agid also asked about the maintenance of way and turnback tracks. Mr. Morales also asked about the purpose of those tracks. Brian Dykes, Principal Engineer with the TJPA described how they would be used during operations for maintenance and to allow trains to move from the above grade 4th and King railyards to the Transit Center's underground rail levels. Chair Agid asked about the mitigation measures being implemented in response to concerns regarding the impact of the turnback track on local traffic. Ms. Murphy stated that mitigation measures have been put in place to ensure trains are not using the turnback tracks to cross busy city streets during the AM or PM peak hours. Chair Agid asked if Greyhound and Amtrak would use the Intercity Bus Facility (IBF). Mr. Boule stated that the IBF is part of Phase 2 and that Greyhound and Amtrak will use the bus deck until Phase 2 is complete. Chair Agid asked if the \$266 million mentioned for right of way acquisition is in the current budget. Mr. Boule stated that \$266 million is what is currently estimated and that it will be updated in the near future. Member of the public Roland LeBrun asked about public dissemination of the SEIS/EIR. Mr. LeBrun also stated that building the Pennsylvania Avenue option (one of the RAB alternatives) would be less expensive than building the tunnel stub box and asserted that planned tunneling techniques should be modified. Mr. Jeung stated that all of the posting requirements for the SEIS/EIR had been followed. Member of the public James Patrick stated that the DTX needs to move forward and be built and that it should proceed in a way that is flexible enough to accommodate the outcomes of the RAB study. Member of the public Jack O'Brien asked about mitigation for flood control. Mr. Jeung stated that the study considers storm impacts and mitigations, but that sea level rise is a much broader regional issue. Chair Agid asked if Caltrain trains would be stored in the Transbay Transit Center (TTC). Ms. Murphy stated that current plans do not include doing so.

5. Construction Update

Dennis Turchon, TJPA Senior Construction Manager, and Ron Alameida, Director of Design and Construction for the TTC, presented the update. Nathan Morales asked about the schedule being mitigated to December 22, 2017. Mr. Alameida stated that the schedule mitigation effort had succeeded in bringing the substantial completion date back to December 22, 2017. Chair Agid complemented the team on this success and emphasized the need to plan for operations so they can begin as close as possible to the substantial completion date.

He asked if the park could be opened by the substantial completion date. Mr. Alameida stated that planning efforts are ongoing in order to do so. Member of the public James Patrick emphasized the need to work with the master lessee once they are on board to ensure that retail is in place to the maximum extent possible once the TTC opens. Staff agreed that this will be a priority. Roland Lebrun asked about the current schedule for the cable-stay bridge and bus ramps. Mr. Turchon stated that it is expected to be completed next spring.

6. Public Comment

Member of the public Roland LeBrun stated there are reports that the California High Speed Rail Authority will be using shorter trains for high speed rail and therefore the train box does not need to be extended. Roland LeBrun also expressed support for the Central Subway project.

7. CAC Member Comments & Future Agenda Requests

Jackson Fahnestock expressed concern about the design of the DTX and suggested it should be taking a more direct route. Chair Agid stated that this is being looked at in the RAB study and that the study should be more integrated with plans for Phase 2. Member of the public James Patrick emphasized the need to move forward with the DTX. Patty-Jo Rutland asked if staff could look into the option of getting microphones in the conference room where CAC meetings are held because she sometimes finds it difficult to hear the presenters.

Chair Agid summarized pending future agenda items: 1) transition into operations at the TTC and AC Transit's readiness, 2) timing for activation of retail spaces, 3) discussion with the Director of the City's new Department of Homelessness and Supportive Housing regarding a proactive strategy to prevent homeless encampments once the TTC opens, 4) update on the progress of the new Greater Rincon Hill Community Benefit District, and 5) a review of the plans for Mission Square.

8. Adjourn

Chair Agid adjourned the meeting at 7:36 pm.