



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, February 15, 2011
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #034

5:30 p.m.

CITIZENS ADVISORY COMMITTEE

Jim Lazarus, Chair
Karen Knowles-Pearce, Vice Chair
Andrew Brooks
Anthony Dimas
Michael Freeman
Peter Hartman
MaryClare M. James
Marcus Krause
David Milton
Jane Morrison
D'Arcy Myjer
Ted Olsson
Jul Lynn Parsons
Dave Snyder
Pascale Soumoy

Executive Director
Maria Ayerdi-Kaplan

201 Mission St. #2100
San Francisco, California 94105
415-597-4620 phone
415-597-4615 fax

1. Staff Report

Due to lack of a quorum, Chair Lazarus moved Item # 3, Staff Report, to Item #1 and asked that the Staff Report be presented off the record. Ed Sum of the TJPA staff presented the Staff Report consisting of the temporary terminal status, community outreach summary, and request for TJPA CAC members to suggest future meeting topics.

2. Call to Order

The meeting was called to order by Jim Lazarus, Chair, at 5:45 pm. At that time a quorum was formed by 8 of 15 voting members as follows: Jim Lazarus, Andrew Brooks, Michael Freeman, Peter Hartman, MaryClare James, Marcus Krause, Jane Morrison, and Ted Olsson. Non-voting member Bob Beck was not present.

3. Approval of January 11, 2011 Meeting Minutes

Chair Lazarus asked if there were any comments or corrections to the January 11, 2011 Draft Meeting Minutes. Ted Olsson made a motion to approve the January 11, 2011 minutes and the motion was seconded by Marcus Krause. A vote was called by voice and the motion was unanimously carried.

4. Construction Update – Steve Rule (Turner Construction)

Steve Rule of Turner Construction, which provides Construction Management Oversight for the project, provided a field progress update on construction activities in January and invited the TJPA CAC members to suggest topics that they would like him to report on next month. Mr. Rule proudly reported that since demolition work started on August 13th, 32,000 craft hours have been completed without accident or incident. Mr. Rule reported that all salvage work has been done. He explained where and how Big Red (large wrecking ball crane) had been used and that its work will be complete and will be demobilized on or around the beginning of March. He also gave an overview of the demolition work that had been completed, the concrete crusher operation, and the start of abatement of 77 to 83 Natoma. Mr. Rule reported on the progress of the various utility packages and that Utility Package TG04.2 Site Utility Relocation (Mission Street AWSS) is being rebid with a proposal due date of 4/7/11. The 301 Mission Temporary Wall construction is well on its way to build the new screen wall. Balfour Beatty is providing schedules and submittals and is scheduled to mobilize on April 1st to start removal of the wood piles. Mr. Rule provided a map showing an overview of the utility relocation work. Relocation work is on schedule. The Howard Street overpass was removed in an 18 hour shift. The Natoma Street abatement sites will be tentatively demolished in February and March. There has been close coordination with the neighbors and all is going very well. Mr. Rule gave an overview of the demolition schedule, locations where each utility relocation trade package will work, and utility relocation schedule. He completed his presentation with construction pictures.

Ted Olsson asked if there was any plans to do anything with the wood piles that will be removed such as offering them to the Academy of Science for study. Ed Sum replied that the piles had been treated with creosote before they were placed in the ground for the existing terminal and therefore are considered and will be disposed of as hazardous waste.

MaryClare James what affects there were on the schedule regarding the asbestos abatement and if that was the only surprise. Mr. Rule advised that they had recovered well from the additional time needed for asbestos abatement.

Andrew Brooks asked what affect the upcoming rain would have on the project. Mr. Rule advised that the rain would not be a problem as it did not bother the demolition crew and reduced the necessity to water the site for dust control. The only concern would be for the utility relocation work if flooding was to occur and they will monitor for that.

Marcus Krause asked how many rain days are allowed. Mr. Rule responded that there is an average of 3-4 per month during the rainy season from October to June, but that to use rain days the contractor must show that there is an impact on the project critical path.

Chair Lazarus asked if there were any further questions or comments. There were none and Chair Lazarus thanked Mr. Rule for his presentation.

Ted Olsson voiced concern about any impact to the project due to current national and/or local politics such as the issue of disbanding California Redevelopment Agencies. Jim Lazarus felt that existing projects in the area (including the Transit Center) would be grandfathered, but did not know if that would extend to the Transit Tower as the Planning Department has not completed the EIR/EIS work. Peter Hartman suggested that the project could continue to use proceeds from parcels that had been transferred to the TJPA by the State. Ed Sum commented that TJPA continues to monitor the federal, state and local political situation but did have a status update in regards to the impact of disbanding redevelopment agencies to the Program. It was suggested that this issue become an ongoing agenda item.

5. Transit Center Design Update – Randy Volenec (Pelli Clarke Pelli Architects)

50% Construction Drawings and Specifications were completed on December 20, 2010. 100% Construction Drawings and Specifications are scheduled to be complete mid - August of 2011. Mr. Volenec provided an update for changes that have been made to the 50% CD's. These changes include: elimination of the stairs and ventilation exhaust shaft at the Beale Street entrance to facilitate MUNI bus movement; increase size of the Beale Street entrance hall and direction elevators open on 2nd level; modifications to train box lower concourse and at grade sidewalks to allow quick access to BART and maintain ability for a connector tunnel; and removal of refrigerated trash room, widen loading dock, and add ramp in Shaw Alley.

Ted Olsson asked if the compactor was removed do we have an arrangement to get organic material back to the park level from Recology as this might help move the building to platinum LEED status. Mr. Sum replied that on site recycling of organic material would not be feasible and that return and processing of compost from Recology's Northern CA site would also be infeasible, but that the project is on track for Gold LEED at this time and will be getting a Facility Manager on board early to best manage recycling and re-use of building and park waste streams.

Mr. Volenec explained that the walk-in mats in the Grand Hall have been removed as they greatly detracted from the floor and explained that they had consulted with ADA and LEED and concluded that the overhang provided a natural protection from rain and slick ground surface conditions. MaryClare James was concerned that the floor would be slick and Mr. Volenec replied that the floor will be terrazzo and there are surface treatments to make the floor slip resistant.

At the ground level, employee restrooms, a rear entry, and an area to receive packages and luggage drop off for Amtrak and Greyhound was added. MaryClare James was concerned that there might be a problem with people parking in this area and Andrew Brooks commented that there is still the issue of baggage handling for High Speed Rail riders that needs to be addressed. Mr. Volenec advised that the High Speed Rail baggage would be a separate operation and it would be a good topic for a future meeting.

Previous mechanical intakes for ventilation were round and have been redesigned to an elliptical shape to make them a feature item and as attractive as possible. Ted Olsson asked if they can be

seen and Mr. Volenec replied that they are 10 feet above grade per code. Andrew Brooks asked they would be noisy and Mr. Volenec replied no, they are passive.

Temporary ticketing for Amtrak and Greyhound has been moved from the ground floor to the 2nd floor. In the second phase, they will be relocated when the train box has been extended into Beale/Main. The size of the Shaw Alley Bridge has been reduced. TJPA and Security offices have been added on the second level. The emergency generator has been moved from above the load dock as a security measure. Bus bay trench drains have been eliminated in favor of area drains to reduce noise and vibration and a waterproof membrane added. Several changes have been made in the cladding system including flatten the baskets for clearance and ease of cleaning; redesigning the light columns for simplification, easier maintenance, and aesthetics; added ceilings in Muni Bus Plaza to provide protection to the structure from bus trolley polls and to make the area more attractive; replace channel glass with a green wall which is more reflective of a park environment. Ted Olsson asked if a green wall is a living wall and Mr. Volenec replied that the wall is an architectural feature that is covered by a waterproof membrane topped with low vegetation.

Mr. Volenec outlined the changes to the train box, track alignment, platform, and throat structure that were made to accommodate California High Speed Rail (CHSR). CHSR requires longer platforms than Caltrain. The location of the tracks for CHSR and Caltrain were flipped. Due to this change, the track alignment geometry, platform geometry, structural, and taxi and bike ramps were redesigned. Bike storage was relocated to for convenience of Caltrain bike riders. The tail track was eliminated as it is not needed by CHSR and Caltrain.

Marcus Krause asked if TJPA has to acquire more property to accommodate the throat structure changes. Ed Sum replied no, but that it does move up the time when phase 2 properties are needed.

Michael Freeman asked if TJPA is using Constructware software and if the design/build subcontractors are using it. Ed Sum replied that TJPA has been using Constructware for approximately 6 years and requires all of its construction contractors to use Constructware as project management software. There was further discussion about the additional possible uses of BIM and RIVIT software.

Michael Freeman asked about the issuance of building permits and Mr. Sum replied that the TJPA is a regional entity created under the State of California statute and is self permitting, but works closely with the City. Some specialties are signed off by the City such as the Fire Department. The State Fire Marshal has deferred some jurisdiction to local government permitting officials, but in some cases there are joint reviews are conducted.

Peter Hartman asked what operations the CHSR will have out of Transbay. Mr. Volenec replied that it is not well defined by CHSR yet and that office and program space has been set aside for CHSR as a place holder.

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

6. Public Comment

Chair Lazarus asked if any member of the public had a comment or a question. There were none.

7. CAC Member Comments & Future Agenda Requests

Peter Hartman asked about a Transit Center model. Mr. Sum replied that the model that the TJPA currently has is from the design development competition and that a new updated model is

expected to be produced in about 3 months. Randy Volenec commented that updated subject boards may be the subject of another meeting.

8. Adjourn

Chair Lazarus asked if there was a motion to adjourn. Jane Morrison made a motion to adjourn the meeting and it was seconded by Michael Freeman. The meeting was adjourned at 6:55 p.m.

10. Next Meeting

The next meeting is scheduled for March 8, 2011.

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.