



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, June 8, 2010
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #028

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

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1. Call to Order

The meeting was called to order by Jim Lazarus, Chair, at 5:30 pm. A quorum was formed and the meeting was attended by 10 of 15 voting members as follows: Jim Lazarus, Andrew Brooks, Anthony Dimas, MaryClare James, David Milton, D'Arcy Myjer, Ted Olsson, Jul Lynn Parsons, Dan Snyder and Pascale Soumoy. Non-voting member Bob Beck was also present.

2. Approval of May 11, 2010 Meeting Minutes

Chair Lazarus asked if there were any corrections or comments to the May 11, 2010 Draft Meeting Minutes. Ted Olsson requested that the minutes be revised to show that Segways are illegal on City "sidewalks" instead of "streets". With this correction, Anthony Dimas made a motion to approve the May 11, 2010 Draft Meeting Minutes and Ted Olsson seconded the motion. A vote was called by voice and the motion was unanimously moved and carried.

3. Staff Report – Bob Beck (TJPA)

Mr. Beck reported that since we last met, the big news is the Federal Railroad Administration (FRA) did transmit the TJPA environmental document to the Environmental Protection Agency (EPA). On May 28th the EPA published the document for a 30 day public review period lasting through June 27th. Any comments received will be responded to and we anticipate receiving the Record of Decision (ROD) in July. TJPA will make a funding request to the Metropolitan Transportation Commission (MTC) this month to start construction and will reimburse MTC when the ARRA grant is received. Preparations for the move to the Temporary Terminal continue including confirming buses, signage and wayfinding, Essex Street work, Folsom Street road striping, and circulation pattern practice by AC Transit drivers. Evans Brothers continues to plan for demolition and permits. We are starting to move quickly into construction.

Jim Lazarus announced that he had heard on the news that for the first time the FRA had approved that electrified trains can share tracks with diesel trains. This approval was for Caltrain on the Peninsula.

Chair Lazarus thanked Mr. Beck for his staff report and asked for questions or comments. There were none.

4. Geothermal System – Clark Bisel (WPS Flack + Kurtz) – Presented with #5

5. Ventilation Strategies – Clark Bisel (WPS Flack + Kurtz)

Mr. Bisel's presentation on project sustainability focused on the geothermal heat exchange system and natural ventilation strategies.

The design team has undertaken a broad examination of energy and water conservation opportunities and believes that we are going down the right path. The team's efforts have placed energy as the most important issue closely followed by water. LEED is supported, but LEED rules are designed around traditional office buildings and sometimes are not the best fit for a building like the Transit Center.

Building uses have been defined and occupancy comfort levels established for each type of space. They are not taking a "one size fits all" approach. Natural ventilation is

planned for large transient areas (such as the Grand Hall and bus deck) where people will stay for only a short time. Other areas where people are expected to spend longer periods of time (such as the rail concourse) will be conditioned and areas where people will be sedentary will have the tightest control range (such as offices and retail shops). Natural ventilation controls the airflow from the outside through the facility.

Prior to the conceptual design completion, the design team looked at geothermal, daylighting solutions (lighting is the greatest energy demand), and renewable energy. Light is 60% of the building's energy use and ways to control light including bring in natural light and turning down or off artificial lights will be used. Because there will be a park on the roof and the building will be heavily shadowed, solar panels were not practical and cost effective at the Transit Center.

The use of geothermal systems on this project will be unique. Large footprint buildings in an urban center are uncommon. The project will take advantage of this feature to place a network of pipes horizontally beneath the building slab rather than the more common vertically to exchange heat with the ground. The San Francisco Bay has an average temperature of 65 degrees year round. Only a small cooling tower will be needed to supplement the geothermal system. The life cycle costs have been reviewed, and geothermal systems have been demonstrated to work in other areas. All believe this is a great opportunity. Comments and/or feedback from the CAC are welcome.

Bob Beck asked how natural ventilation would work at peak (hot or cold) periods. Mr. Bisel explained that San Francisco has unique "hot spells" and showed a graph with a year of temperature variation and described that the team is looking at a 1% criteria meaning that the system would operate within the established occupancy comfort criteria on 99% of all days. This is a common ventilation design performance standard. He also mentioned that the park would have 3 feet of dirt which would act as a thermal buffer.

Andrew Brooks asked what the maximum temperature is expected to be in the naturally ventilated areas in October and minimum around the Christmas holidays, and Mr. Bisel replied no more than 85 degrees in October and typically 60 degrees in December, but emphasized that people will almost always enter the naturally ventilated areas from the outside and will not be staying in the space for extended duration. In all cases, the temperature in the interior space will be more moderate than the external air temperature.

Jim Lazarus commented that he understands they are not going to provide conditioning in the large open areas and Mr. Bisel agreed, but said that tenants would have conditioning.

Dave Snyder asked if tenants wanted, could they participate in savings. Mr. Bisel replied that they would still need a heat pump, but that they could be given more efficiency. He also mentioned that the train level would be conditioned at a range of 78 – 65 degrees.

Ted Olsson asked about the ways that water is being used and Mr. Bisel described how treated water will be used in the building. Mr. Olsson also asked if water is going to be used to heat and/or cool the building and gave the Great Hall as an example. Mr. Bisel replied that natural ventilation only is being used and described the louvers in the skylight and window systems that will promote air flow.

Jim Patrick (member of the public) asked about the geothermal system in an earthquake. Mr. Bisel advised that geothermal is flexible, can move, and will be segmented. The segmentation will also be helpful when testing for leaks. Bob Beck commented that when geothermal was first being looked at it was thought that any

excess capacity could be used by other buildings in the area, but at this time it does not look like there will be much capacity left over.

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

6. Shoring Wall and Excavation Construction – Kevin Clinch (ARUP)

Mr. Clinch provided an overview of the soil conditions at the Transbay Transit Center (TTC) site. He pointed out that in 1852 the bay shoreline was within the TTC footprint, but he does not believe that any ships are located in this area. Bedrock can be found at various depths from 210 – 240 feet over the expanse of the site. Mr. Clinch showed the groundwater levels and said that the site would have to be dewatered and that the shoring wall must be impermeable. He discussed the shoring wall plans and advised that they are similar to those used by BART and Muni Metro turn around. BART and Muni Metro shoring has provided great data for our models. In December 2009, boring testing was done which proved we could reach the depth, durability, and strength we wanted. The internal bracing system choices will be up to the contractor. Wall movement predictions have been made and we will have ground and wall monitoring instrumentation in place. We have been talking to adjacent property owners.

We plan to advertise the contract before the end of July and go to the Board of Directors in September. Excavation will be 160 feet wide, 13,000 feet in length, and an average of 55 feet in depth. There will be a tremendous amount of soil. This contract represents approximately one quarter of Phase 1 construction value. We will have approximately 30 construction packages and therefore this contract is very important.

Jim Lazarus asked if the water level is the same as BART. Bob Beck replied that a lot of work had been done regarding the water level and how the building will resist the buoyancy uplift from the high water level. He spoke about the conditions on the bottom, the installation of coils for the geothermal system, and that there will first be a non-structural working slab and then a second structural slab placed on top of the first slab.

Andrew Brooks asked if the water is bay water. Mr. Clinch responded that it is ground water, but it is brackish and resembles bay water. Bob Beck added that it is not compatible to add to the grey water that will be used in the building and park.

D’Arcy Myjer asked where all the soil will go and Bob Beck replied that it depends on the contractor and what is most cost effective in their bid. Considerations will include where is most effective for reuse, hauling, and cost, etc. The top 15 feet of fill will be the most contaminated and will be separated from the soil underneath for hauling and disposal. The cost of disposal of the two types of soil will be very different.

Ted Olsson asked if the project can get LEED points regarding soil removal. Mr. Clinch advised that LEED does give credit for recycling and reuse. Mr. Olsson suggested that if the soil enhanced the shipyard perhaps TTC could get “brownie points” and that he assumed that TJPA had been talking to its eastern neighborhood projects and/or possibly Treasure Island.

MaryClare James wondered if some of the soil could be used for the park, but Mr. Clinch commented that the period of time between excavation and when the soil would be used in the park would be too long.

Pascale Soumoy asked if TJPA is assuming or certain that there is hazardous soil. Bob responded that the soil has been sampled and is Class 2. There use to be a coal gasification plant and metal work done in the area. Ms. Soumoy asked how old the fill is

and Mr. Beck responded that the first fill was in the late 1800's (around 1880) and then a second layer of fill after the 1906 earthquake.

Ted Olsson commented that maybe there is an opportunity to coordinate with all of San Francisco's development mega projects such as Treasure Island, as the sea level is calculated to rise, and they may need fill.

Jim Lazarus asked when the excavation will start. Bob Beck replied that the demolition package is sequenced with the ramps to be removed in the first 16 days, the balance of the Eastern Loop in 80 days which would be in mid-October, the building by the end of the year and the shoring work to start March 2011.

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

7. Public Comment

Chair Lazarus asked if there were any questions or comments from members of the public on matters not previously discussed. There were none.

8. CAC Member Comments & Future Agenda Requests

Chair Lazarus asked if there were any comments, questions or future agenda requests from members of the CAC.

MaryClare James voiced her concern about the extension of the use of the Temporary Terminal from 2014 to 2017. Bob Beck replied that the extension was necessary because of the addition of the train box work into Phase 1. The Temporary Terminal was originally to have a 5 year life. Ridership and possible condition changes such as increased transit use due to high oil prices will be monitored to ensure that the Temporary Terminal can provide the capacity needed. TJPA wants to make this work, has presented before AC Transit's Board of Directors, and are very sensitive to riders needs.

Chair Lazarus requested that an updated schedule be provided. Mr. Beck agreed and in addition will provide slides and will talk about the schedule in the next meeting.

D'Arcy Myjer asked about noise from the shoring wall construction and Bob Beck replied that it will be fairly quiet and that the augers will make progress at a rate of approximately a foot a minute. The demolition of the building will be the noisiest part. A wrecking ball will be used in some areas of the building demolition but will be dropped horizontally only and will not used vertically.

Ted Olsson referred to Joyce Roy's comments at the last CAC meeting regarding a historic center within the Transit Center and asked if historical elements of the Transbay Terminal will be saved. Bob Beck replied yes, a historic preservation presentation had been given to the CAC previously and that it is timely to provide a brief presentation once again.

Andrew Brooks asked if any of the benches from the Transbay Terminal will be saved and Bob Beck replied that there have been requests for the "short" benches from the Railway Museum and Caltrans. There had also been questions about some of the lights, but they are not original and are only about 20 years old.

Jul Lynn Parsons asked about air quality control in the bus deck. Bob Beck replied that a lot of peak hour analysis and modeling had been done regarding supplemental

mechanical vents. Clark Bisel added that bus schedules had been reviewed and fans had been added to move air. Also, they expect the bus quality will have improved by the time the facility is open.

Ted Olsson asked if there will be a “piston effect” when the trains move in and out of the station that can benefit ventilation. Clark Bisel replied that it is possible, but has not been used in their calculations as they prefer to be conservative.

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

9. Adjourn

Ted Olsson made a motion to adjourn the meeting, Anthony Dimas seconded the motion, and Chair Lazarus adjourned the meeting at 7:00 p.m.

10. Next Meeting

The next meeting is scheduled for Tuesday, July 13, 2010.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Admin. Code Sections 16.520 - 16.534] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 1390 Market Street, Suite 801, San Francisco, CA 94102, telephone (415) 554-9510, fax (415) 554-8757 and web site: sfgov.org/ethics.