



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, January 11, 2011
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #033

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. Call to Order

The meeting was called to order by Jim Lazarus, Chair, at 5:35 pm. A quorum was formed by 13 of 15 voting members as follows: Jim Lazarus, Andrew Brooks, Anthony Dimas, Michael Freeman, Peter Hartman, MaryClare James, Marcus Krause, Jane Morrison, D'Arcy Myjer, Ted Olsson, Jul Lynn Parsons, Dave Snyder, and Pascale Soumoy. Non-voting member Bob Beck was present.

2. Approval of November 16, 2010 Meeting Minutes

Chair Lazarus asked if there were any comments or corrections to the November 16, 2010 Draft Meeting Minutes. Anthony Dimas made a motion to approve the November 16, 2010 minutes and the motion was seconded. A vote was called by voice and the motion was unanimously carried.

3. Staff Report – Maria Ayerdi-Kaplan (Executive Director, TJPA)

Maria Ayerdi-Kaplan, Executive Director of the Transbay Transit Center Project, began the Staff Report by thanking the CAC for their support, and reminding them that the TJPA values their input.

Ms. Ayerdi-Kaplan stated that the intent of the Staff Report was to review the accomplishments achieved in 2010, and describe where the TJPA sees the program at the end of 2011.

She described the accomplishments of 2010, including the transition of bus operations from the old terminal to the new Temporary Terminal, the groundbreaking and commencement of demolition activity at the terminal, the safety record of the construction crews (28,000 craft hours without injury), the progress of the utility relocation project, the completion of the 100% design development and 50% construction document sets by the architect, the completion of pre-demolition archaeological investigation activities, the awarding of the Buttress, Shoring, and Excavation (BSE) contract to Balfour Beatty, the agreements reached with Caltrain and CA High Speed Rail regarding platform lengths and other rail level requirements, and a successful internship program. She then went over the current budget and schedule status, which show that the project is fully funded for Phase I and on track for 2011.

Ms. Ayerdi-Kaplan then described the plan for 2011. Activities planned in 2011 at the Temporary Terminal include the addition of additional benches, the opening of the restrooms to transit riders, and the completion of the Essex street onramp improvements. The Demolition of the old Transbay terminal and ramps will continue into June, and utility relocation activities will continue until late June 2011. Beginning in May, shoring wall construction will begin as utility relocation draws to a close and will continue on into early 2012. Final design and construction documents for the transit center and bus ramps are expected to be completed in 2011. Final property acquisitions needed for the transit center and ramps are expected to be made in 2011. In 2011, the TJPA will also continue technical and logistical coordination with Caltrain and CHSRA regarding the DTX and platform level of the transit center. The TJPA will continue to seek funding for the DTX portion of the project in 2011. Outreach plans for 2011 include continued outreach to project neighbors as work progresses (including 10-day look ahead email updates), continued monthly outreach meetings, and an emphasis on media efforts focusing on national exposure regarding the project's engineering and construction accomplishments and its status as the first high speed rail station in the U.S.. Ms. Ayerdi-Kaplan added that by this time next year Transit Center construction documents will be complete, early utility relocations will be complete, construction packages in progress will include the Buttress/foundation/excavation package (BSE)

and the balance of the utility relocations, the below-grade structure package will be out to bid, and the Bus Storage and Ramps will be in final design.

She then invited comments/questions on the presentation.

Ted Olson commended the TJPA on its internship program and suggested they follow up on the progress of their past interns.

Peter Hartman asked about the negotiations with Hines regarding the Transit Tower and when the TJPA would have to sell. Ms. Ayerdi-Kaplan responded that the TJPA cannot enter into a purchase of sale agreement until the tower has CEQA clearance. Jim Lazarus asked if the TJPA is working through the city controller when it enters into contracts. Ms. Ayerdi-Kaplan responded that the TJPA has its own internal process and doesn't work through the controller's office, but it does follow the City's contracting rules.

Dave Snyder asked what the TJPA intends to do about the new Governor's plan to reclaim funds from redevelopment agencies. Ms. Ayerdi-Kaplan responded that the TJPA needs to look at this issue more closely before responding.

A member of the public commented and complemented the TJPA on its demolition work, its weekly construction notices, which he finds very useful, and on a wonderful job in general in 2010. He then said that the concerns of residents looking forward in 2011 will most likely focus on the trucking routes for off-haul during the excavation phases. Bob Beck responded that the hauling routes will be determined by where the BSE contractor intends to take the soil, but with the award of the BSE contract that this is a high priority.

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

4. Construction Update – Steve Rule (Turner Construction)

Steve Rule of Turner Construction, which provides Construction Management Oversight for the project, gave a field progress update on construction activities in December.

Construction activities in December consisted of Phase II and Phase III Demolition Work throughout the existing Terminal, Utility relocation work, and work on the 301 Mission Street Temporary Wall.

Demolition activities included over 27,500 craft hours without accident or incident, completion of existing terminal abatement, completion of removal of ACM from site, near completion of salvage operation (salvage operation is now 98% complete—flagpole and steel columns yet to be delivered), continued use of wrecking ball for central Terminal building demolition, and ballast removal from West approaches.

Utility Relocation Package Trade Contractors' work included new water on Fremont Street, water and sewer work on First Street, and water work on Minna Street. Additional Relocation of Utility Packages (4.3 and 4.4) received a Notice to Proceed (NTP).

Submittals for 301 Mission Street Temporary Wall have been approved which allowed the contractor to begin this work on January 4th.

Mr. Rule wrapped up the presentation by showing a slideshow of demolition construction images and summarizing the Demolition and Utility upcoming activity timelines. Upcoming activities include demolition of ramps over Howard and Tehama Streets, AWSS work in Mission Street, Fremont/Natoma sewer & water relocations, and onsite concrete recycling (crushing) activities. He then asked if there were any questions.

Anthony Dimas asked what kind of shoring wall will be used. Steve Rule replied that there will be a vibratory placement of pilings for the Fremont Street temporary shoring wall and a drilled soil/cement wall with steel reinforcement for the main shoring wall.

Michael Freeman asked how long until excavation activities will take place and will there be a dewatering component. Steve rule replied that the shoring wall has to be completed before excavation can begin and, yes, there will be a dewatering component to the excavation. Robert Beck added that our shoring wall will go down to the old bay clay level in order to create a cutoff wall that will allow us to dewater without having to bring down the water table throughout the neighborhood. Michael Freeman replied that this is quite a project.

A member from the public asked about construction noise. Steve Rule replied that it will continue as construction activities move forward. The BSE project will bring additional, although different, noise to the project. The shoring activities will generate mostly equipment noise—not quite as loud as jack-hammering heard during demolition activities. He added that the TJPA has tried to limit pneumatic hammering after hours except when demolition activities must occur at night for safety reasons. Mr. Rule predicted a drop off in noise as the demolition activities wind down.

Marcus Krause asked if the concrete crusher will generate a lot of noise. Mr. Rule replied that the noise generated by the crusher is around 70-80dB, and that the bulk of the noise it generates is engine noise. The airport had a similar operation and they didn't report excessive noise. Marcus Krause reminded Mr. Rule that the airport is an open space, not at all like our site, and Mr. Rule replied that yes, this was true. Mr. Krause asked if the crusher would run at night and Mr. Rule replied that it will not operate after 11pm. Mr. Krause asked how long the crushing activities would last and if it would all be done at the lot at Beale and Howard Streets. Mr. Rule replied that crushing operations would last for 90-100 days and that the crusher would be moved to the crescent area off Mission Street at some point.

Anthony Dimas asked if the TJPA would have to comply with a new city ordinance regarding local workers. Robert Beck replied that the TJPA follows most City codes, but is a regional agency representing San Mateo and Alameda counties as well so it would not require San Francisco hiring, but we do track local hiring and the records show that the majority of workers are from the bay area.

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

5. LEED Commissioning and Certification – Dean Francis (Enovity)

Dean Francis of Enovity, the consultant to the TJPA providing commissioning services for the transit center, presented on the LEED aspects of commissioning and certification.

Mr. Francis defined commissioning as a quality assurance process for verifying and documenting proper equipment and system installation and performance per the Owners Project Requirements (OPR), Basis of Design (BOD) and construction documents. Commissioning is sometimes viewed as a process that occurs upon completion and acceptance of a building, but in fact runs through the Design, Construction and Warranty Phases. The commissioning agent is responsible for verifying systems operation and ensuring that the final design and construction meet design intent, verifying training of staff, ensuring that all accompanying documentation is completed, completing operations and maintenance manuals as required, and assuring that warranty Phase work is included. Commissioning is also a Prerequisite for LEED Certification, though Enovity will commission both LEED and non-LEED systems. As part of their deliverables, Enovity will assist in creating a LEED systems manual. The LEED systems to be commissioned include Mechanical systems such as the Central Building Automation System (BAS), HVAC Equipment, and HVAC Distribution Piping and Ductwork; Electrical systems such as Lighting Controls

Systems (scheduled and occupancy), and Daylight Dimming Controls Systems; and Plumbing Systems such as Domestic Hot Water Systems.

So far, Enovity has participated in the design phase by completing detailed design reviews at 100%DD and 50%CD milestones and by assisting owner in developing the OPR document and the MEP Design Engineer in developing the BOD document. They have completed commissioning specifications for inclusion in bid documents, which detail contractor and commissioning agent requirements. They have worked with MEP Engineer to implement comments. They have completed a design phase Commissioning Plan and are currently working on the construction phase Commissioning Plan. They are also working with Webcor-Obayashi and Turner regarding Commissioning activity in order to incorporate it into the overall construction schedule.

Ted Olsson commented that he was concerned about occupant comfort in the building considering it is naturally ventilated and asked what the range of temperatures might be in the terminal. Mr. Francis replied that natural ventilation will indeed produce a range of temperatures but the geothermal system will provide enough energy to keep occupants within a comfortable temperature range.

Michael Freeman asked how much money it takes to meet the LEED criteria and what the payback is. Robert Beck responded that, compared to a conventional building, the Transit Center will achieve a lot of the savings without the capital costs. It is inherent in the architecture of the Transit Center that it's able to achieve natural ventilation and lighting. The geothermal system is an upfront cost but because of the size of the building footprint there's a significant payback in energy savings plus the upfront cost of boilers and chillers is avoided. Given all this, Dean Francis noted that we can expect payback in around 3 to 4 years.

Jim Lazarus commented that having less equipment on the roof works well for the park and asked if the geothermal system produces enough energy to supply the whole building. Robert Beck replied that geothermal does not produce enough to accommodate the full load.

Marcus Krause asked why the program is tracking LEED "silver" and what would prevent the program from achieving a LEED "gold" certification. Maria Ayerdi-Kaplan clarified that although "silver" was originally established as a target during the design competition, the project is in fact on track for LEED "gold".

Ted Olsson asked if contractors would come back to complete work if it was found to be unfinished. Dean Francis replied that the commissioning process will take care of making sure that warranties are upheld.

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

6. Temporary Terminal Update - Phil Sandri (PMPC)

Mr. Sandri provided an update of the Phase 2 Temporary Terminal construction.

He began by outlining the key construction milestones accomplished in December: Phase II operations within the Temporary Terminal began on December 11, 2010; Muni Phase II operations around the perimeter of the Temporary Terminal began December 16, 2010; Punch list walk was conducted December 22, 2010; and windscreens were completed December 30, 2010. Outstanding construction items include the cistern ring at the intersection of Beale and Howard, the Essex St. curb ramps and striping, and installation of conduit at newspaper racks.

Mr. Sandri then went over the plan to open public restrooms for passengers at the Temporary Terminal that was to be presented to the Board for their approval at the January Board meeting.

The management plan for the restrooms includes key controlled access implemented by on-site security personnel (LINC), signage indicating that restrooms are available only to transit riders using terminal, self locking and open grated doors to facilitate visual and audible security, and additional monitored external security cameras.

The restrooms will only be operational Monday through Friday, 7am-7pm. Additionally, LINC, the facility manager at the Temporary Terminal, will implement a key control and lock replacement program. Security, janitorial, maintenance and repairs will be the responsibility of LINC. He identified the location of the public restrooms at the southeast corner of the security building—separate from the driver restrooms also located in this building. He clarified for the CAC that these restrooms already exist and do not need to be built out.

Andrew Brooks remarked that this was the first time these existing restroom facilities have been mentioned to the CAC. Jim Lazarus added that they were made aware of the Greyhound bathrooms but not of the ones at the security building. Phil Sandri replied that these bathrooms were shown on plans in the design phases and were presented at previous CAC meetings. Jul Lynn Parsons remarked that the disabled community will be very happy if the opening of the bathrooms is passed by the Board. She also asked if there would be family style bathrooms but added that she realizes these impose additional security concerns. She also added that she appreciated the effort given to this issue.

Phil Sandri continued the presentation, reporting that the canopies performed well in the December rain and that more benches have been ordered. The number of benches when installed will total more than twice the original number of planned benches. The new benches will also have high backs. It is anticipated that these will be installed by the end of the month. Mr. Sandri then asked if there were any questions.

MaryClare James asked how the passengers at the Temporary Terminal will know who to contact for entry into the bathrooms. Phil Sandri responded that there will be posted signs.

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

7. Public Comment

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

8. CAC Member Comments & Future Agenda Requests

Ted Olsson suggested that there be a report on the High Speed Rail and their issues with cities on the peninsula, and that maybe they could address possible additional funding from states who are turning away from high speed rail after the November elections.

9. Adjourn

Chair Lazarus asked if there was a motion to adjourn. There was a motion to adjourn the meeting and it was seconded. The meeting was adjourned at 7:15 p.m.

10. Next Meeting

The next meeting is scheduled for February 8, 2011.

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.