



Transbay Transit Center



Transbay Transit Center



What is the Transbay Transit Center Project?

The Transbay Transit Center Project is a visionary transportation and housing project that will transform downtown San Francisco and our regional transportation system by creating a “Grand Central of the West” and a new transit-friendly neighborhood surrounding the Transit Center.

What are the different components of the project?

The project consists of three interconnected elements: replacing the outdated Transbay bus terminal at First and Mission streets in San Francisco with a modern Transit Center; extending the Caltrain rail line underground from its current terminus at 4th and King streets to the new downtown Transit Center, with accommodations for future California High Speed Rail; and creating a new neighborhood with homes, offices, parks and shops surrounding the new Transit Center.

Why do we need the Transbay Transit Center?

It is time for public infrastructure to meet the needs of the 21st century. The project will centralize a fractured regional transportation network—making transit connections between all points in the Bay Area fast and convenient. The new Transit Center will make public transit a convenient option as it is in other world-class cities, allowing people to travel and commute without the need for a car, thereby decreasing congestion and pollution. The Transit Center will provide a downtown hub in the heart of a new transit-friendly neighborhood with new homes, parks and shops, providing access to public transit literally at the foot of people’s doors.

When will I be able to use the Transit Center?

The Transit Center building will be completed in 2017 and will be a bustling transit and retail center for those who live, work and visit the heart of downtown San Francisco.

When will I be able to take Caltrain into the new Transit Center?

The construction of the underground rail extension for the Caltrain rail line and future High Speed Rail is planned to begin in 2012. It is estimated to be completed and operational, along with the Transit Center’s underground rail station, in 2018 or sooner if funding becomes available.

How many people will use it?

When the rail component is complete, it is estimated that more than 20 million people will use the Transit Center annually. By 2017, shortly after the Transbay Transit Center is scheduled to open, San Francisco is expected to have 125,000 new jobs, and nearly 50% of these new jobs will be filled by commuters. More than 48,000 new commuters will need transportation into and out of San Francisco each workday.

How much will it cost and how is it funded?

The project’s capital cost is estimated at \$4.185 billion, escalated to year of expenditure (YOE). It is funded by local, regional, state and federal funds. The first phase, which completes the above-ground portion of the Transit Center building, is funded at \$1.189 billion (YOE).

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Where will riders who use the current Transbay Terminal go while the Transit Center is under construction?

Bus service will continue uninterrupted at a temporary terminal between Main/Beale and Howard/Folsom streets, just southeast of the Transbay Terminal and future Transit Center. Groundbreaking of the Temporary Terminal occurred in December 2008.

What is the Transit Tower?

The Transit Tower is a high-rise building adjacent to the Transit Center that will provide additional funding to augment the Transit Center funding plan. Although the Transit Center and Transit Tower will be designed together, the Transit Tower will be developed by Hines, not the Transbay Joint Powers Authority (TJPA).

Who will design the new Transbay Transit Center?

After a 10-month international Design and Development Competition, the TJPA Board unanimously selected Pelli Clarke Pelli Architects as the lead architect of the Transit Center and Tower and Hines as the developer of the Transit Tower. The Pelli design features a “green roof” on top of the Transit Center so that commuters, downtown residents, office workers and visitors alike can walk, eat lunch, and relax in the new 5.4-acre park. To learn more about the proposed design, please visit:

www.pcparch.com

Who is in charge of the project?

The TJPA is managed by TJPA staff and is overseen by its six-member Board of Directors. The TJPA consists of a historic collaboration of Bay Area government and transportation agencies committed to replacing the current Transbay Terminal in San Francisco with the new Transbay Transit Center to improve the transportation needs for the Bay Area region and the entire State.

When the rail component is complete, it is estimated that more than 20 million people will use the Transit Center annually.



Transbay Transit Center

A new Transit Center that will be the Grand Central Station of the West

The Transbay Transit Center Project will replace the Transbay Terminal in downtown San Francisco and create a new, multi-modal Transit Center that will eventually serve more than 100,000 passengers per day and become the new hub of economic life in San Francisco. The project will also create a transit-friendly neighborhood with new homes, parks and a retail main street surrounding the new Transit Center.

The Transit Center and its neighboring Transit Tower are designed by Pelli Clarke Pelli Architects (PCPA) and include an exciting 5.4-acre park on the top of the Transit Center roof named "City Park." This park will provide a new downtown amenity for residents, commuters and visitors alike and will double as a "green roof" for the building.

Additionally, the Transit Tower will incorporate green building strategies including passive solar shading, high performance glazing geothermic cooling, and wind power. Agreements with PCPA and development partner Hines were approved by the TJPA Board in May 2008 and October 2008, respectively.

Program groundbreaking occurred in December 2008 with the first step of the project: the construction of the Temporary Terminal. The temporary facility will serve bus passengers while the new Transit Center is under construction. The construction of the new landmark Transit Center is scheduled to begin in 2010 and be completed in 2017. The first phase of the project includes design and construction of the Transit Center building, the rail foundation, bus ramps and bus storage facilities, and design of the underground rail level component of the Transit Center. Construction of the Caltrain Downtown Rail Extension is estimated to begin in 2012 and be completed in 2018, or sooner if funding becomes available.

Groundbreaking for the Program occurred in December 2008 with the construction of the Temporary Terminal. The new Transit Center construction is scheduled to begin in 2010.



The new Transbay Transit Center will be built to accommodate more than 45 million passengers per year.

The new Transit Center Project will:

- Replace the current outdated bus terminal with a one million square foot regional Transit Center on the site of the current Transbay Terminal at First and Mission streets
- Extend the Caltrain rail line 1.3 miles underground from Fourth and King streets to the new Transit Center near the heart of the Financial District, closing the gap between East Bay and Peninsula transit services and reducing commute times
- Create a transit-friendly neighborhood with 2,600 new homes (35% of which will be affordable)
- Feature a transit hub with an elevated bus level, 30 bus bays, a ground-floor level bus plaza and below-grade levels serving Caltrain, Paratransit and future High Speed Rail
- Connect the region and the State by serving AC Transit, Caltrain, MUNI, Golden Gate Transit, SamTrans, Greyhound, Paratransit, Amtrak, WestCAT Lynx and High Speed Rail, with connections to BART and MUNI Metro
- Increase bus and rail ridership by improving access and connectivity to public transportation, making the Transit Center not only a destination for efficient and reliable transit, but a center of activity with shopping, restaurants and retail

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Local, regional, State and federal funding sources

From the construction of the Golden Gate Bridge to the creation of BART, large-scale public works projects like the Transbay Transit Center often secure funding in increments from various federal, state, regional and local sources.

The Transbay Transit Center and Caltrain Downtown Extension Program costs are estimated at \$4.185 billion, escalated to the year of expenditure (YOE). The first phase of the project includes construction of the above-ground portion of the new intermodal Transit Center, bus ramps, and bus storage facility. It also includes construction of the Temporary Terminal to serve passengers while the new Transit Center is under construction. On June 11, 2009, the TJPA Board directed the Transit Center's architect to also include the below-grade rail levels in the design, rather than just rail foundations as had been previously planned in the phasing. The TJPA is actively seeking funding for the rail tunnels and will release an updated cost, schedule and funding plan in winter 2010. The second phase of the project will complete the 1.3-mile extension of the Caltrain rail line from Fourth and King streets underground into the new Transit Center.

PRELIMINARY FUNDING PLAN

Level	Sources	Phase I (millions, YOE)	Phase II (millions, YOE)
LOCAL	SF Proposition K	\$98	\$50
	San Mateo County Sales Tax	\$7	\$22
	AC Transit	\$39	
	Other Local Funds	\$8	
REGIONAL	Regional Measure 1	\$54	
	Regional Measure 2	\$142	\$8
	AB 1171	\$150	
STATE	Regional Transportation Improvement Program (RTIP)	\$28	
	Land Sales	\$429	\$185
FEDERAL	FTA Section 1601 (TEA-21)	\$9	
	SAFETEA-LU	\$54	
	TIFIA Loan	\$172	\$377
TOTAL		\$1,189 +	\$642

The Transbay Transit Center and Caltrain Downtown Rail Extension's \$4.185 billion capital cost is being funded through local, regional, State and federal sources.



Transbay Transit Center

Stimulating the regional economy and creating thousands of jobs

The program groundbreaking occurred in December 2008 with the first step in the program—the Transbay Temporary Terminal—which will serve riders while the current Terminal is demolished and the new Transit Center is being built. The Transit Center, including the entire above-grade bus facility and foundations for the future rail station, will be completed in 2017. The Caltrain Downtown Rail Extension is estimated for completion in 2018. The project will bring tremendous benefits to the Bay Area economy, generating economic revenue and supplying the City’s and region’s workforce with thousands of new jobs, and the infrastructure to support them.

More than 27,000 permanent jobs will be created through the operations of the Transit Center, the Downtown Rail Extension, and the Redevelopment Area. This includes Transit Center employees, new transit rider jobs, and jobs supported by direct and indirect sales to these new employees and riders.

The \$4.185 billion* construction, design and management budget represents years of employment for both professionals and skilled trades from across the Bay Area.

*Escalated to the year of expenditure



The project will:

- Generate jobs totaling nearly 8,000 person years from the construction of the Transit Center and Caltrain downtown Rail Extension
- Provide thousands of additional construction jobs from the Transbay Redevelopment Area, creating 2,600 new homes and office and retail opportunities
- Create long-term jobs through the operation and maintenance of the Transit Center, the Caltrain Downtown Rail Extension and the surrounding development

It is projected that in 2030, the City of San Francisco will have a total of 829,000 jobs, a 44% increase from 2005. The Transit Center will provide the transit infrastructure necessary to support these jobs and the greater Bay Area’s growth.

More than 27,000 permanent jobs will be created through the operations of the Transit Center, Rail Extension, and the Redevelopment Area.



Transbay Transit Center

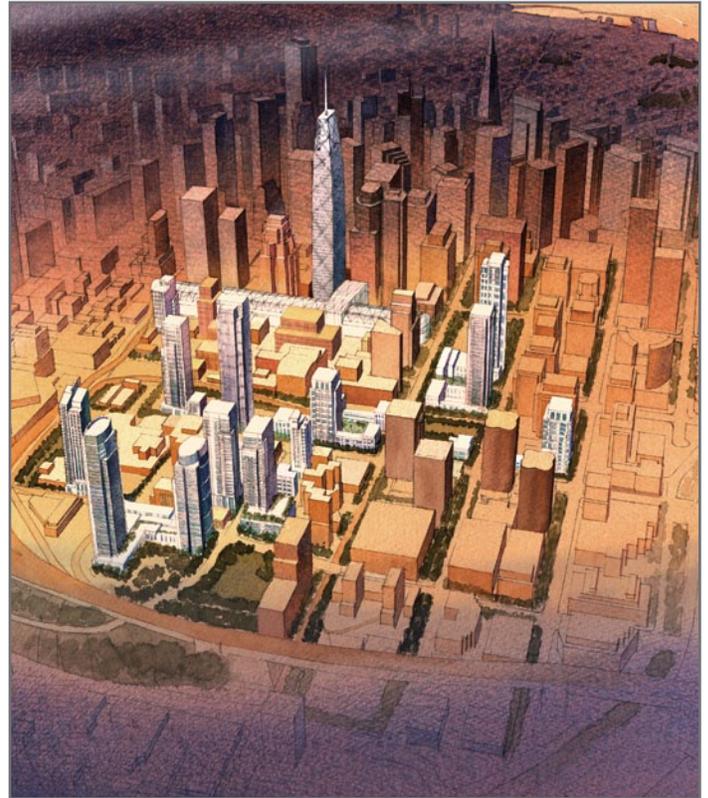
A new neighborhood in downtown San Francisco

San Francisco has long been famous for the character of its unique neighborhoods. Since the creation of the original Terminal building and the Bay Bridge in the 1930s, the area south of the Financial District has been a mix of light industrial/warehouse and commercial office space surrounding the now outdated Terminal, ramp structures connecting to the Bay Bridge, and the Terminal Separator Structure which had connected the Bridge to the Embarcadero Freeway.

As a result of the damage caused by the 1989 Loma Prieta earthquake, both the Terminal Separator Structure and the Embarcadero Freeway were torn down, freeing up parcels of public land which now serve as parking lots, leaving a disjointed remaining community and underutilized public property.

The San Francisco Redevelopment Agency (SFRA) is facilitating the development of this public property into a new neighborhood consisting of more than 2,600 new residential units, 35% of which will be affordable. Approximately 12 acres of land will be transferred from the State to the SFRA for development. The SFRA has adopted a redevelopment plan and a set of detailed development controls to guide this development. Revenue generated by the sale and development of the State property within the Project Area will be used to help pay the cost of building the Transbay Transit Center. All of the land sale proceeds and a major portion of the tax increment from the State property have been pledged to the Transit Center.

The project will create 2,600 new homes, 35% of which will be affordable.



The Transbay Redevelopment Project will transform the area surrounding the new Transit Center into a vibrant new mixed use neighborhood that will include homes, shops, public parks and plazas, widened sidewalks with new trees and street lights, and commercial space next to the new Transit Center. The area will be the most transit-rich neighborhood in the region, with high-density housing and commercial space close to the Transit Center, as well as other transit services.

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Folsom Street will be the centerpiece of this new neighborhood, with widened sidewalks, cafes, markets and views of the San Francisco Bay.

The Transbay Redevelopment Project will:

- Transform parking lots and public parcels of land into a new San Francisco neighborhood centrally located downtown next to the waterfront, the Transbay Transit Center, the Financial District and the historic district west of First Street
- Build 2,600 new homes, 35% of which will be affordable, reducing San Francisco's chronic shortage of affordable housing
- Include 100% affordable developments, such as extremely low-income housing, and senior housing in addition to inclusionary units within market rate developments
- Disperse housing throughout the project area and provide housing opportunities for everyone, creating a diverse and cohesive neighborhood reflective of the entire fabric of the City
- Create a diverse mix of housing types including townhouses, low- and mid-rise units, and tower units with studio, one-bedroom, two-bedroom, and three-bedroom units in order to appeal to a wide variety of income levels and household sizes
- Serve as a model for transit-oriented development by providing market-rate and affordable housing in a prime, pedestrian-friendly environment where using a car is unnecessary due to its close proximity to downtown employment and safe and efficient transportation options
- Develop Folsom Street as the centerpiece of this new neighborhood, with widened sidewalks, cafes, markets and views of the San Francisco Bay



Transbay Transit Center



By 2017, 48,000 new commuters will need transportation into and out of San Francisco each work day.

Improving our regional transportation system and connecting the Bay Area

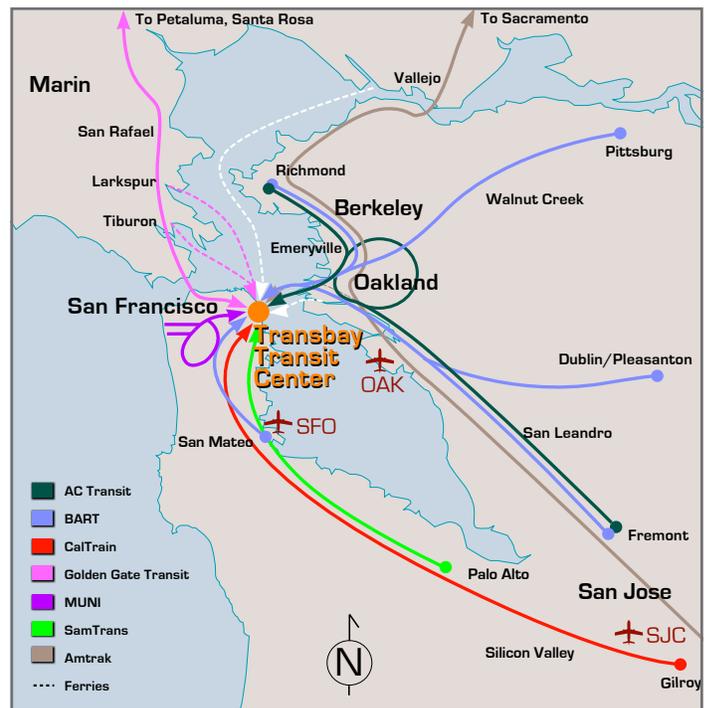
The Transbay Terminal's roots run deep within the region. In 1939, the bus and rail terminal was built to facilitate travel across the Bay Bridge and connect San Francisco with the East Bay and beyond. Since its inception, the Transbay Terminal has served as a symbol of connectivity to the region, taking passengers to and from San Francisco, North, East and South.

Today, the City is poised to build on the Terminal's roots and reconnect the region and its transit systems with a new modern multi-modal Transit Center that will serve 11 transportation systems under one roof, in addition to the creation of a new transit-oriented neighborhood in the surrounding 40-acre area of downtown San Francisco. Northern California will soon redefine urban intermodal facilities and raise the measure of performance on transportation connectivity. The result will be a cohesive transportation network, providing the region with ready access to world-class transit options while bringing new economic benefits that will fortify the region as the center of connectivity and commerce in the West.

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The Transbay Transit Center will:

- Replace the outdated Terminal with a new regional transit facility at First and Mission streets that will accommodate more than 45 million passengers annually
- Provide transportation links to eight Northern California counties including San Francisco, San Mateo, Sonoma, Napa, Marin, Santa Clara, Contra Costa and Alameda as well as connection to the entire State of California
- Serve AC Transit, Caltrain, MUNI, Golden Gate Transit, SamTrans, Amtrak, WestCAT Lynx, Greyhound, Paratransit and High Speed Rail with convenient connections to BART and MUNI Metro
- Accommodate the future High Speed Rail line, which will allow travel between San Francisco and Los Angeles in under two and a half hours and provide seamless connections between all of Northern California to San Diego, Sacramento and the Central Valley
- Extend the rail line 1.3 miles from Fourth and King streets to the new Transit Center near the heart of the Financial District, reducing travel times for Peninsula riders commuting to the City, and closing the gap between East Bay and Peninsula transit services
- Encourage bus and rail ridership throughout the region by improving access and connectivity to public transportation
- Provide the capacity to accommodate the projected number of travelers estimated to use public transit from San Jose to San Francisco and San Francisco to the East Bay in future decades
- Remove more than 8,000 daily auto trips from the Peninsula Corridor roadways, reducing traffic congestion on Highway 101 and I-280
- Improve air quality by decreasing 260,000 vehicle miles per day, reducing harmful emissions by more than 2.5 ton of carbon monoxide per day and one-half ton of NOX (oxides of nitrogen) per day from the Downtown Rail Extension alone





Transbay Transit Center



From San Francisco to Los Angeles in 2 ½ hours

Transportation has always been an evolving industry shaped by technology, economy, innovation and vision. After the Civil War, when the first transcontinental railroad was constructed connecting East to West, rail travel was seen as the ultimate form of modern travel. More than a century later, we are ready to build on that vision with the arrival of High Speed Rail in California. As exemplified in other countries, High Speed Rail is the future of transportation and will facilitate comfortable and convenient travel at speeds of up to 220 miles an hour between San Francisco, Sacramento, Los Angeles and San Diego.

Progress is already underway to make this scenario a reality for California. The California High Speed Rail bond was passed in the November 2008 election and solidifies the Transbay Transit Center in San Francisco as the hub for High Speed Rail in Northern California. The new inter-modal Transit Center will accommodate the high speed trains and eight other transportation providers under one roof. Just as the transcontinental railroad symbolized a new era of connectivity for the nation, the new Transbay Transit Center and anticipated High Speed Rail line will become the modern national model, connecting San Francisco with the rest of the State without the use of automobiles.

California High Speed Rail will:

- Create a 700-mile fully access controlled and partially grade separated train system spanning the length of California, eventually connecting San Francisco, Sacramento, Los Angeles, and San Diego, with additional service to the Central Valley
- Allow trains to travel at speeds of up to 220 miles per hour, similar to high speed trains in Europe and Japan, reducing the travel time between San Francisco and Los Angeles to 2 ½ hours
- Transport up to 32 million intercity passengers annually, and transport another 10 million commuters
- Connect with existing rail, airway, and highway systems, allowing intercity commuters and long distance travelers easier access to metropolitan regions and other transit options
- Reduce traffic conditions and improve air quality by taking people out of their cars and off our freeways, thereby addressing traffic congestion in California cities, projected to be among the nation's worst by 2025
- Return twice as many dollars to the State's citizens as it costs, delivering a surplus to the State of more than \$300 million, encouraging further economic stability by increasing tourism and stimulating local economies

For additional information on California High Speed Rail, please visit the California High Speed Rail Authority's website at: www.cahighspeedrail.ca.gov



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1947 PUC photo of The Transbay Terminal. Courtesy of the Paul C. Trimble Collection.

Returning to a culture of mass transit

San Francisco's Transbay Terminal was built in 1939 at First and Mission streets as a California Toll Bridge Authority facility in order to facilitate commuter rail travel across the lower portion of the San Francisco-Oakland Bay Bridge. It was paid for by Bay Bridge tolls, which were then 50 cents per automobile. At the time, the lower deck of the Bay Bridge was not only used for automobile travel, but also hosted two rail tracks on the south side. The rail portion was run principally through the Key System.

The Terminal was designed to handle as many as 35 million people annually with a peak 20-minute rate of 17,000 commuters that were transported in 10-car trains at headways of 63.5 seconds. In its heyday at the end of World War II, the terminal's rail system was transporting 26 million passengers annually. After the war ended and gas rationing was eliminated, the Terminal's use began to steadily decline to a rate of four to five million people traveling by rail per year.

In 1958, the lower deck of the Bay Bridge was converted to automobile traffic only, the Key System was dismantled, and by 1959, the inter-modal Transbay Terminal was converted into a bus-only facility, which it currently is today.

Now, more than 40 years later, the Transbay Project is poised to reconnect the region and its transit systems with a new multi-modal Transit Center.



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The Transbay Transit Center/Caltrain Downtown Rail Extension Project is headed by the Transbay Joint Powers Authority (TJPA).

The TJPA is a historic collaboration of Bay Area government and transportation agencies committed to replacing the current Transbay Terminal in San Francisco with the new Transbay Transit Center to improve the transportation needs for the entire Bay Area region and the State. The TJPA is managed by TJPA staff and is overseen by a six-member Board of Directors. The TJPA Board of Directors is composed of the City and County of San Francisco, the Alameda-Contra Costa Transit District (AC Transit), the Peninsula Corridor Joint Powers Board-Caltrain (composed of the City and County of San Francisco, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority) and the California Department of Transportation (Caltrans).

Board of Directors

Nathaniel P. Ford, Sr., *Chair*

San Francisco Municipal Railway Representative

Nathaniel P. Ford, Sr. currently serves as the Executive Director of the San Francisco Municipal Transportation Agency. Mr. Ford was appointed to the TJPA by the Municipal Transportation Agency Board of Directors and also sits on the Peninsula Corridor Joint Powers Board. Mr. Ford previously served as General Manager and Chief Executive Officer of the Metropolitan Atlanta Rapid Transit Authority (MARTA). He has held numerous managerial positions in the nation's largest transit properties including New York City Transit Authority (NYCTA) and Bay Area Rapid Transit (BART).

Elsa Ortiz, *Vice Chair*

AC Transit Representative

Elsa Ortiz was appointed to the TJPA by the Alameda-Contra Costa Transit District in 2007. Ms. Ortiz was elected in November 2006 to the AC Transit Board representing Ward III, which includes the City of Alameda, and portions of the cities of Oakland and San Leandro. Ms. Ortiz is attorney and Special Counsel to State Senator and President Pro Tempore Don Perata on issues affecting Indian Nations. Ms. Ortiz was chief of staff and special assistant to California State Treasurer Bill Lockyer during his tenures as State Senator and Attorney General. She served on the Board of the Bay Area Conservation and Development Commission from 1996-1999.

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Mark Church, *Board Member*

Peninsula Corridor Joint Powers Board Representative

Mark Church is a third generation Californian born and raised in San Mateo County. Mr. Church was elected to the San Mateo County Board of Supervisors in March 2000 and re-elected in March 2004. He received his Juris Doctor degree from McGeorge School of Law and in 1982, he established the law firm of Church and Associates in Millbrae. In November 1995, he was elected to the City Council of Millbrae and served as Mayor from 1997 to 1998 during the year-long celebration of Millbrae's 50th anniversary.

Michael Cohen, *Board Member*

Representative from the Office of Mayor Gavin Newsom

Appointed to the TJPA in 2005, Michael Cohen is the head of the Mayor's Office of Economic and Workforce Development, the department that oversees activities and programs related to development planning, business attraction and retention, and neighborhood commercial revitalization. He previously served as the Director of Base Reuse and Development, overseeing the conveyance and development of the Hunters Point Naval Shipyard and Treasure Island Naval Station.

Chris Daly, *Board Member*

San Francisco Board of Supervisors Representative

Chris Daly was appointed to the TJPA by the San Francisco Board of Supervisors, to which he was elected to the Board of Supervisors in 2000. He has served as Chair of the Board's Finance and Audit Committee, Vice-Chair of the Budget Committee and as a member of the City Planning Audit Committee. Mr. Daly currently serves on the San Francisco County Transportation Authority, the Bay Area Air Quality Management District Board and the Association of Bay Area Governments.

Bijan Sartipi, *(ex officio)*

State Department of Transportation Representative

Bijan Sartipi is an ex officio member of the TJPA Board. He has been with the California Department of Transportation for more than 25 years, and has been the District 4 Director since 2002. In that position, he is responsible for overseeing Caltrans operations in the nine Bay Area counties. Mr. Sartipi serves as Commissioner on the Metropolitan Transportation Commission representing the Business, Transportation and Housing Agency. He also serves as an alternate Commissioner of the Bay Conservation Development Commission.

TJPA Officers

Frederick Clarke, *Chief Financial Officer*

TJPA Chief Financial Officer Fred Clarke has worked closely with the TJPA since 2004 to provide financial support and accounting services, including developing internal control policies, procedures, and accounting systems. Mr. Clarke has 40 years of experience in the field, including 14 years as Deputy City Controller of Houston, Texas, and 8 years as Finance Manager of the City and County of San Francisco Municipal Transportation Agency.

Dennis Herrera, *Legal Counsel*

Elected as San Francisco City Attorney in 2001, Dennis Herrera serves as Legal Counsel to the TJPA. Mr. Herrera served in the Clinton Administration as Chief of Staff at the U.S. Maritime Administration where he was responsible for implementing key provisions of the Clinton economic plan. He also served as president of the San Francisco Police Commission and on the San Francisco Public Transportation Commission.

Alternates:

Greg Harper for Elsa Ortiz

Tony Anziano for Bijan Sartipi

Art Lloyd for Mark Church



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TJPA Staff

Maria Ayerdi-Kaplan, *Executive Director*

Maria Ayerdi-Kaplan is the Executive Director of the Transbay Joint Powers Authority (TJPA), and a former TJPA Board Member. Ms. Ayerdi-Kaplan, a member of the State Bar of California, previously served as the Mayor of San Francisco's Transportation Policy Advisor and Project Director, Vice-Chair on the Peninsula Corridor Joint Powers Board, Deputy Director at the Bay Area Air Quality Management District and on the Executive Committee of the Association of Bay Area Governments.

Ms. Ayerdi-Kaplan has been twice named one of the Most Influential Women in the Public Sector by the San Francisco Business Times and was named the 2007 Employee of the Year by the Northern California Chapter of the Conference of Minority Transportation Officials (COMTO). She has also been honored as Woman of the Year by the San Francisco Chapter of the Women's Transportation Seminar and named one of the Most Influential Latinos in the Bay Area by the San Francisco Hispanic Chamber of Commerce for her work on the Transbay Transit Center project.

Brian Dykes, *Principal Engineer*

Brian Dykes, Principal Engineer of the TJPA, has worked for 43 years in construction and design of bridges, railroads, tunnels and port facilities. For 28 years prior to joining the TJPA, he was employed at a California-based engineering corporation and served as the Project Manager on many major projects throughout the State including the Second Level Roadway at Los Angeles International Airport, the Euclid Line Extension for the San Diego Light Rail, the BART Daly City Turnback and Colma Yard, the I-280 Southern Freeway Retrofit in San Francisco, the BART Extension from North Concord to Circulation Roadway at San Francisco International Airport, the I-80 Carquinez Suspension Bridge, and the Alameda Corridor Design/Build Rail Trench in Los Angeles. Mr. Dykes has also worked on the Reno ReTRAC Design/Build Trench and the Messina Straits Suspension Bridge between Italy and Sicily.

Robert Beck, *Senior Program Manager*

Robert Beck is the Senior Program Manager of the TJPA. Prior to joining the TJPA, Mr. Beck worked for the City and County of San Francisco. He spent 18 years at the San Francisco Public Utilities Commission (PUC) and the Department of Public Works (DPW), most recently as the Deputy Director of Engineering with DPW where he oversaw a wide range of major capital projects and programs for the City of San Francisco.

Edmond Sum, *Engineering Manager*

Edmond Sum came to the TJPA from EPC Consultants, Inc., a San Francisco based program/construction management firm where he practiced as a professional engineer. Mr. Sum has provided technical expertise on major projects for the City and County of San Francisco (DPW's Bureau of Construction Management and SF International Airport), Bay Area Rapid Transit, and the San Diego County Water Authority, among others.

Sara Gigliotti, *Contracts Compliance Manager/ Finance Coordinator*

Sara Gigliotti originally joined the TJPA in 2004 as the then-Office Manager, before leaving in 2005 to spend a year and a half as a business development volunteer and grants manager at a marine protected area in the South Pacific nation of Vanuatu. Prior to working for the TJPA, Ms. Gigliotti worked for the City and County of San Francisco, initially in the Mayor's Office and later at the Department of Parking & Traffic.

Nila Gonzales, *Office Manager/Board Secretary*

Nila Gonzales is Secretary to the TJPA Board of Directors and the TJPA Office Manager. She previously worked for the City and County of San Francisco as the Mayor's Director of Scheduling and then joined the Department of Children, Youth and their Families. Prior to her years with the City and County of San Francisco, she had a successful career with the San Francisco Chronicle.

Mike Daniels, *Information Technology Manager*

A former private IT consultant and Network Supervisor, Mike Daniels joined the TJPA in 2007. Mr. Daniels is a Microsoft Certified Systems Engineer and a Cisco Certified Network Associate. He has provided remote and onsite technical support for 55 of the 58 local child support agencies in California, and was also responsible for supporting the entire network at the Del Norte County Superior Court. He also previously installed and serviced Point-of-Sale systems throughout Northern California.