



# Transbay Transit Center

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## Fall 2014 Newsletter

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### *Major Construction Progress and Significant Milestones for Transbay in 2014*

Building on our successes from 2013, this year was marked by steady and significant progress for the Transbay Project. Major accomplishments in 2014 included:

- Raising the first above-ground steel at the Transbay site.
- Completion of the Transit Center's mat slab foundation.
- Drilling foundation piles for the Transit Center's new bus ramp.
- Completion of utility relocation work.
- Successful operation of the Temporary Terminal for the fourth year in a row.



## ***Transbay Transit Center Rises Skyward as First Piece of Above-Ground Steel is Celebrated***

On November 7th, the TJPA, dignitaries, and workers gathered at the construction site of the Transbay Transit Center to celebrate the emergence of the first piece of structural, above-ground steel. This steel will form the backbone of the Transit Center. The event marked the project's latest milestone and the beginning of the structural steel assembly process scheduled for mid-2016 completion.

TJPA Executive Director Maria Ayerdi-Kaplan was joined by California High Speed Rail Board Chair Dan Richard, Assembly Member Nancy Skinner, Labor Leader Mike Theriault, TJPA Board members Greg Harper and Bijan Sartipi, and other dignitaries to honor the occasion. This is the first time since work began in 2010 that the new Transit Center is visible at street level.

"On this day the Transbay Transit Center begins to emerge from the ground," said Executive Director Ayerdi-Kaplan. "This steel column is the first of many that will rise together to form a Bay Area icon, a world class station that will combine eleven different public transit systems under one roof."



Assembly Member Nancy Skinner and CHSRA Board Chair Dan Richard celebrate the beginning of steel construction

The ceremony marks a new phase in the Transbay Transit Center's progress. "The column we are raising in celebration today was built in the United States by American labor and will be installed by American labor," said Ayerdi-Kaplan. "With each additional column added, we will be one step closer to a city and a region that is more interconnected, more sustainable, and more economically vibrant than ever before."

The Transbay Transit Center features an innovative design that requires many different types of steel elements. The components that form the exoskeleton of the structure are engineered to exacting specifications and are test-fitted at the fabrication site to ensure quality. The column installed at the ceremony—like all other columns in the future Transit Center—features an innovative seismically safe design never before used in the United States.

## ***Transbay Puts Domestic Steel Suppliers and Fabricators to Work***

The Transbay Joint Powers Authority has always been committed to ensuring that the Transbay Transit Center Project benefits the community, including while under construction. As a Buy America project, the construction of the Transit Center is providing community benefits at a national scale.

All of the Project's steel and iron is supplied and fabricated at locations in the United States in accordance with Buy America standards. Over 22,000 tons of steel will ultimately be assembled to form the Transit Center, which is about the same weight as 111 Boeing 747 airplanes. With so much steel required, the TJPA had to enlist suppliers and fabricators from 19 states to supply the project. Steel-related activities account for a sizable portion of the estimated 8,000+ jobs that have been created, directly and indirectly, by the Transbay Project to date, including over 3,000 outside of the Bay Area.

How does this national process work? Suppliers from across the nation ship their steel to Oregon, Washington, and California, where fabricators fit up the various elements to the detailed specifications of the Project's designers.



Steel construction begins at the Transbay site

Once on site, the Transit Center's enormous steel pipes and cast nodes are lifted by Skanska's LR 1300 SX Liebherr crawler cranes. These cranes—which each weigh 670,000 pounds and are taller than Coit Tower—will lift pieces of steel weighing 130,000 pounds or about the weight of two and a half BART cars.

This dramatic process, which spans from production in Delaware and Pennsylvania to fabrication in Oregon and final assembly in downtown San Francisco, will unfold over the next 18 months as the Transit Center's steel frame takes shape section by section.

## ***Transbay Transit Center Completes Massive Foundation in Little Over a Year***

This past October saw the completion of the Transbay Transit Center's five-foot-thick, four-block-long mat slab foundation. Requiring more than 55,000 cubic yards of concrete, workers poured the mat slab in 16 overnight sessions between September 2013 and October 2014.

"Any construction expert will tell you that placing that amount of concrete in that amount of time is an impressive feat," said Transbay Joint Powers Authority Senior Construction Manager Dennis Turchon.

Work on the foundation progressed in sections from the western to the eastern end of the site. Before each pour, hundreds of rebar rods had to be carefully placed and tied to provide the reinforcing internal structure of the foundation. Once the rebar frame was in place, crews would work from midnight until well into the following afternoon distributing concrete from the hundreds of delivery trucks tasked with bringing concrete to the site. The Transbay Project's strict quality assurance guidelines meant that some trucks that took too long to arrive from the production facility had to be turned away.

"Large pours are a real logistical challenge, because there is a limited time during which the concrete can be delivered and then pumped into the site before it hardens," remarked Turchon. "Want an even greater challenge? Do a pour in downtown San Francisco's rush hour traffic."

Despite these challenges, the mat slab is now complete, and progress is well underway on the Transit Center's concrete walls, columns, and concourse level.



Concrete is delivered to pumps on the Transbay site for the project's mat slab, walls, columns and other concrete elements

## ***Bus Ramp Construction Begins at Transbay, Marking Another 2014 Milestone***

This year saw multiple milestones for the Transbay Transit Center Project, among them the beginning of construction for the Transit Center's new designated bus ramp. Work began in July with the demolition of footings remaining from the old bus ramp. With those out of the way, crews set to work preparing to drill numerous piles that will serve as the new foundation. Eventually these new piles will support the bus ramp's cable-stayed section.

When complete, the Transit Center's bus ramp will provide Transbay buses with a direct route between the Transit Center's elevated bus deck, Interstate 80, and the Bay Bridge. By keeping commuter buses off city streets, the bus ramp will ease traffic and pollution in downtown San Francisco and improve transit times for bus passengers.

"Work is progressing very nicely on the bus ramp," said Transbay Principal Engineer Brian Dykes. "Many of our foundation piles will already be finished by the end of the year. Next spring or summer, we can look forward to falsework, which are the temporary structures that will support each overhead section until they can stand on their own."

Transbay's new bus ramp is a welcome replacement to the previous ramp, which was built as a part of the original Transbay Terminal in the 1930s.



Rendering showing bus ramp that will eventually connect the Transit Center directly to the Bay Bridge

## *Transbay's 2014 Summer Interns Participate in Another Successful Summer of Learning*

For the sixth summer in a row, TJPA and its contractors hosted a group of remarkable young adults eager to learn more about the world of construction and transportation. Students at both the high school and college levels participated in this year's TJPA Summer Internship Program, a paid internship during which participants are able to learn the ins and outs of the Transbay Transit Center Project. The program exposes interns to a range of professional disciplines depending on their placement, from program management to construction to finance.

Regardless of their placement, interns learn about the major components of the Transbay Transit Center Project through their work. Intern Alan Choy acknowledged the central role of the Transbay Project in making San Francisco a leader in transit-oriented development: "This project is such a big milestone for the city and state and it's going to have such a great impact on it. Just something of this magnitude, it's making San Francisco more accessible," Choy said.

In addition to learning about the Transit Center, interns also learn about themselves. Jordan Gilles, for example, revealed that the program sparked an interest in construction. "I think this internship has been really personally valuable in that I have a lot more direction in where I want to go with my career," Gilles explained. "The Transbay Project has opened my eyes to the area of construction."

TJPA appreciates all of this year's program participants for the effort they put forth during their internships. You can hear more from Alan, Jordan, and the rest of the 2014 Summer Interns by viewing the Faces of Transbay: 2014 Interns video which is accessible at [www.transbaycenter.org/tjpa/faces-of-transbay](http://www.transbaycenter.org/tjpa/faces-of-transbay).



TJPA Executive Director Maria Ayerdi-Kaplan with our 2014 Summer Interns on the Transbay Construction Site

## ***Amtrak to Begin Operations at Temporary Terminal***

In October, the TJPA Board approved a lease agreement with Amtrak. The agreement will enable Amtrak's "Thruway" bus operations to establish operations at the Transbay Temporary Terminal. Amtrak established Thruway service to extend the reach of Amtrak service to communities without rail service and offer a wider selection of destinations. Thruway buses offer guaranteed connections to Amtrak trains operating out of the East Bay and other areas. Amtrak's bus operations will be co-located within the current Greyhound Building located at 200 Folsom Street. Amtrak's bus operations are expected to begin in March 2015 after the completion of tenant improvements in the Temporary Terminal.

## ***TJPA Efforts to Hire Veterans Producing Successful Results***

As we reported in our Spring 2014 newsletter, TJPA has been working with our contractors to promote the hiring of veterans for construction related jobs. We are pleased to report that so far our contractors and subcontractors have nearly 90 veteran employees working on various aspects of construction of the Transit Center. These mostly new hires are primarily working in the areas of steel fabrication and concrete foundation work. TJPA will continue to work with our contractors to hire qualified veterans.

## ***Follow Transbay on Social Media!***

As we continue to make progress on the Transbay Transit Center, we are also working to keep the public informed about the latest project developments. We are constantly enlarging our social media presence to share facts, photos and other information about the impressive work being done every day at the Transbay site.

Please consider following our progress across our social media platforms by taking a moment to "like" and "follow" Transbay on Instagram, Facebook, and Twitter.

You can find us:

- On Twitter at @TransbayCenter
- On Facebook at Transbay Transit Center Project
- On Instagram at @thetransbayproject

Or simply click on the icons below:



We urge you to explore opportunities to participate in the shaping of this project through our Transbay Joint Powers Authority Board meetings, Citizens Advisory Committee meetings, monthly public progress briefings or one of many presentations we make throughout the community. For regular updates, including a weekly 10-day construction outlook, please visit our website at <http://www.transbaycenter.org>.

Thank you for your support of this innovative model for transit-oriented development.

Sincerely,

Maria Ayerdi-Kaplan  
Executive Director