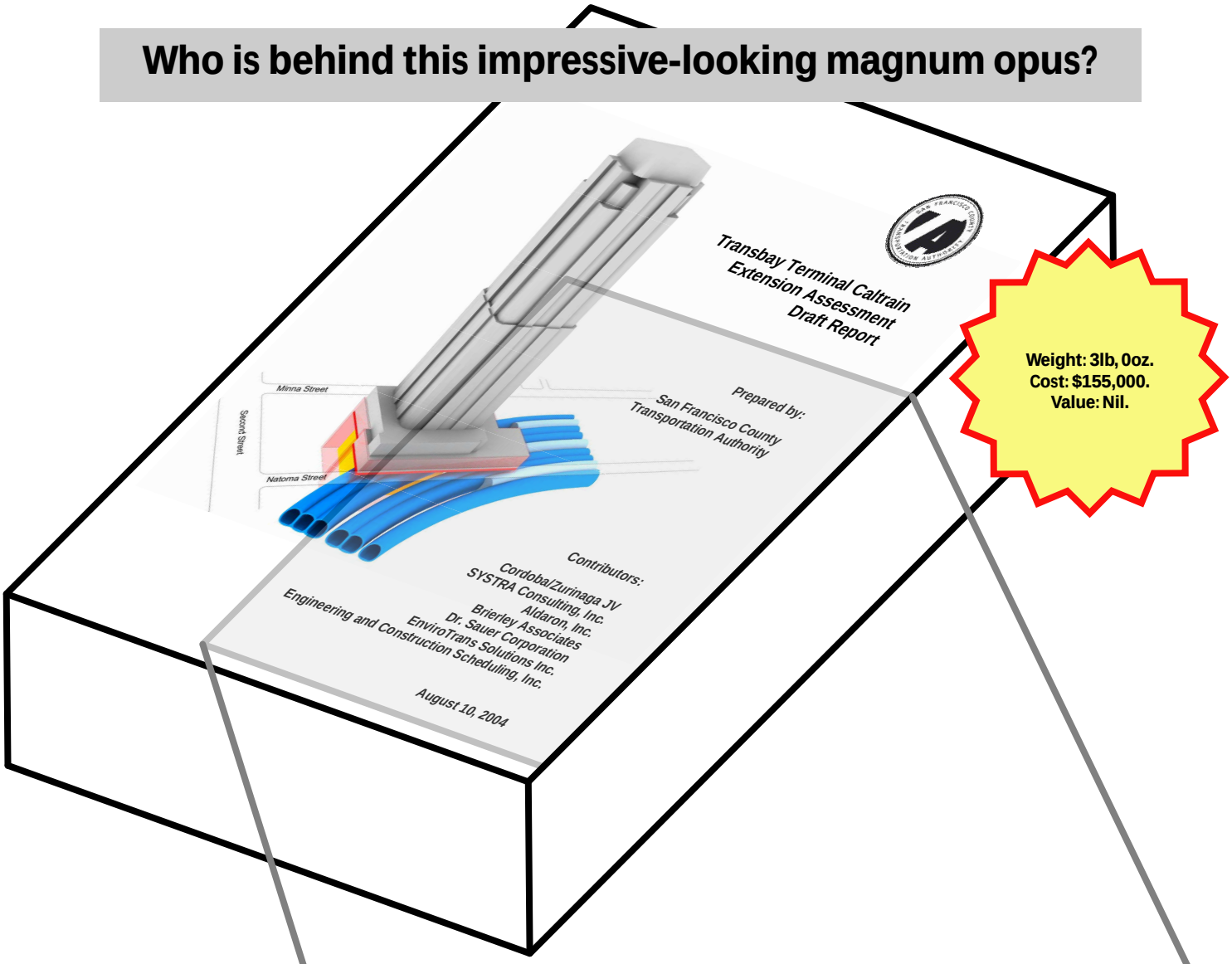
Who is behind this impressive-looking magnum opus?



Weight: 3lb, 0oz.
Cost: $155,000.
Value: Nil.

Audit reveals "the most financially incompetent agency" City Contoller Ed Harrington has seen. (SF Chron 24 Mar 2004)

Lead preparer and SFCTA consultant Luis Zurinaga is not a registered, licensed Professional Engineer in the state of California.

Dr. Sauer Corp. was part of two losing teams which unsuccessfully sought the TJPA's Program Management/ Program Control contract.

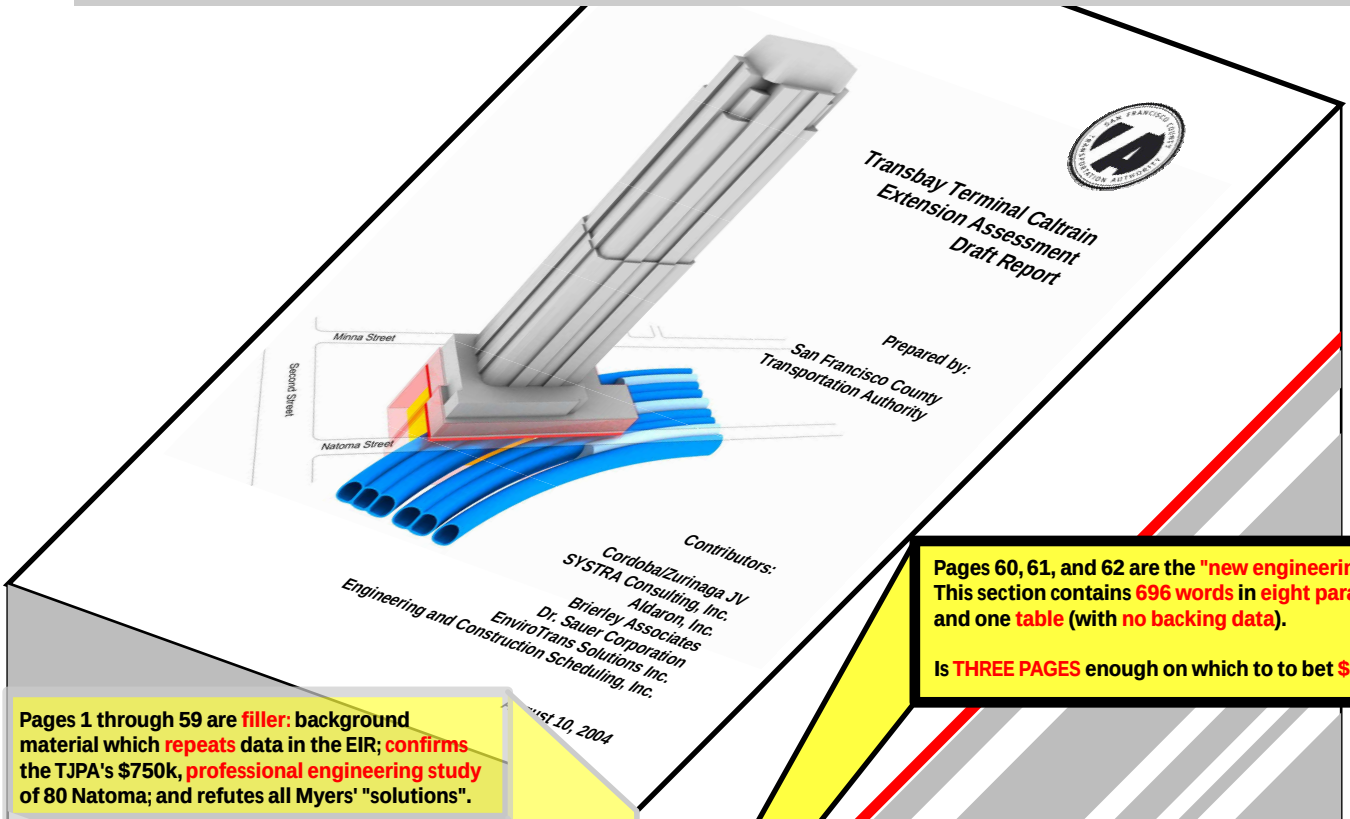
Prepared by

San Francisco County Transportation Authority

Contributors:

Cordoba/Zurinaga JV
SYSTRA Consulting, Inc.
Aldaron, Inc.
Brierley Associates
Dr. Sauer Corporation
EnviroTrans Solutions Inc.
Engineering and Construction Scheduling, Inc.

222 pages, heavy paper, single-sided, bright colors, lots of repetition... it's certainly printed to *appear* impressive. But what's *really* inside the SFCTA "Assessment Report"?



Pages 60, 61, and 62 are the "new engineering solution". This section contains 696 words in eight paragraphs and one table (with no backing data).

Is THREE PAGES enough on which to to bet $2+ BILLION?

Pages 1 through 59 are filler: background material which repeats data in the EIR; confirms the TJPA's $750k, professional engineering study of 80 Natoma; and refutes all Myers' "solutions".

Page 64 recommends tunneling at any cost; this suggestion ("where feasible", not at *any* cost) is already part of the adopted EIR and is already part of the TJPA engineering work plan. Tunneling at *any* cost was wisely rejected through the normal, legal, open EIR process.

Pages 65-74 are another back-of-the-envelope "new engineering solution" which would require twice as much tunneling and twice as deep excavation. This nonsensical option was already rejected in the EIR scoping process and was already rejected by the $750k TJPA professional engineering study of Myers Development "solutions".

Pages 75-86 self-servingly conclude that the SFCTA staff should be allowed to unilaterally rewrite the EIR of any staff-unfavored project to include techniques and schemes already rejected through the normal, legal, open EIR process.

Section 2, pages 87-120, is a unilateral rewrite of the EIR financing plan, undertaken by staff of and consultants to SFCTA, an agency described as the "most financially incompetent agency [the auditor] had seen", led by an "executive director [who] continues to demonstrate his lack of understanding of basic financial management practices." (City Controller)

Appendix A+B, pages 121-128, list exactly one professional, licensed, qualified, California geotechnical engineer: Gregg Sherry of Brierley Associates. (Followup in Appendix E.)

Appendix C, pages 129-139, includes (p 131) clear evidence of collusion between SFCTA staff and Myers Development in advance of the release of the report to the SFCTA, TJPA, and public.

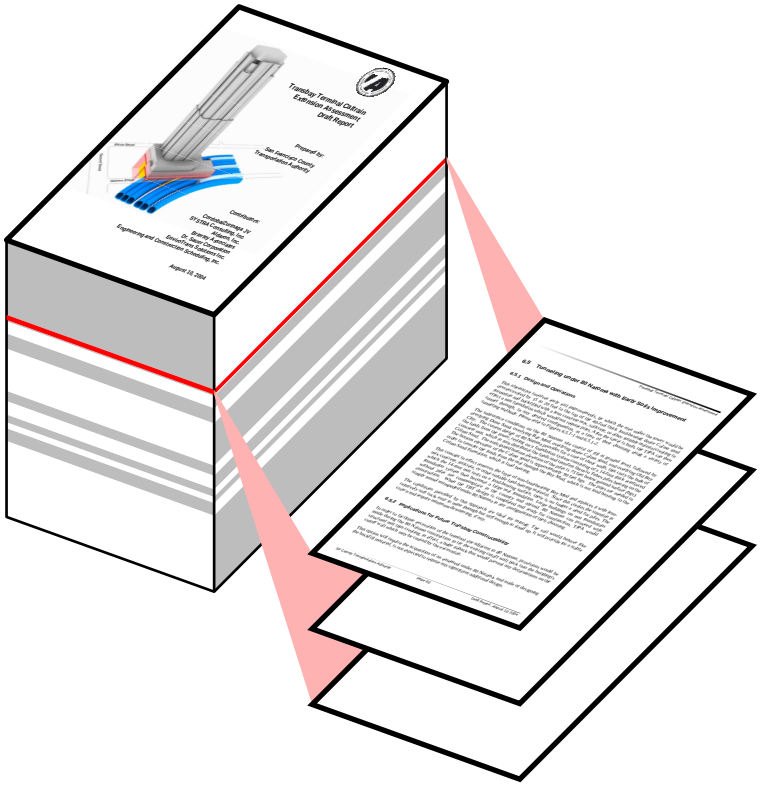
Appendix D, "Detailed Schedule", pages 140-145, is by no means a realistic schedule. It includes zero time for unprecedented insurance analysis and complex legal clearance; and, astonishingly, zero time for preliminary engineering, for detailed engineering and for final engineering.
It is off by over one year.

"Brierly Associates Memo" Appendix E, pages 156-150, states that verifying geotechnical assumptions requires more borings, lab work, and further evaluation.
The registered engineer does not risk his licence by signing off on the SFCTA's sketchy "solution".

Appendix G, pages 160-214, is a gratuitous advertisment for the Dr G. Sauer Corporation, losing TJPA contract bidder. 12 pages of plans and sections are repeats from earlier in the report; nearly all of the rest is boilerplate company sales material.
Forty pages of sales material were printed on heavy paper in full color at public expense! For all your tunneling needs...

"EnviroTrans memo", Appendix F, pages 151-159, repeats assertions printed on pp75-86.

The three pages of "new engineering solution" revealed in the 222-page, typo-ridden SFCTA Assessment Report can be comfortably reproduced on the back of a paper napkin.



6.5 Tunneling under 80 Natoma with Early Soils Improvement

6.5.1 Design and Operations

This alternative involves early soil improvements, by which the area under the tower would be overexcavated by 15 to 20 feet to the top of the 40-foot thick load-bearing dense Colma sand formation and backfilled with a lean concrete mix, soilcrete, or other suitable material creating in effect a mat foundation which would not require piles. After the tower is built, the TJPA can then tunnel through, in any desired configuration, at a time of their choosing using a variety of tunneling methods. Please refer to Figures 6.5.1-1 and 6.5.1-2.

The subsurface conditions on the 80 Natoma site consist of fill at ground level, followed by overlying Dune Sand, overlying Bay Mud, overlying dense Colma Sand, and overlying Old Bay Clay. The current design of 80 Natoma provides for a core of shear walls, that carry the bulk of the loads from the tower, resting on a foundation system consisting of a 14-foot thick reinforced concrete mat, which in turn distributes the loads and transfers them to Tubex piles bearing on the Colma Sand. The anticipated bottom elevation of the piles is 75 feet below ground surface (bgs). The bottom elevation of the Colma Sand is approximately 90 feet bgs. The piles are needed in order to transfer the loads from the mat through the Bay Mud, which is not load bearing, to the Colma Sand Formation, which is load bearing.

This concept in effect removes the layer of non-load-bearing Bay Mud and replaces it with lean-mix concrete, soilcrete, or other suitable load-bearing material. Since this creates the situation in which the 14-foot mat rests on a load-bearing surface, there is no longer a need for piles. The foundation system then becomes a large mat foundation. Large buildings on mat foundations without piles are commonplace in the country and abroad. 80 Natoma can proceed with construction. When the TBT design is completed and ready for construction, TJPA would simply tunnel unimpeded under 80 Natoma in any configuration of their choosing.

The conditions provided by this approach are ideal for mining. The soil would behave like relatively soft rock, easy to mine through but stiff enough to stand up. It will provide for a stable crown and require minimum dewatering, if any.

60

6.5.2 Implications for Future Transbay Constructability

In order to facilitate excavation of the terminal site adjacent to 80 Natoma, provisions would be made during the 80 Natoma construction to tie the existing cutoff wall back into the buildingís structural mat thus creating, in effect, a huge tieback that would prevent any deformations on the cutoff wall which may be caused by the excavation.

This option will require the acquisition of an easement under 80 Natoma, and aside of designing the backfill material, is not expected to require any significant additional design.

6.5.3 Schedule Impact

This option will require the minimum time to execute. Assuming that the city agencies cooperate in expediting the review and permit process, we estimate the implementation of this option to take approximately 13 weeks. Please refer to Appendix D for a detailed schedule.

6.5.4 Cost

Table 6.5.4
Cost Impacts of Early Soil Stabilization with LPA Alignment Option*

Cost Element	Cost Impact
Design Modifications Costs	$0.3 M
Additional Excavation, hauling of Material and Soil Stabilization	$3 M
Savings from Not Acquiring 80 Natoma	-$32.5** to -$187 M***
Cost of Acquisition of Easement	TBD
TOTAL	**-$29.2 to -$183.7M (Savings)****

* Cost related to moving the Transbay Terminal building Eastward towards Beale Street is not included due to the fact that depending on the option chosen this may be either a savings or a cost addition.
** Amount of initial TJPA offer for the purchase of the 80 Natoma site.
*** Per Jack Myers letter dated August 5, 2004

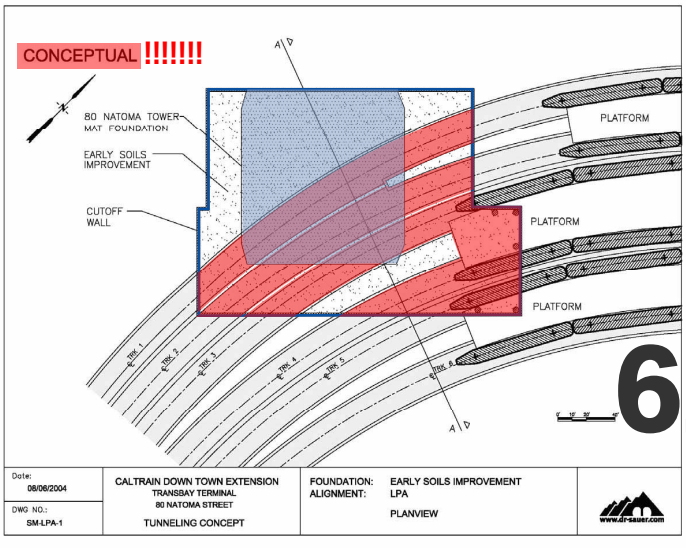
6.5.5 Summary

This option meets all the feasibility criterion of this assessment. It preserves the LPA alignment, it causes minimum delay to the construction of 80 Natoma, and provides for future constructability of the Transbay Terminal.

(Note space left over for *additional* New Engineering Solutions!)

61

Figure 6.5.1-1: SM-LPA-1



62

Would *you* build a 50 story high-rise and then *remove over half of its foundation*? This is completely without precedent anywhere in the world, for very good reason—it's *impossible*.