

Update on Construction and Temporary Closure of the Salesforce Transit Center

preparations for re-opening July 1, 2019

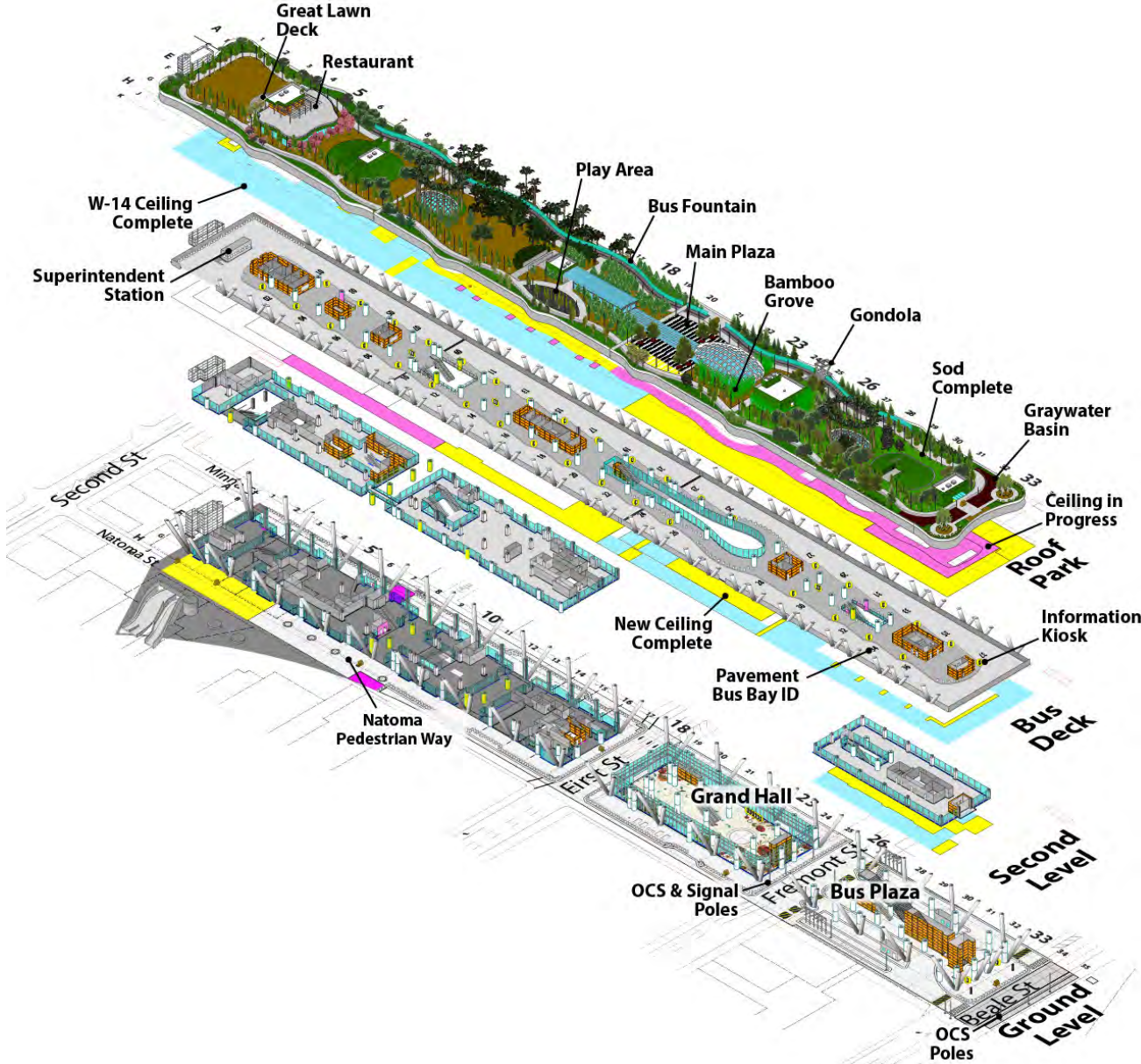
June 2019



Agenda

1. Results of the Facility-Wide Validation for Structural Steel
2. Facility-Wide Readiness for Re-opening
3. Base Contract Work to Complete
4. Contract Close out Process
5. Budget

Facility-Wide Validation Framework



Facility-Wide Validation

Full Building Structural Steel Health Check



Facility Wide Validation – Structural Steel

- Peer Review and Engineer of Record identified 47 weld details that were complex and susceptible to brittle fracture
- Mill Certificates examined for the 47 weld details
- 175 onsite welds inspected and tested
- Extensive analysis performed by LPI for stress to confirm 'Fit for Service'
- Based on the Test Results, both the engineer of record and the independent expert peer review panel concluded that the presence of these anomalies is inconsequential and poses no concern to the structural integrity of the building

Facility-Wide Readiness to Open

Staff Report Overview

- Key Entities & Contractual Relationships
- Fremont Street Girder Fissure Discovery, Assessment, and Repair Design/Installation
- Preliminary findings on Cause of Failure
- Efforts to Re-Confirm Integrity of the Facility
- Structural and Seismic Review Committee re-engaged
- Validation effort for all non-structural steel elements conducted

Facility-Wide Readiness to Open

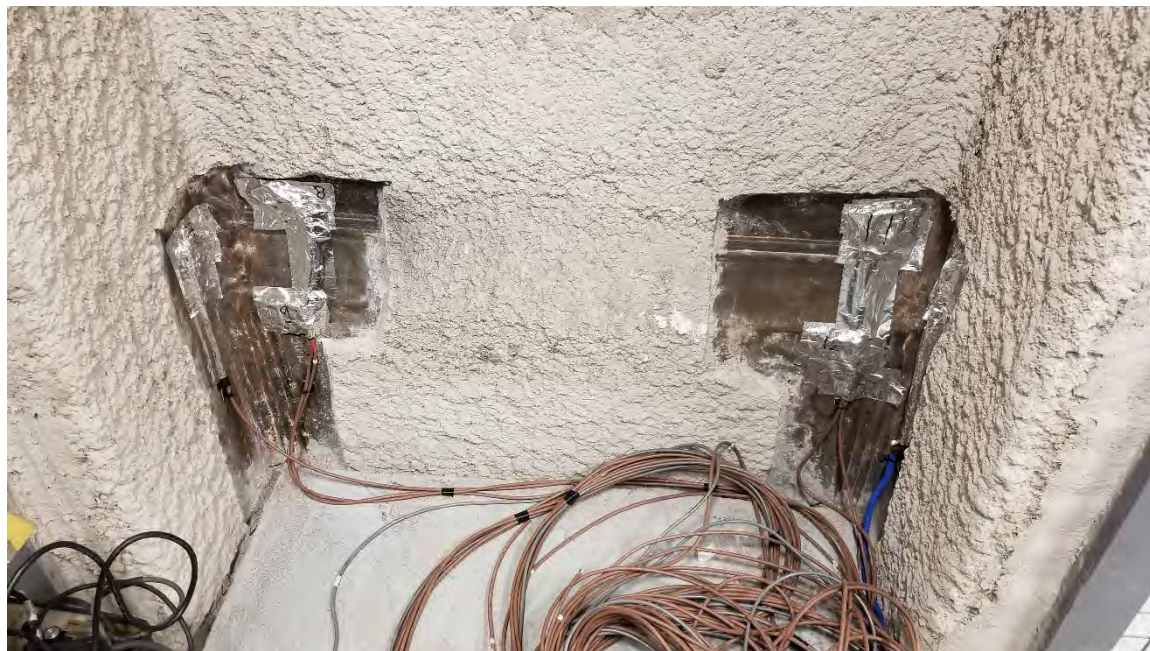
Staff Report Overview (Cont.)

- Based on the provided documents, the Transit Center (Ground level sidewalk activities, Grand Hall and Rooftop Park) will reopen July 1st

In Close Cooperation with the Transit Operators:

- Muni Bus Plaza available to the operators the week of June 17th
- Bus Deck drive aisle and Bus Ramp available for training in July
- Bus Deck available for full operations available early August

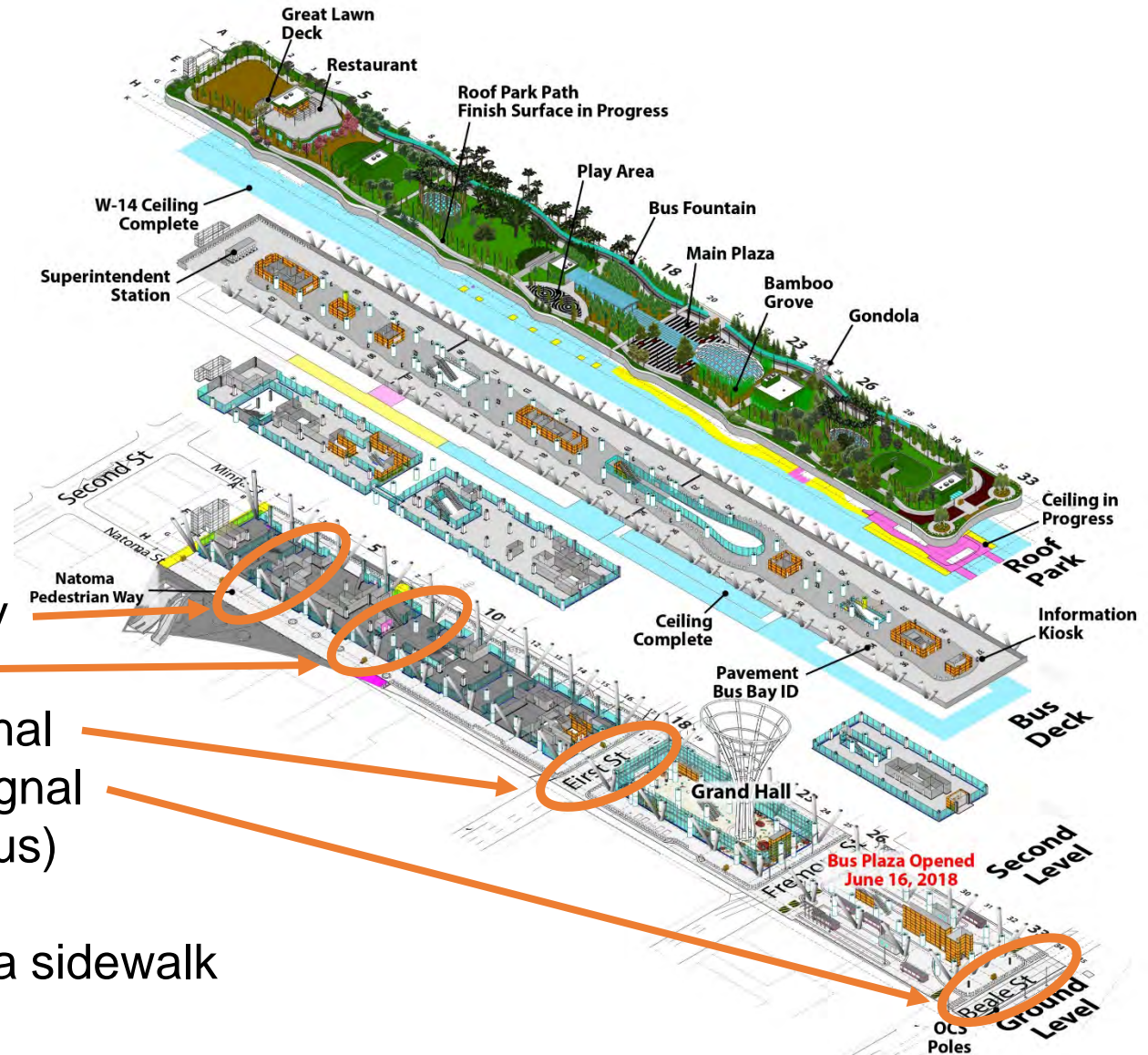
Recent Facility-Wide Actions



Building monitoring system has been installed on bus deck and locations below the bus deck



Base Contract Work to Complete

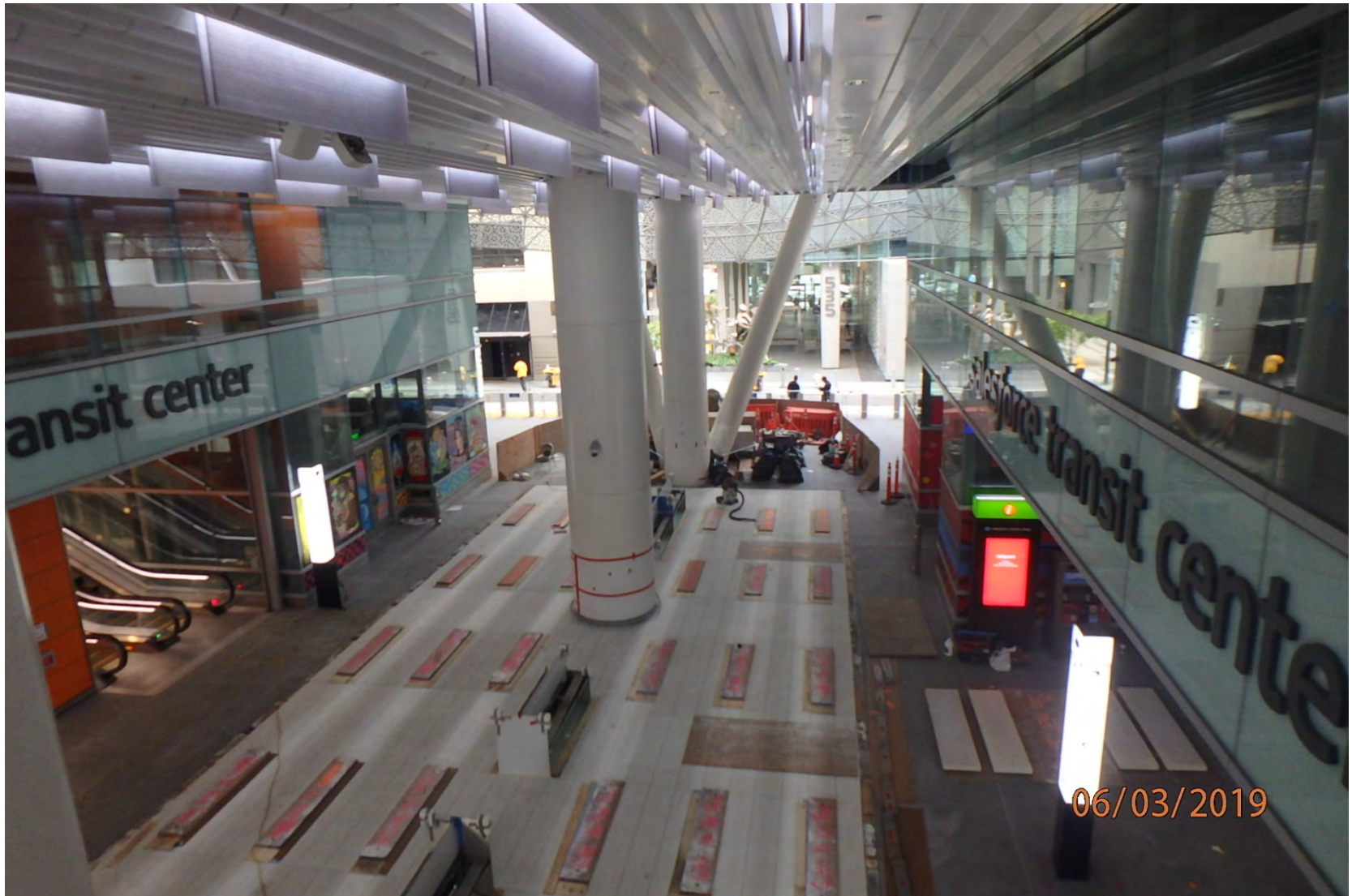


- West End Breezeway
- Shaw Alley
- First Street traffic signal
- Beale Street traffic signal
- Ceiling panels (Various)
- Rooftop Pathway
- Bus Ramp @ Natoma sidewalk

Base Contract Work to Complete West End Breezeway Ceiling



Base Contract Work to Complete Shaw Alley



Base Contract Work to Complete Traffic signals at First and Beale Streets

- PG&E to install required devices (fuse limiters) to energize signals
- SFMTA crosswalk striping/activation awaiting PG&E installation of fuse limiters



First Street
Traffic signals
with 3 additional
crosswalks to be
activated

Base Contract Work to Complete Ceiling Panels



Rooftop Pathway Replacement



- Concrete was chosen as the new material for its economics, durability and longevity.
- Installation is complete.
- Sealant is being applied.



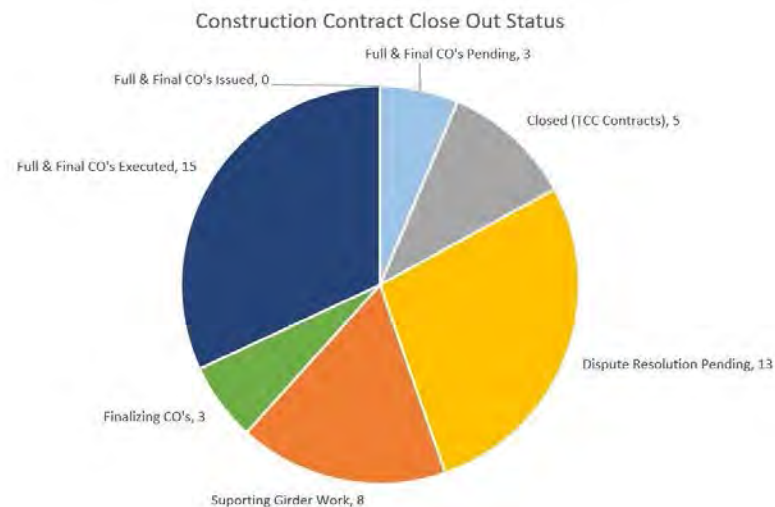
Remaining Work to Complete Bus Ramp above Natoma Sidewalk



Contract Close out Status

Trade Group status:

- 21 Trade Groups in various stages of the Full & Final change order process
- 13 Trade Groups proceeding to Dispute Resolution
- 8 Trade Groups involved in the Girder Repair
- 5 Trade Groups are completely closed out



Budget/Contingency Cost

Contingency Tracking (\$millions)

	Construction Contingency	CM/GC Contingency	Program Reserve	Total Contingency & Reserve
Baseline Budget Amounts	\$61.8	\$32.5	\$117.0	\$211.3
Contingency Usage Through April 2019	(\$50.7)	(\$22.8)	(\$59.5)	(\$133.0)
Remaining Baseline Budget Amounts (at April 2019)	11.1	9.7	57.5	\$78.3
Total Draws/Addds May 2019	(0.0)	(2.4)	\$0.0	(\$2.4)
Remaining Balances	\$11.1	\$7.3	\$57.5*	\$75.9

Uses of Contingency this period

TG10.5 closeout, Rooftop park pathway demolition and installation, Repairing damaged tile guides on bus deck, Replacing concrete ramps on lower concourse level; Credits included waterproofing patching allowance reconciliation and Emergency cooling equipment at heat pumps in IDF rooms.

Forecasted Contingency Use

CM/GC: \$1.1M

Construction: \$0.9M

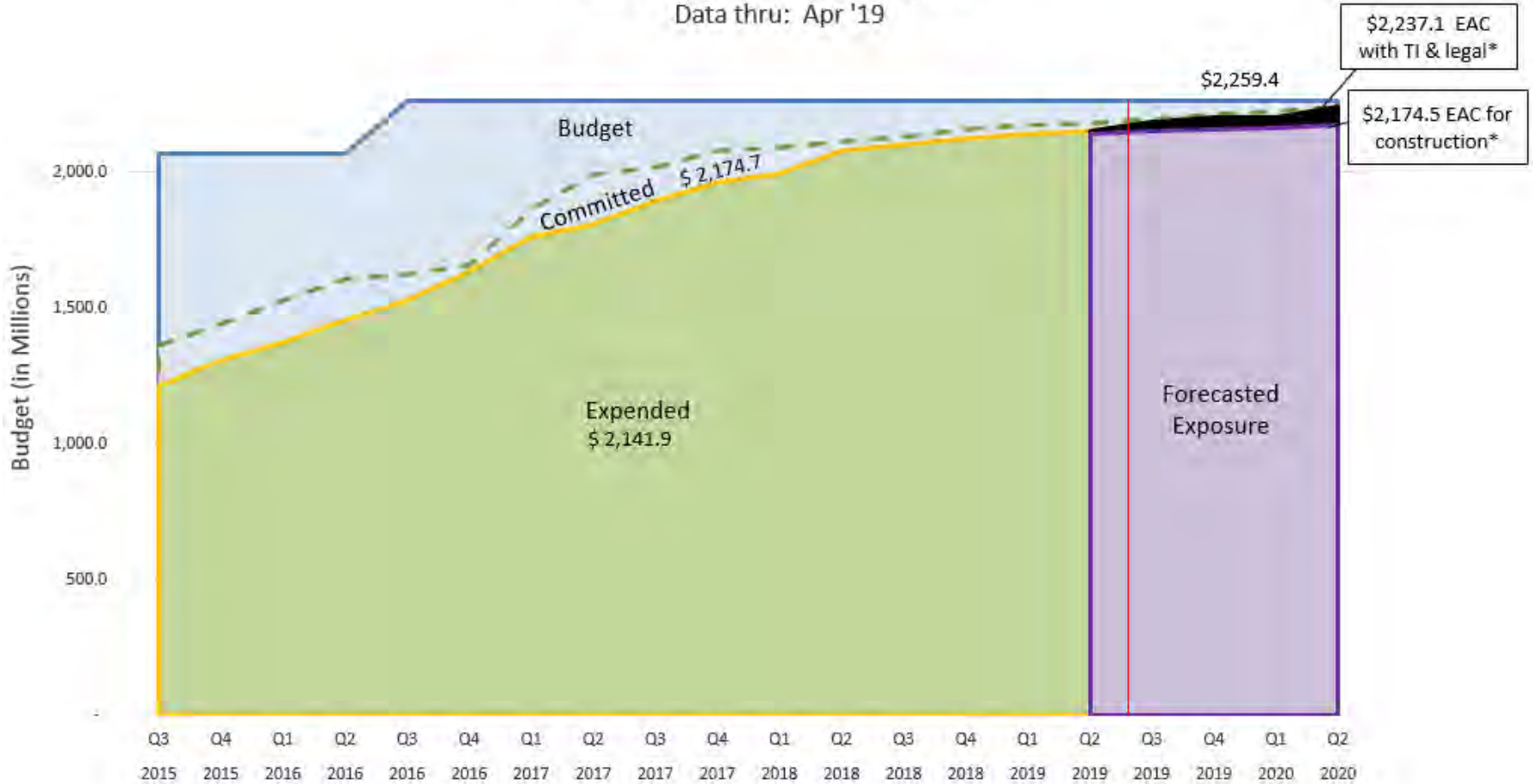
Program Reserve: \$10.5M for Tenant Improvements; \$10.5M for 301M Legal; \$3.2M for CMO/Dispute Resolution; \$2.8M for TJPA Admin/Professional Services, and PMPC; \$2M for Design Services related to Non- Conforming Steel Girders.

*Note: Program Reserve balance of \$57.5 million assumed to include contingencies earmarked for tenant improvements and legal costs related to 301 Mission St.

Budget

Phase 1 - Transbay Program

Data thru: Apr '19



95% Program Budget



Thank you

TJPA
TRANSBAY JOINT POWERS AUTHORITY

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