



Construction Update

November 2016

Transbay Transit Center

TJPA



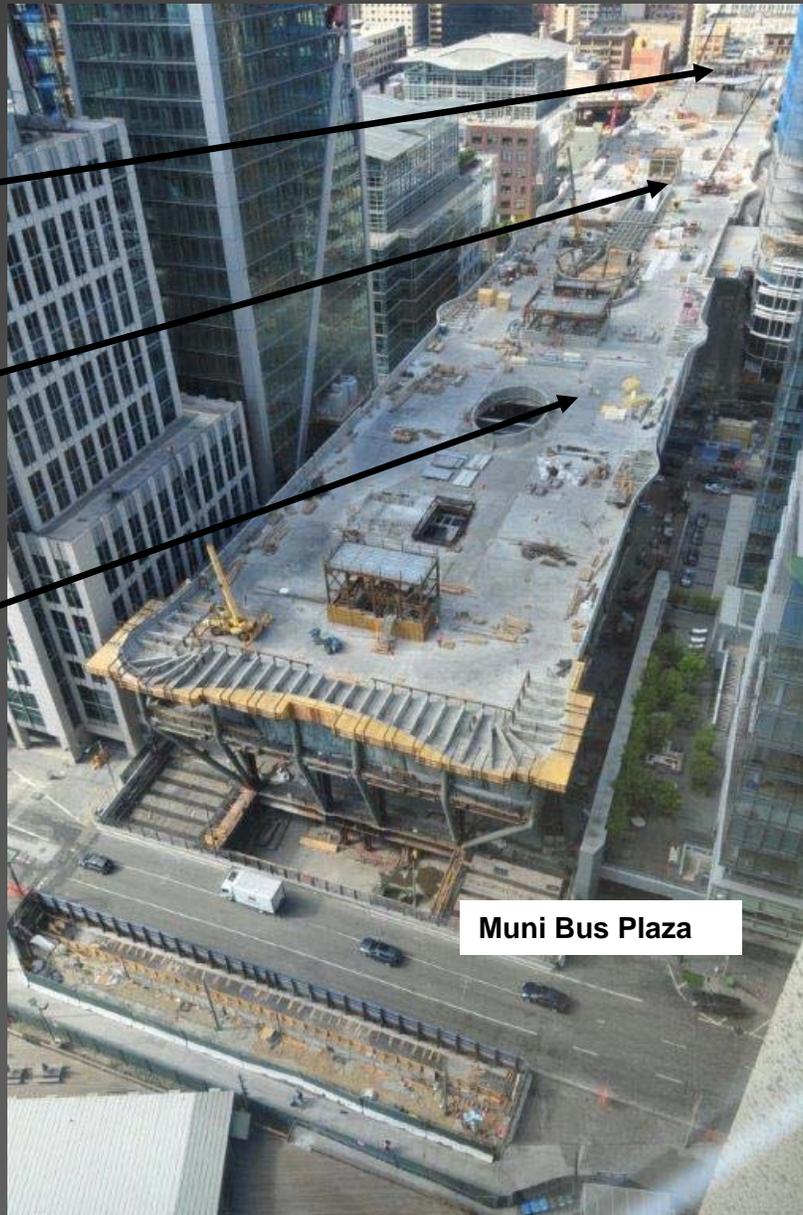


Transbay Transit Center

Western Zone
Gridlines 1 to 10

Central Zone
Gridlines 10 to 20

Eastern Zone
Gridlines 20 to 35



Muni Bus Plaza

Project Overview

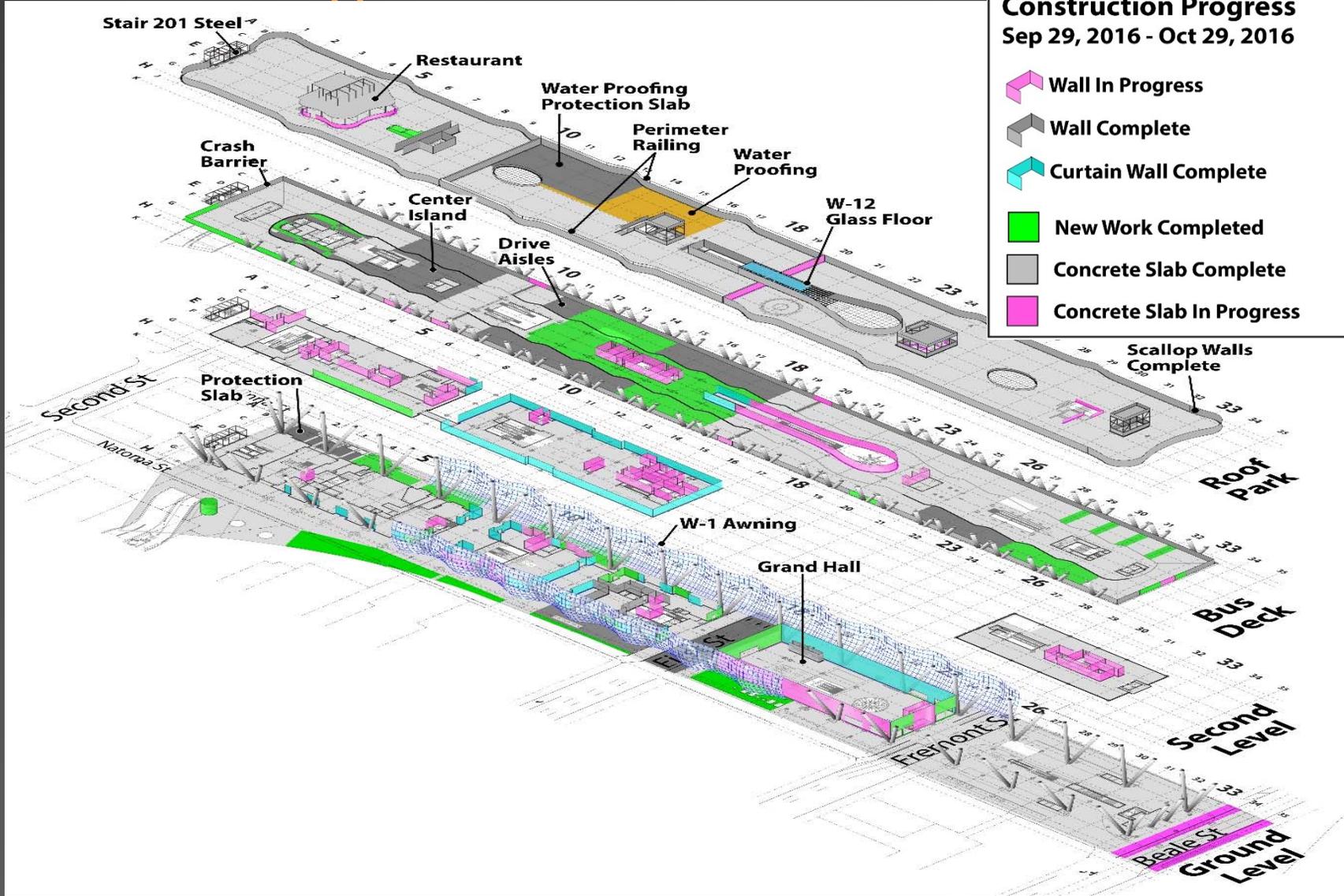
1. Recent Activity
2. Upcoming Activity
3. Safety & Labor Statistics
4. Budget Overview
5. Contingency Cost
6. Schedule
7. Challenges



Transit Center – Upper Levels

Transbay Transit Center Construction Progress
Sep 29, 2016 - Oct 29, 2016

-  Wall In Progress
-  Wall Complete
-  Curtain Wall Complete
-  New Work Completed
-  Concrete Slab Complete
-  Concrete Slab In Progress

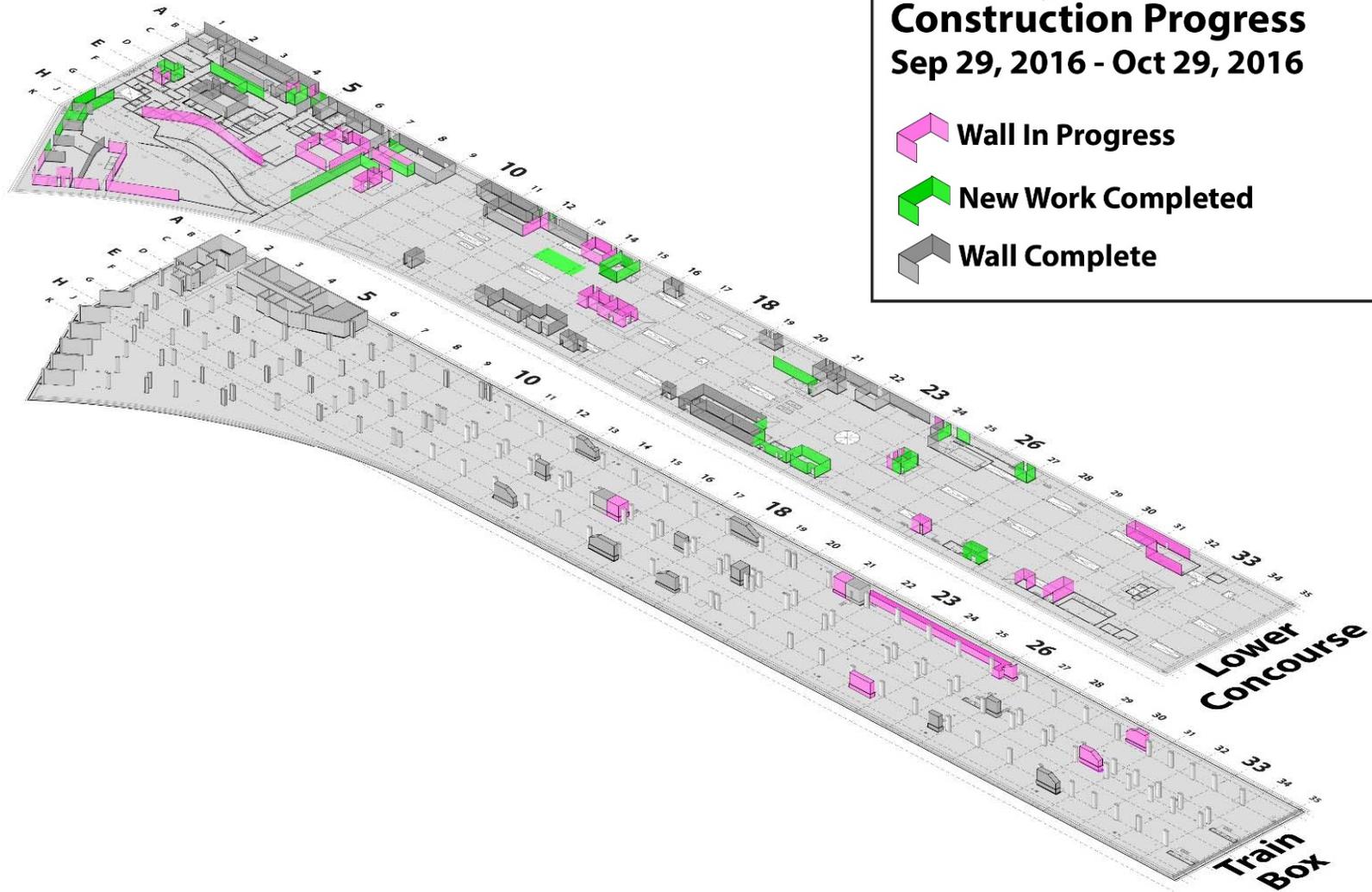




Transit Center – Concourse and Train Level

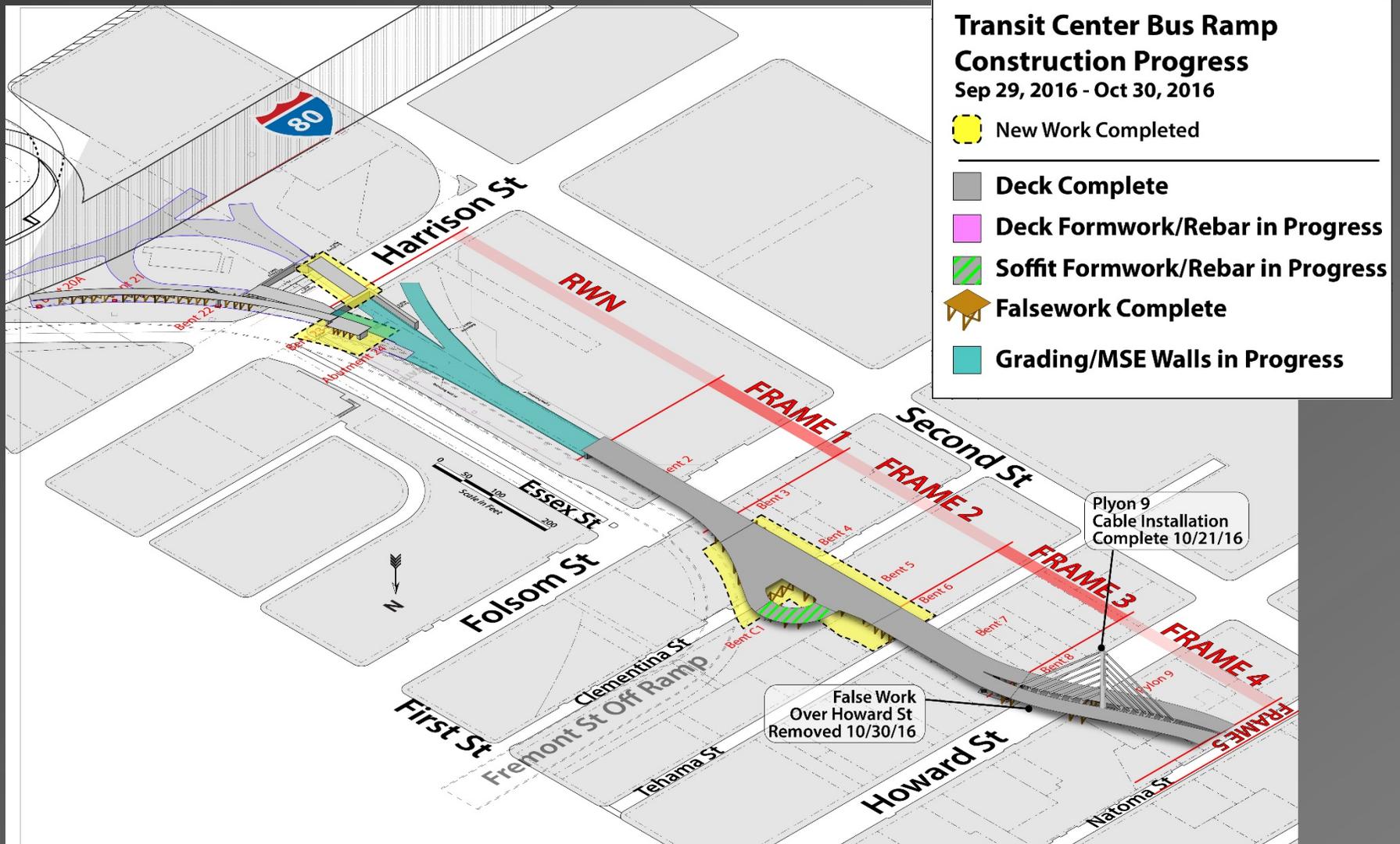
**Transbay Transit Center
Construction Progress
Sep 29, 2016 - Oct 29, 2016**

-  Wall In Progress
-  New Work Completed
-  Wall Complete





Bus Ramp and Cable Stay Bridge





Western Zone (GL 1-10)

- Western Skylight framing delivered and being assembled.
- Bus Deck waterproofing, curbs and drive aisle concrete continues.
- Glass Curtain Wall continues at Ground Level and Level 2.
- Mechanical/Electrical/Plumbing/Fire Sprinkler (MEPF) hangers and systems installation continues all levels.
- Electrical switchgear and transformer equipment delivered to site.
- Concrete Masonry Unit (CMU) wall installation nearing completion.



Central Zone (GL 10-20)

- Rooftop Waterproofing system being installed with protection slab pour following closely behind.
- Rooftop Glass Floor glazing panels completed in Central Zone.
- Rooftop Glass Canopy framing at Escalator 407/408 has commenced.
- Bus Deck Glass Curtain wall around the main Escalator 407/408 framing and glazing being installed.
- All levels continue with MEPF hangers and systems installation.
- Electrical switchgear and transformer equipment delivered to site.





Eastern Zone (GL 20-35)

- Rooftop Glass Floor glazing panels continue to be installed.
- Light Column Skylight framing delivered and being assembled.
- Exterior Awning installation continues in the Eastern Zone west of Fremont St.
- Bus Deck waterproofing, curbs and drive aisle concrete continues.
- Bus Deck crash Bollards delivered.
- Grand Hall Glass Curtain walls framing and glazing work continues.
- The last structural concrete Trainbox pour under Beale St. occurred on Nov. 4th.
- Lower Concourse and Trainbox MEPF continues.



Bus Ramp Bridge

- Cable Stay Bridge specialty contractor, VSL, completed all 7 of 7 cable installations. Falsework was removed @ Howard Street.
- Drop-in span connection to Transit Center is fabricated with installation beginning the week of Nov. 7th.
- Mechanically Stabilized Earth (MSE) and retaining wall work progressing.
- Viaduct Frame 2 concrete deck @ Clementina St. was poured in October.





Western Zone

- Continue Rooftop Restaurant concrete.
- Continue Roof miscellaneous concrete.
- Complete Bus Deck waterproofing and concrete for drive aisle and passenger island concrete.
- Set Switchgear & Transformers.
- Continue MEPF at all levels.

Central Zone

- Complete Rooftop Waterproofing north section including the protection slab.
- Complete Rooftop Glass Floor glazing.
- Complete the Bus Deck waterproofing.
- Complete Bus Deck curbs/drive aisle/passenger island concrete.
- Set Switchgear & Transformers.
- Continue MEPF at all levels.

Eastern Zone

- Complete Rooftop Glass Floor glazing.
- Complete Rooftop Light Column skylight framing.
- Continue Bus Deck waterproofing and concrete for drive aisle and passenger island concrete.
- Continue Grand Hall glass curtain wall.

Bus Ramp Bridge

- Set the armor for the Cable Stay Bridge cables.
- Start erection of the Frame 5 steel span early November.
- Pour the Stem & Soffit concrete of the Bus Ramp turnaround mid November.
- Continue MSE and retaining wall construction between Folsom and Harrison Streets.



Recordable & Lost Time Incidents:

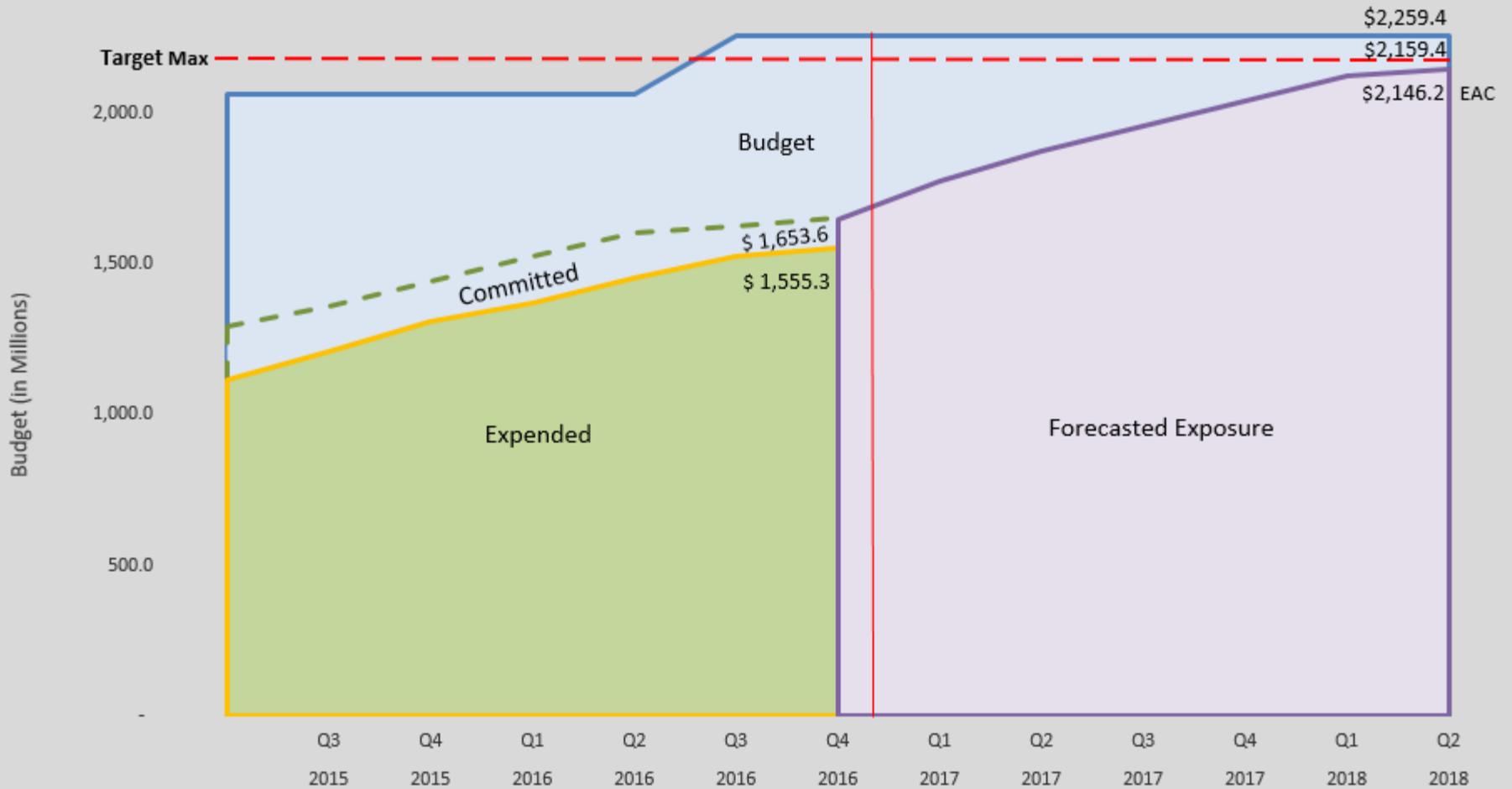
Recordable Incidents in October time period:	0	Lost Time Incidents in October time period:	1
Total Recordable Incidents in 2016:	8	Total Lost Time Incidents in 2016:	1
WOJV Average Annual Recordable Incident Rate 2011 Through 2015	4.35	WOJV Average Annual Lost Time Incident Rate 2011 Through 2015:	0.75
Nat'l./ State Annual Average Recordable Incident Rate 2011 Through 2015:	3.43	Nat'l./ State Annual Average Lost Time Incident Rate 2011 Through 2015:	1.85

Craft Hours:

Total Transit Center Craft Hours through Oct. 2016:	Increase since last update:	Total Year 2016 Craft Hours:
2,720,805	75,919	794,478



Phase 1 Transbay Transit Center Data thru: September 16



69% Program Budget
83% Contract Time



Contingency Tracking (\$millions)

	Construction Contingency	CM/GC Contingency	Program Reserve	Total Contingency & Reserve
Baseline Budget Amounts	\$61.8	\$32.5	\$116.9	\$211.3
Contingency Usage Through Sep 2016	(\$11.6)	(\$0.8)	\$8.0	(\$4.4)
Remaining Baseline Budget Amounts (Sep 2016)	\$50.2	\$31.7	\$124.9	\$206.9
Total Draws/Adds Oct 2016	(\$0.1)	(\$0.0)	\$1.5	\$1.4
Remaining Balances	\$50.1	\$31.7	\$126.4	\$208.3

Uses of Contingency this period

- Misc. changes to TG10.4 - Electrical.
- Savings from TG27.2 bid package award added to Program Reserve.

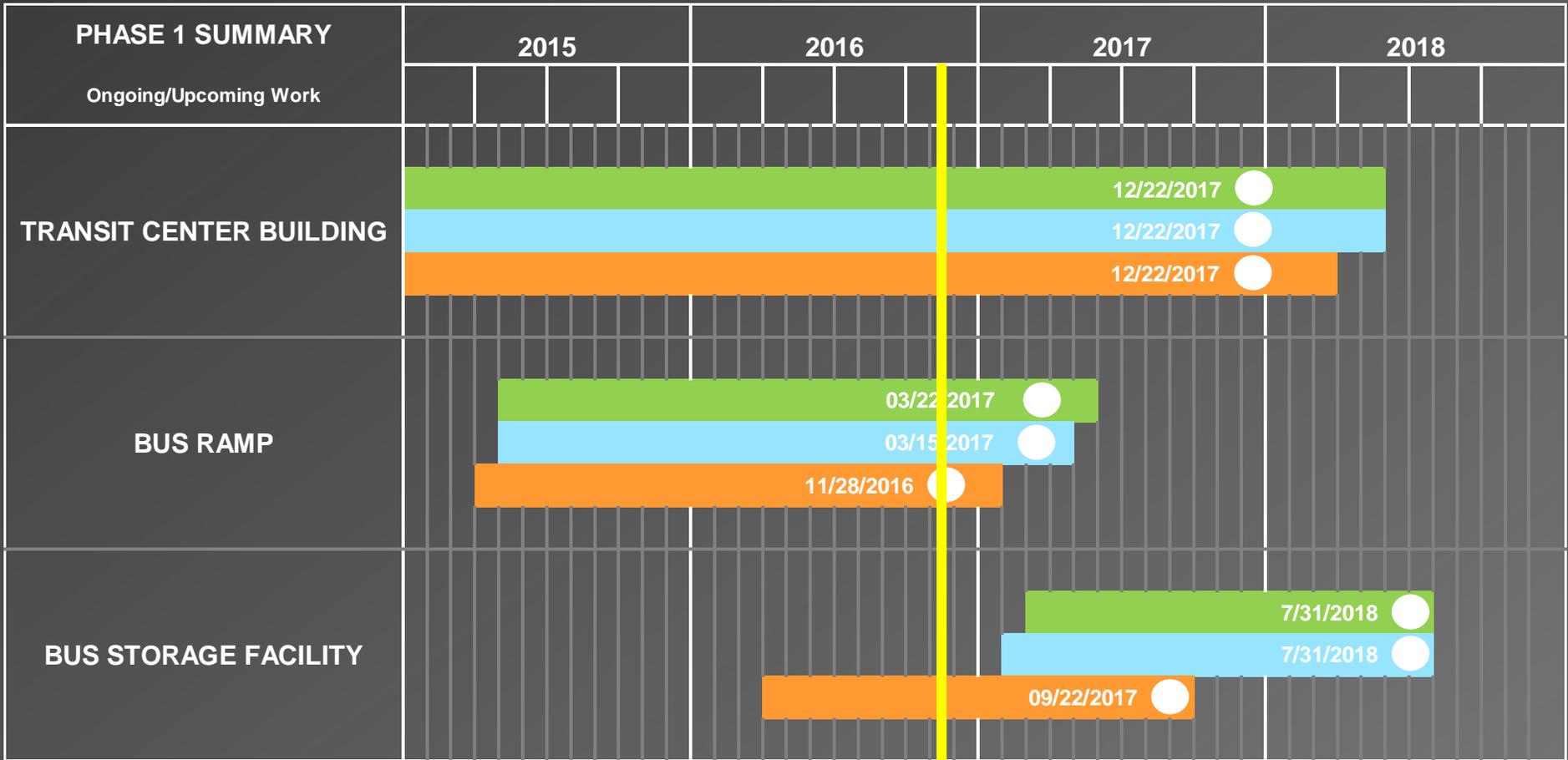
Forecasted Contingency Use

- CM/GC: \$0.2
- Construction: \$2.7
- Program Reserve: \$0



Transbay Transit Center

Schedule



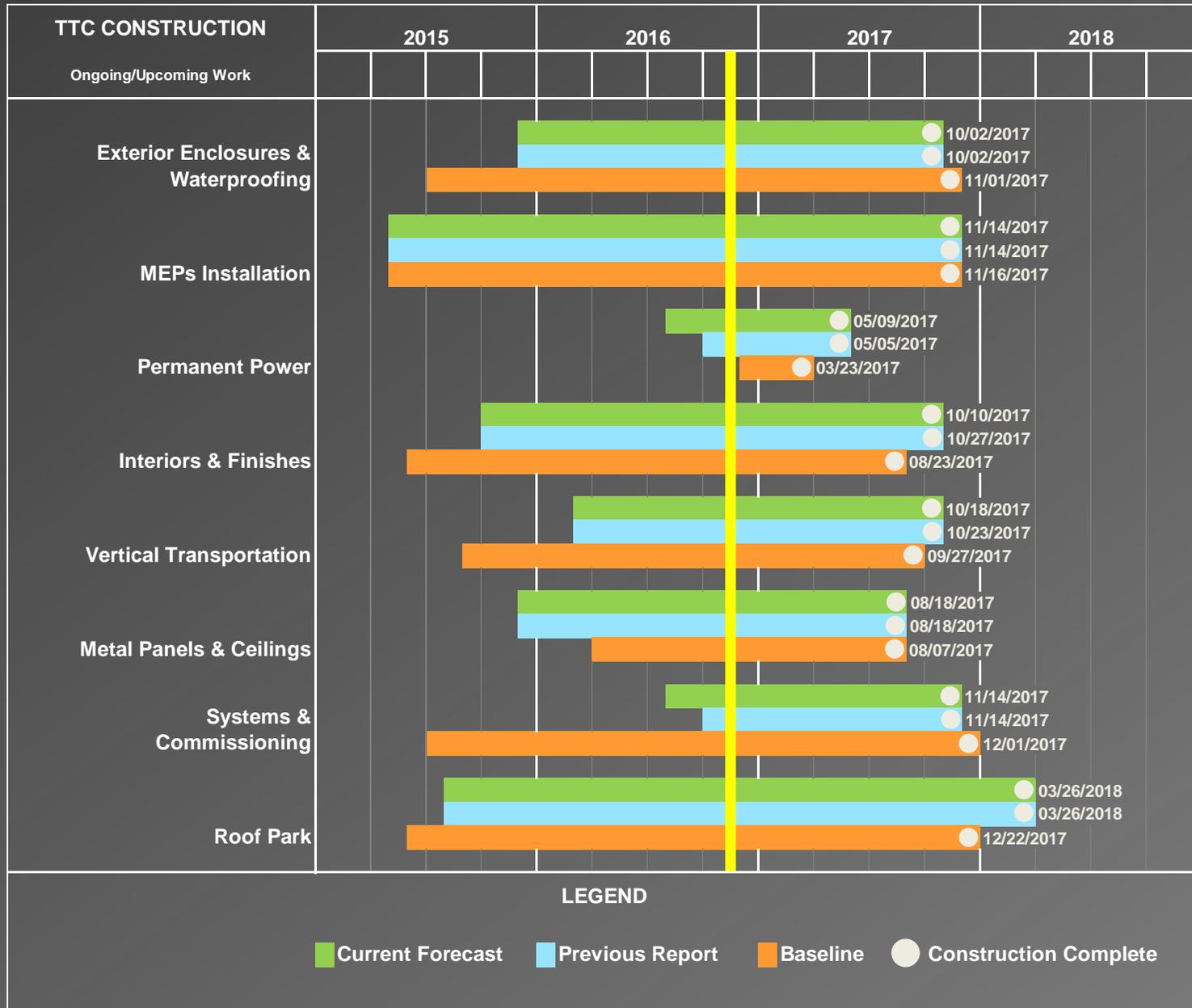
LEGEND

- Current Forecast
- Previous Report
- Baseline
- Substantial Completion



Transbay Transit Center

Schedule





Planning and Construction

- Formal lease and MOU being drafted to reflect CTC agreement for 85% reduction in lease rate.
- BSF Bidding Period: 12/8/16 - 2/8/17
- Archaeology Field work : 2/13/17 - 4/10/17
- Anticipated Contract Award: 3/9/2017
- Construction Duration: 14-18 months (range due to A+B bid process)
- BSF anticipated opening is Fall 2018 (after the Transit Center operations have commenced).



Schedule

Contractor Forecast has stabilized with established Recovery Schedule.

Mitigation Update

1. Strategic overtime work and resequencing around Grand Hall continues.
2. Additional acceleration opportunities in discussion as we introduce more MEP and Finish Trades on site.
3. Introduced a degree of prefabrication of Terrazzo Floor divider pattern to improve quality and reduce trade work congestion at Grand Hall.



Operational Readiness

Concerns:

1. Master Lessee Delayed On-Boarding Impact.
 - Building Systems Commissioning.
 - Building Systems Testing, Training and Hand Off.
2. Timely Transit Operator's Transition.
 - Route "Sign-On" & Driver Training Schedules.
 - Transit Operator's Tenant Improvements, Fixtures, Furniture, & Equipment.

Mitigation Strategies:

1. Master Lessee engagement first quarter 2017 – January preferred.
2. Transit Operator Transition Teams Formulated.
3. Bi-weekly Transition Planning Meetings Initiated.
4. Elevate Attention and Granularity of Transition Plan Nov. 2016 through 2017.

