

**TRANSBAY JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS**

**Resolution No. \_\_\_\_\_**

WHEREAS, In April 2004, the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report ("Final EIR/EIS") (SCH #95063004) was certified by the City and County of San Francisco, the Peninsula Corridor Joint Powers Board, and the San Francisco Redevelopment Agency; and

WHEREAS, In April 2004 the Board of Directors (Board) of the Transbay Joint Powers Authority ("TJPA") approved the Locally Preferred Alternative ("LPA") for the Transbay Transit Center Program ("TTCP"); and

WHEREAS, Under the LPA, the TJPA would proceed with construction of the new Transit Center and Caltrain Downtown Extension ("DTX") simultaneously; and

WHEREAS, The TJPA Staff has submitted a Recommended Implementation Strategy to the Board of Directors that prescribes development of the TTCP in two phases and refinements in the design of the Transit Center that would reduce the height and size of the building (the "Refined Locally Preferred Alternative"); and

WHEREAS, Phase 1 of the Refined Locally Preferred Alternative would generally involve construction of the new Transit Center, and Phase 2 would involve construction of the DTX to extend the rail lines from the existing Fourth and King St. Station to the new Transit Center and construction of the train station facilities at the Transit Center and at Fourth and King; and

WHEREAS, Phase 1 is fully funded, while Phase 2 is funded currently only in part; and

WHEREAS, A Value Management Workshop was conducted by a panel of independent experts in train operations and tunneling construction methods to identify and evaluate at a conceptual level of detail potential design, construction or program scope changes that could reduce construction cost for the DTX Project while maintaining desired operational and quality standards. A report of the workshop findings was prepared identifying significant potential cost savings in the following categories: Railroad Design Criteria, Tunneling Methods, Cut-and-Cover Construction Methods, Construction Management approaches, Cost Containment Opportunities; and

WHEREAS, The Program Management/Program Controls Team (PMPC) reviewed the workshop findings with the DTX design and program management teams and the two principal train system operators, Caltrain and California High Speed Rail. The PMPC then prepared an Assessment Report that assessed the potential feasibility of and acceptability by the train operators of the various cost savings ideas presented in the workshop report. The Assessment Report concluded that opportunities exist to reduce the construction cost for the DTX, and recommends proceeding with required engineering and cost studies over the next several months to better define recommended changes to the DTX Project; now, therefore, be it

RESOLVED, That the TJPA and its consultants shall continue value management through workshops and cooperation with Caltrain and the California High Speed Rail Authority to identify cost savings ideas for the DTX phase of the TTCP.

I hereby certify that the foregoing resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of June 2, 2006.

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Secretary, Transbay Joint Powers Authority