

**TRANSBAY JOINT POWERS AUTHORITY
BOARD OF DIRECTORS**

RESOLUTION NO. _____

WHEREAS, Since at least 1967 numerous plans and studies on the rebuilding of a new Transbay Terminal located in downtown San Francisco and the extension of Caltrain commuter service into the new Terminal had been proposed; and

WHEREAS, In March of 1998, Maria Ayerdi-Kaplan was hired by the City and County of San Francisco (City) as the Mayor’s Transportation Policy Advisor in charge of high profile transportation projects, including the Transbay Terminal/Caltrain Extension project; and

WHEREAS, In December 1998, under the leadership of Ms. Ayerdi-Kaplan, the Metropolitan Transportation Commission (MTC), acting as the Bay Area Toll Authority began the “Transbay Terminal Improvement Plan” study (Study Panel), which was guided by a large working group consisting of public agencies, organizations, and individuals affected by the transit terminal, and charged it with the responsibility of conducting a study to determine the feasibility of building a new Transbay Terminal Building, including new elevated bus ramps to the Bay Bridge and a new subsurface extension of the Caltrain commuter rail service from its present terminal at 4th and Townsend Streets to the new Terminal; and

WHEREAS, Prior to Ms. Ayerdi-Kaplan being hired, the policy of the City was to build a new terminal at Main/Beale Street; and

WHEREAS, In 1998 on behalf of the Transbay Project, Ms. Ayerdi-Kaplan secured \$9.375 million through TEA-21; and

WHEREAS, In February 1999, under the leadership of Ms. Ayerdi-Kaplan, the San Francisco Board of Supervisors passed a resolution repealing its former endorsement of the Main/Beale site for a new terminal and urging the “City and County of San Francisco to work expeditiously with AC Transit, the MTC and Caltrans to retain AC Transit and other regional bus services at the current Transbay Terminal site;” and

WHEREAS, On November 2, 1999, the voters of San Francisco approved Proposition H requiring the Mayor and City officials to take all necessary action to effectuate the prompt extension of Caltrain to a new downtown terminal at the present site of the Transbay Terminal; and

WHEREAS, Proposition H also required the Mayor, the Board of Supervisors, the San Francisco Transportation Authority, and all relevant City officers to take all appropriate action to generate revenues necessary to finance the downtown extension and transit station; and

WHEREAS, The Study Panel produced the Transbay Terminal Improvement Plan as a new design concept for the Transbay Terminal; and

WHEREAS, In January 2001, the Transbay Terminal Improvement Plan design concept for the new terminal was presented to the public on behalf of the Panel's Executive Committee; and

WHEREAS, Following completion of the Transbay Terminal Improvement Plan, Ms. Ayerdi-Kaplan commenced work on the Draft Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project based on the concept of replacing the Transbay Terminal, extending Caltrain into downtown San Francisco, and creating a high density, transit-oriented residential community on the adjacent redevelopment area; and

WHEREAS, Ms. Ayerdi-Kaplan's efforts led to the City, AC Transit, and the Peninsula Corridor Joint Powers Board (JPB), forming the Transbay Joint Powers Authority (TJPA) on April 4, 2001, with a five person Board of Directors comprised of representatives from the City, AC Transit, and the JPB, and appointed Ms. Ayerdi-Kaplan as the Executive Director and Board Member representing the Mayor of the City; and

WHEREAS, In 2006, the State Department of Transportation (Caltrans) was added to the TJPA Board as an ex-officio member; and

WHEREAS, The TJPA was created as joint powers agency responsible for the planning, design, financing, construction, and operation and management of the Transbay Transit Center Program; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, since its inception in 2001, the TJPA has accomplished significant milestones in the financing, design, and construction of the Transbay Transit Center Program; and

WHEREAS, In December 2001, the Transbay Program, as set forth in the Transbay Terminal Improvement Plan Study, was duly incorporated into the Metropolitan Transportation Commission's Regional Transit Expansion Policy (MTC Resolution 3434) and the Regional Transportation Plan; and

WHEREAS, On October 4, 2002, the City, TJPA, San Francisco Redevelopment Agency, JPB, and U. S. Department of Transportation Federal Transit Administration (FTA) released the Draft EIS/EIR for public review; and

WHEREAS, In 2002 San Francisco Tomorrow awarded Ms. Ayerdi-Kaplan its Unsung Hero Award for her accomplishments in the area of transportation and land use planning; and

WHEREAS, In 2002 Ms. Ayerdi-Kaplan was also issued resolutions of commendation by the San Francisco Board of Supervisors, members of the California State Senate and Assembly for her work on advancing the Transbay Terminal Project; and

WHEREAS, In July, 2003, after four years of negotiations with Caltrans, Ms. Ayerdi-Kaplan negotiated the transfer of almost 20 acres of downtown San Francisco land at no cost to

the TJPA and City and entered into a Cooperative Agreement with Caltrans and the City for the purpose of constructing a new Transbay Terminal; and

WHEREAS, Due to Ms. Ayerdi-Kaplan's diligence and perseverance, the Cooperative Agreement requires that the sale proceeds and incremental tax benefits of this land be allocated to the design and construction of the Transbay Terminal and the resulting \$510 million to-date has been a primary funding source for the Transbay Project; and

WHEREAS, Ms. Ayerdi-Kaplan successfully secured the passage of AB 812, adopted by the State of California on July 22, 2003 and SB 916, adopted by the State of California on October 9, 2003 requiring that the Transbay Terminal be designed to accommodate Caltrain and future high-speed rail passenger operations; and

WHEREAS, Ms. Ayerdi-Kaplan successfully secured the language in SB 1856 adopted by the State of California on September 19, 2003, requiring that the first constructed segment of high-speed rail extend from Union Station in Los Angeles to the Transbay Terminal in San Francisco, thereby integrating the Transbay Project with California High Speed Rail; and

WHEREAS, On November 4, 2003, the people of San Francisco voted to extend the San Francisco Sales Tax and, due to Ms. Ayerdi-Kaplan's work in presenting the vision of a new Transbay Terminal, in the process to allocate \$270 million to the Transbay Terminal Project; and

WHEREAS, On March 2, 2004, the people of the nine Bay Area counties voted to increase the tolls on State bridges by one dollar and, due to Ms. Ayerdi-Kaplan's work in presenting the vision of a new Transbay Terminal, in the process to allocate \$150 million to the Transbay Terminal Project; and

WHEREAS, Ms. Ayerdi-Kaplan served on the Boards of the Association of Bay Area Governments, the Bay Area Air Quality Management District, the Bay Area Council, the Peninsula Corridor Joint Powers Board, the San Francisco International Airport Roundtable and the Transbay Joint Powers Authority; and

WHEREAS, In 2004, the Women's Transportation Seminar, San Francisco Chapter, named Ms. Ayerdi-Kaplan Woman of the Year due to her accomplishments with the Transbay Program; and

WHEREAS, On April 22, 2004 the Final Transbay EIS/EIR was certified by the San Francisco Planning Commission and the JPB as required by CEQA; and

WHEREAS, The Federal Transit Administration issued a Record of Decision (ROD) under NEPA in 2005; and

WHEREAS, The Transbay Terminal Project (Project) as described in the Final EIS/EIR includes a new Transbay Terminal at the current site, the extension of Caltrain into the new Terminal building, a temporary terminal on the block bounded by Main, Beale, Folsom and Mission Streets, reconstructed bus ramps from the permanent terminal to the Bay Bridge, an offsite

bus storage/layover area under Route 80 on the two blocks bounded by Perry, Stillman, 2nd and 4th Streets, and a Caltrain storage yard and station near 4th and Townsend Streets; and

WHEREAS, In 2004 the City's Board of Supervisors condemned 80 Natoma to allow the rail tunnel to be built for the new Transbay Transit Center; and

WHEREAS, In 2005 Ms. Ayerdi-Kaplan secured a designation as a Project of National & Regional Significance, resulting in \$56.2 million in federal funds; and

WHEREAS, In 2006, the Hispanic Chamber of Commerce named Ms. Ayerdi-Kaplan one of the Most Influential Bay Area Latinos for her accomplishments with the Transbay Program; and

WHEREAS, From 2006 until 2010, the San Francisco Business Times named Ms. Ayerdi-Kaplan One of The Most Influential Women in Public Service for her accomplishments with the Transbay Program; and

WHEREAS, In 2007, the Conference of Minority Transportation Officials named Ms. Ayerdi-Kaplan Employee of the Year for her accomplishments with the Transbay Program; and

WHEREAS, In 2007, due to Ms. Ayerdi-Kaplan's successful work on the Transbay Project, the California Transportation Commission approved the Cooperative Agreement with the TJPA, City and Caltrans that transferred almost 20 acres of downtown San Francisco land at no cost to the TJPA and City to fund the building of the new Transbay Terminal; and

WHEREAS, In 2007 Ms. Ayerdi-Kaplan launched an international design competition for the Transit Center and Transit Tower that led to the selection of Pelli Clarke Pelli Architects and ultimately the Boston/Hines development team; and

WHEREAS, Working with the design team, the vision of Ms. Ayerdi-Kaplan was to design and build a visionary transportation, commercial and housing development that would transform downtown San Francisco and the San Francisco Bay Area's regional transportation system by creating a multi-modal center in the heart of a new transit-friendly neighborhood. The project will replace the former Transbay Terminal at First and Mission Streets in San Francisco with a modern regional transit station connecting eight Bay Area counties and the state of California through 11 transit systems: AC Transit, BART, Caltrain, Golden Gate Transit, Greyhound, Muni, SamTrans, WestCAT Lynx, Amtrak, Paratransit and future High Speed Rail from San Francisco to Los Angeles/Anaheim; and

WHEREAS, Ms. Ayerdi-Kaplan's vision for the first Phase of work was to construct a four-story Transit Center above grade with two-stories below in the Train Box, and a Bus Ramp connecting the Center to the Bay Bridge. The Second Phase of work will extend Caltrain and future High Speed Rail tracks 1.3 miles underground from the current terminus at Fourth and King Streets into the new Transit Center in the heart of downtown. Also in the Second Phase, the Train Box is proposed to be extended from Beale Street to Main Street, to accommodate the longer High Speed Rail trains, and the rail functions in the two levels of the Train Box will be completed; and

WHEREAS, The Transit Center's six levels are as follows: One level below ground is the Lower Concourse which will serve as rail passenger ticketing and waiting, retail spaces enhancing the travel experience, and back-of-house support spaces. Below the Lower Concourse are the Train Tracks and Platforms Level, which will serve Caltrain and future California High-Speed Rail once Phase 2 is complete. The Ground Level will feature a Bus Plaza for passenger pickup for city buses, retail including restaurants and shops, ticketing and public information centers. The crown jewel of the building is the two-story Grand Hall, a focal point between First and Fremont Streets which provides access to and from all levels of the Center. Encompassed within the Grand Hall space is a significant sustainable element known as the Light Column, which allows natural daylight into all levels of the building creating an open and inviting environment while simultaneously reducing electricity use. The Second Level of the Center is additional retail, as well as Phase One temporary Greyhound and Amtrak Bus ticketing and waiting areas. The Bus Deck Level immediately above the Second Level provides 37 bus berths for passengers arriving and departing from the Center and will connect directly to the Bay Bridge and a new Bus Storage Facility, allowing bus service to and from the East Bay to enter and exit the Transit Center via the new Bus Ramp without ever touching city streets. The 5.4 acre Rooftop Park has an Amphitheater for performance events or corporate functions, a Central Plaza which will also support a variety of public or private events, Children's Play Area, walking/jogging trail, Café, Restaurant, and inviting treed and grassy areas of respite including a series of 13 gardens stretching over the entire length of the Center's roof. Access to the Park will be through a variety of elevators, escalators, bridges from adjacent buildings, and a unique Gondola that will carry passengers to and from the Park from Mission Square, a large open plaza at street level adjacent to the Center and the new Salesforce Tower; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, sustainability and green technologies are integrated into the fabric of the Transit Center with innovations such as natural ventilation, capturing and reusing rain water and grey water, geothermal piping under the Train Box to provide heating and cooling, and utilizing natural daylighting by incorporating expanses of glass at the building perimeter as well as skylights and glass floors at the Park Level to reduce dependence on artificial lighting and its associated costs; and

WHEREAS, These innovations will allow the Transbay Center to achieve a LEED Gold rating creating an international model for sustainability; and

WHEREAS, Ms. Ayerdi-Kaplan ensured that artistic and educational opportunities were incorporated into the design of the Transit Center. Significant artists are contributing to enhancing the building environment and user experiences by integrating their art into the Transit Center, including the Grand Hall terrazzo floor, the lighting of Shaw Alley, the Park fountain which is activated by the passage of buses on the Bus Deck Level below, and reuse of demolition materials from the original Transit Center to create a forty feet tall welcoming figure at the corner of Mission Plaza. The undulating exterior skin of the Transit Center has integrated a non-repeating, mathematically derived pattern developed by world renowned British mathematician Sir Roger Penrose that will provide math and science educational opportunities. Ms. Ayerdi-Kaplan ensured that the Penrose Pattern was incorporated into what is one of the signature elements of the Transit Center. Under Ms. Ayerdi-Kaplan's leadership, educational opportunities, available to the people

in and of San Francisco, will further make the Transit Center more than just a transition space, but a true destination point; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the designs for Project facilities are informed by recommended Risk and Vulnerability Assessments (RVAs) and Design Guidance Criteria (DGC); and

WHEREAS, In 2008 Ms. Ayerdi-Kaplan secured \$1.9 million in federal FY09 Appropriations Rail Relocation funds; and

WHEREAS, In 2008 Ms. Ayerdi-Kaplan secured a FY09 DHS Transit Security Grant for \$100,000; and

WHEREAS, in 2009 Ms. Ayerdi-Kaplan secured \$750 thousand in FY10 Appropriations Rail Relocation funds; and

WHEREAS, In 2010 Ms. Ayerdi-Kaplan secured a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for \$171 million; and

WHEREAS, In 2010 Ms. Ayerdi-Kaplan secured a \$1.24 million FY10 FTA Alternatives Analysis Grant; and

WHEREAS, In 2011, the San Francisco Business Times named Ms. Ayerdi-Kaplan a Forever Influential Woman for her accomplishments with the Transbay Program; and

WHEREAS, After Ms. Ayerdi-Kaplan raised more than \$2 billion for Phase 1, the remaining \$260 million for Phase 1 will be financed by the City and paid for with the taxes secured from the land Ms. Ayerdi-Kaplan secured from Caltrans to the TJPA and City; and

WHEREAS, In 2010, The Federal Railroad Administration (FRA) issued a ROD for Phase 1 of the Transbay Project and awarded \$400 million in American Recovery and Reinvestment Act Funding to build out the rail levels of the new Transit Center thereby saving an estimated more than \$100 million in project costs; and

WHEREAS, FRA requested certain design refinements for the Caltrain Downtown Extension (DTX), including lengthening the platforms and widening the throat structure for the rail at the Transbay Transit Center; and

WHEREAS, In 2015, TJPA and FTA released the Draft Supplemental Environmental Impact Report/Environmental Impact Statement for the DTX for the review of design refinements requested by FRA; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, in 2015 San Francisco Mayor Ed Lee signed into law legislation that creates a Mello Roos Community Facilities District (CFD) for the Transit Center District Plan (TCDP) area, which surrounds the new Transit Center. Developers choosing to upzone in the TCDP area must pay a special CFD tax to fund infrastructure needed to

support upzoned (i.e. taller) buildings. The CFD represented a major new funding source for the Transbay Transit Center Program; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, in 2015 San Francisco Mayor Ed Lee signed into law the Resolution of Formation for the Greater Rincon Hill Community Benefit District following unanimous approval by the San Francisco Board of Supervisors which will provide ongoing funding for operation and maintenance of the Transbay Transit Center's 5.4 acre rooftop park and other parks in the neighborhood; and

WHEREAS, Ms. Ayerdi-Kaplan is a strong supporter of Disadvantaged Business Enterprises and Small Business Enterprises; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, TJPA awarded more than \$145 Million in contracts to Disadvantaged Business Enterprises (DBEs), and more than \$183 Million in contracts to Small Business Enterprises (SBEs) for a total to DBEs/SBEs of more than \$329 Million; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the Caltrain Downtown Extension Project was listed as a Federal New Starts priority in 2013; and

WHEREAS, In 2013, the Lambda Alpha International Honorary Society for the Advancement of Land Economics inducted Ms. Ayerdi-Kaplan into its society for her accomplishments in real estate related to the Transbay Transit Center Project; and

WHEREAS, In 2014, the San Francisco Business Times awarded Ms. Ayerdi-Kaplan with its Real Estate Deal Maker of the Year for negotiating the sale of the TJPA property to Boston Properties and Hines for the construction of the Salesforce Tower for \$192 million, at the time the highest price paid per square foot of land in San Francisco history; and

WHEREAS, On September 26, 2013, under Ms. Ayerdi-Kaplan's leadership TJPA was the first public works project in United States history to specifically extend an invitation to the LGBT business community to participate in a competitive bidding process; and

WHEREAS, In 2015, the Golden Gate Business Association honored Ms. Ayerdi-Kaplan with an award for her work on being the first public project to conduct business outreach to the LGBT community; and

WHEREAS, In 2015, the Women Construction Owner's and Executives honored Ms. Ayerdi-Kaplan with the Influential Woman in Business award for serving as a role model for women executives in the construction industry; and

WHEREAS, In 2015, the Applied Technology Council and Structural Engineering Institute Awarded Ms. Ayerdi-Kaplan with an award for Extraordinary Innovation in Seismic Protection of Buildings; and

WHEREAS, In 2016, Ms. Ayerdi-Kaplan was named one of the Top 25 Newsmakers in 2015 by the Engineering New Record for her accomplishments in the construction of the Transbay Transit Center; and

WHEREAS, Ms. Ayerdi-Kaplan negotiated a wide range of contracts, agreements, and real estate transactions; and

WHEREAS, Ms. Ayerdi-Kaplan negotiated land acquisitions with a value of nearly \$100 million; and

WHEREAS, Ms. Ayerdi-Kaplan negotiated land dispositions with a value of more than \$660 million that will fund the Transbay Project; and

WHEREAS, Ms. Ayerdi-Kaplan negotiated the purchase of 26 private properties required for the Temporary Terminal, Transit Center, Bus Ramp, and Train Box throat structure for the Transbay Project; and

WHEREAS, Ms. Ayerdi-Kaplan worked with more than 40 businesses and residential occupants on relocation for the Transbay Project; and

WHEREAS, Ms. Ayerdi-Kaplan worked tirelessly and passionately for the Transbay Transit Project for 18 years; and

WHEREAS, Ms. Ayerdi-Kaplan travelled around the United States, Europe, and Asia representing the Transbay Project in a wide variety of public and private forums, including presentations to large public audiences and high-level meetings with CEO's of public and private organizations across the world; and

WHEREAS, Ms. Ayerdi-Kaplan inspired the public, stakeholders, and federal, state and local legislative bodies and elected officials about the Project with her enthusiasm, vision, and commitment; and

WHEREAS, Ms. Ayerdi-Kaplan led a diverse team of subject matter experts, including, but not limited to, engineering, design, parks and open space, public art, labor, public and private finance, real estate, legal, security, construction, marketing, lobbying, and public relations professionals; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, the TJPA awarded 88 professional service contracts at a value of more than \$350 million dollars and 51 construction contracts over \$907 million with the only remaining construction contract left to award for IT related work; and

WHEREAS, Ms. Ayerdi-Kaplan has served as a role model for women, girls and minorities in the transportation, land use planning, real estate development, and construction industry; and

WHEREAS, Ms. Ayerdi-Kaplan is a strong supporter of veterans/disabled veterans; and

WHEREAS, In March 2012, Ms. Ayerdi-Kaplan implemented outreach efforts with TJPA's Construction Manager/General Contractor Webcor/Obayashi (CMGC) for veterans/disabled veterans; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, the TJPA negotiated and successfully executed a Project Labor Agreement with the construction trade unions and all 28 signatories signed on ensuring labor harmony on the project site and equal opportunity for small, local, and disadvantaged businesses; and

WHEREAS, In 2008 Ms. Ayerdi-Kaplan created a robust summer high school and college internship program that it coordinates with its contractors/consultants; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership over the past seven years, students from the San Francisco Unified School District and John O'Connell High School's Tech 21 Program, Mission Hiring Hall, Young Community Developers, Horizons Unlimited, Enterprise for High School Students, Mayor's Youth Employment and Education Program/Japanese Community Youth Council, and many colleges around the country have participated in the Transbay Program and learned invaluable skills; and

WHEREAS, Despite California's elimination of redevelopment tax increment financing statewide, Ms. Ayerdi-Kaplan working in conjunction with the City and County of San Francisco and the Successor Agency to the San Francisco Redevelopment Agency preserved 100% of the more than \$1 billion over 45 years of tax increment financing committed to the Transbay Project; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, the TJPA has created more than 13,500 construction related jobs in 30 States resulting in more than 1.9 million construction-related trade hours; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, the TJPA has adopted and implemented Quality Assurance and Quality Control programs to ensure the quality of the Transbay Transit Center design and construction; and

WHEREAS, In 2011, under Ms. Ayerdi-Kaplan's leadership the demolition of the former Transbay Terminal was completed; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the public was invited to view the former Transbay Terminal and learn about its history and past prior to demolition and thousands of people attended; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, artifacts found from the past have been preserved working with the State Historic Preservation Office and archeologists, including a Columbian Mammoth tooth over 11,000 years old; and

WHEREAS, In 2012 the TJPA received the Preservation Design Award for Outstanding Achievement in the Field of Historic Preservation by the California Preservation Foundation; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the architectural and engineering design of Phase 1 was completed and 30% of preliminary engineering was completed for Phase 2 (Caltrain Downtown Extension); and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the most risky and complex construction work was completed; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the installation of the 3,600 linear feet of shoring wall was completed; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the excavation of 4 city blocks was completed; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the installation of 1,900 micro-piles underneath the slab of the Transit Center was completed; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the drilling of 182 buttress shafts was completed; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the installation of 50,000 square feet of geothermal piping was completed to use the earth's natural resources to heat and cool the new Transit Center building; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the installation of more than \$20 million worth of underground utility upgrades around the Transit Center was completed; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership 115,000 cubic yards of concrete was poured; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the installation of 4 city blocks and 25,000 tons of structural steel occurred; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the installation of more than 1 mile of bus ramp cable stayed bridge commenced; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the mechanical, electrical, and plumbing work commenced; and

WHEREAS, The construction of the Transit Center is now past the riskiest elements of construction and all that is left are the windows, interior finishes, the rest of the mechanical, electrical and plumbing and the landscaping on the park; and

WHEREAS, On March 7, 2016, at the highly successful last construction milestone event attended by Leader Pelosi and other dignitaries, Ms. Ayerdi-Kaplan unveiled the exterior Penrose

awning which will provide educational opportunities to generations of visitors to the Transbay Transit Center in the areas of math and science; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, the Transbay Project enjoyed an excellent construction worker safety record; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, a safety and security program was instituted with the privately owned towers connecting directly to the Transit Center Rooftop Park and she obtained reimbursement from the developers of the towers for all redesign and change orders resulting from such connections; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership the Transbay Project received nationwide recognition as a model for Federally funded projects from the Federal Railroad Administration for implementing a successful Risk management program and Program Management and Construction Management practice; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership significant formal disputes were resolved with contractors; and

WHEREAS, Ms. Ayerdi-Kaplan recommended that the TJPA prepare a Transit Center Concept of Operations to keep the Center safe for the public; and

WHEREAS, Ms. Ayerdi-Kaplan recommended an Operations and Maintenance (O and M) budget for the Transbay Program and identified and recommended sources of funding for the O and M budget; and

WHEREAS, Ms. Ayerdi-Kaplan oversaw the drafting and release of the Retail Master Lessee Request for Proposals that included advertising, programming of events, retail leasing, and naming rights to help fund the O and M of the Transit Center Phase 1; and

WHEREAS, Under Ms. Ayerdi-Kaplan's leadership, the new Transbay Transit Center has served as a catalyst to revitalize the entire area south of Market Street; and

WHEREAS, Due to all of Ms. Ayerdi-Kaplan's efforts a new neighborhood is also being built surrounding the new Transit Center that is expected to include 4,700 affordable housing units, jobs, retail, 11 acres of new open space, art, and affordable access to safe, convenient transit in order to meet the needs of commuters, residents, employees, and visitors; and

WHEREAS, It is apparent today that the south of Market transformation is well underway; and

WHEREAS, Based in large part on Ms. Ayerdi-Kaplan's leadership, upon the opening of the centerpiece of the district-the new Transbay Transit Center, travelers, office workers, neighborhood residents and tourists alike will enjoy the benefits, security, Park amenities and easy transitions within and around the latest icon of the San Francisco Bay Area; and

WHEREAS, There are innumerable economic benefits due to the building of the new Transit Center; and

WHEREAS, The Transbay Program and related amenities are expected to result in about \$4 billion in premium value for existing and new commercial and residential properties within an approximately ¾ mile zone around the Transit Center; and

WHEREAS, Approximately 27,000 new permanent jobs are expected to be created in and around the Transit Center after it opens; and

WHEREAS, The Downtown Rail Extension is expected to help remove thousands of daily-commute vehicles from the Peninsula translating to significant savings in travel time, avoided vehicle operation, maintenance costs and improved safety; and

WHEREAS, The construction of the Center and buildout of the surrounding neighborhood are expected to generate more than \$87 billion in Gross Regional Product and \$52 billion in personal income through 2030; and

WHEREAS, Once open, the Transit Center Phase 1 and 2 will accommodate more than 100,000 passengers each weekday and up to 45 million people per year; and

WHEREAS, Due to Ms. Ayerdi-Kaplan the new Transbay Transit Center will create a state-of-the-art and user friendly landmark in San Francisco; and

WHEREAS, Due to Ms. Ayerdi-Kaplan's selfless and unwavering commitment for the past 18 years there will be a new Center in the heart of downtown San Francisco for the next 100 years that generations will be proud of; now therefore, be it

RESOLVED, That we express our utmost sincere appreciation to Ms. Ayerdi-Kaplan for her 18 years of tireless and dedicated service to the people of San Francisco and the Transbay Transit Center Program which brought the Transbay Center to reality and stimulated the building of a new neighborhood with adjacent high-rise towers, housing and commercial and retail development; and be it

FURTHER RESOLVED, That due to Ms. Ayerdi-Kaplan's determination, perseverance, courage, and hard work, the Transbay Transit Center will stand for generations of travelers and visitors; and be it

FURTHER RESOLVED, That Ms. Ayerdi-Kaplan will be invited as an honorary guest with a speaking role at the ribbon cutting for the new Transbay Transit Center; and be it

FURTHER RESOLVED, That, in gratitude for all the good work that Ms. Ayerdi-Kaplan has done on behalf of the public, the TJPA will mount a plaque in her honor in a prominent location in the Grand Hall of the new Transbay Transit Center when Phase 1 opens to the public acknowledging her contributions.

I hereby certify that the foregoing resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of April 14, 2016.

Secretary, Transbay Joint Powers Authority