



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

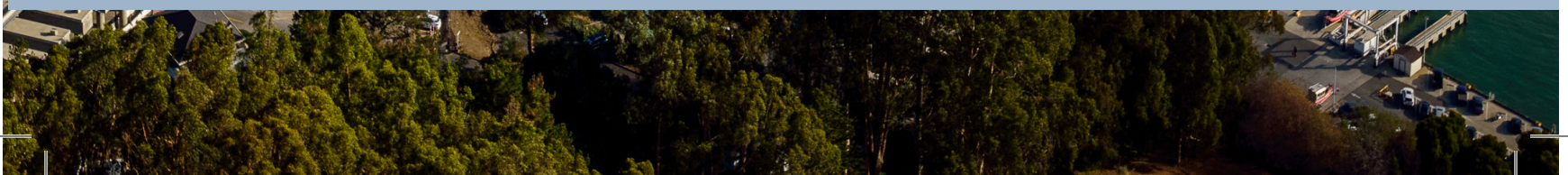
MEETING MATERIALS

December 19, 2014

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION





Letter of Transmittal

TO: Toll Bridge Program Oversight Committee
(TBPOC)

DATE: December 12, 2014

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – December 19, 2014

Herewith is the TBPOC Meeting Materials Packet for the December 19th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TBPOC REGULAR MEETING
December 19, 2014
Executive Session: 12:00pm – 1:00pm
Regular Session: 1:00pm – 3:00pm
1120 N Street, Caltrans Boardroom, Sacramento, CA
Dial-in Number: 888-396-9924; Access Code: 3018321***

Item Number/ Topic	Presenter	Time	Desired Outcome
1. EXECUTIVE SESSION a. Contract Change Orders (CCO): 1. OTD2 CCO 120-S2 (Post SSO Corridor Wide Lane Closures)** 2. YBITS2 CCO 308-S2 (Bird Nesting Deterrence Measures)** b. SFOBB 504/ 288 Dismantling Addendum Items** c. SFOBB Self-Anchored Suspension (SAS) Bridge Evaluation of the ASTM 354 Grade BD Rods			
2. CHAIR’S REPORT	S. Heminger, BATA		Information
3. CONSENT CALENDAR a. TBPOC Regular/ Urgent Meeting Minutes 1. TBPOC November 2, 2014 Minutes* 2. TBPOC November 4, 2014 Minutes* 3. TBPOC December 1, 2014 Minutes* b. Contract Change Orders (CCO) 1. Self-Anchored Suspension (SAS) Span CCO 150-S2 (Security Cameras and Sensors at Piers W2, E2, T1 and Belvedere)*	A. Fremier, BATA B. Casey, CT		Approval Approval
4. PROGRESS REPORTS a. FHWA 2014 Annual Report*	T. Anziano, CT	5 min	Approval
5. PROGRAM ISSUES a. Capital Outlay Support (COS) Mitigation Plan**	T. Anziano, CT A. Fremier, BATA	30 min	Approval
6. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. SAS Update**	S. Heminger, BATA B. Casey, CT	30 min	Information

Item Number/ Topic	Presenter	Time	Desired Outcome
7. OTHER BUSINESS a. Report on matters discussed and actions taken at Urgent Meeting b. Report on matters discussed and actions taken during Executive Session	NA S. Heminger, BATA	NA 5 min	NA Information
8. GENERAL PUBLIC COMMENT			
Next TBPOC Regular Meeting: January 8, 2014, 10:00am – 1:00pm, Oakland, CA			

* Attachments

**Attachments to be sent under separate cover

*** Dial-in option will be one-way only

Accessibility and Title VI: TBPOC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Committee matters. For accommodations or translations assistance, please call the Metropolitan Transportation Commission (MTC) at 510.817.5757 or 510.817.5769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: El TBPOC puede proveer asistencia/facilitar la comunicacion a las personas discapacitadas y los individuos con conocimiento limitado del ingles quienes quieran dirigirse a la Comité. Para solicitar asistencia, por favor llame a la Comisión Metropolitano de Transporte (MTC) al numero 510.817.5757 o al 510.817.5769 para TDD/TTY. Querimos que solicite asistencia con tres dias habiles de anticipacion para poderle proveer asistencia.

Meeting Conduct: In the event that any public meeting conducted by TBPOC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue on matters appearing on the agenda.

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TBPOC MEETING December 19, 2014

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1	1	EXECUTIVE SESSION a. Contract Change Orders (CCOs) 1. OTD2 CCO 120-S2 (Post SSO Corridor Wide Lane Closures)** 2. YBITS2 CCO 308-S2 (Bird Nesting Deterrence Measures)** b. SFOBB 504/288 Dismantling Addendum Items** c. SFOBB Self-Anchored Suspension (SAS) Bridge Evaluation of the ASTM 354 Grade BD Rods
2	2	CHAIR'S REPORT
3	3	CONSENT CALENDAR a. TBPOC Regular/Urgent Meeting Minutes 1. TBPOC November 2, 2014 Minutes* 2. TBPOC November 4 2014 Minutes* 3. TBPOC December 1, 2014 Minutes* b. Contract Change Orders (CCOs) 1. Self-Anchored Suspension (SAS) Span CCO 150-S2 (Security Cameras and Sensors at Piers W2, E2, T1 and Belvedere)*
4	4	PROGRESS REPORTS a. FHWA 2014 Annual Report*
5	5	PROGRAM ISSUES a. Capital Outlay Support (COS) Mitigation Plan*
6	6	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. SAS Update**
7	7	OTHER BUSINESS a. Report on matters discussed and actions taken at Urgent Meeting b. Report on matters discussed and actions taken during Executive Session
8	8	GENERAL PUBLIC COMMENT

* Attachments

** Attachments to be sent out under separate cover

ITEM 1: EXECUTIVE SESSION

- a. Contract Change Orders (CCOs):
 - 1. OTD2 CCO 120-S2 (Post SSO Corridor Wide Lane Closures)**
 - 2. YBITS2 CCO 308-S2 (Bird Nesting Deterrence Measures)**

- b. 504/288 Addendum**

- c. SFOBB Self-Anchored Suspension Span (SAS) Bridge Evaluation of the ASTM 354 Grade BD Rods

**Attachments to be sent under separate cover

ITEM 2: CHAIR'S REPORT

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 12, 2014

FR: Andrew Fremier, Deputy Executive Director, Operations, MTC/ BATA

RE: Agenda No. - 3a1

Item- Consent Calendar
TBPOC Regular/Urgent Meeting Minutes
TBPOC November 2, 2014 Minutes

Recommendation:

APPROVAL

Cost:

NA

Schedule Impacts:

NA

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the November 2, 2014 Urgent Meeting Minutes.

Attachment(s):

November 2, 2014 Urgent Meeting Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TBPOC URGENT MEETING MINUTES

November 2, 2014, 11:45am – 12:00pm

Attendees: TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, Andre Boutros
PMT Members: Tony Anziano, Andrew Fremier, Stephen Maller
Participants: Beatriz Lacson, Peter Lee, Brian Maroney, Ken Terpstra

Convened: 11:56 AM

Items	Action
<p>1. EXECUTIVE SESSION</p> <p>a. SFOBB Self-Anchored Suspension Bridge Evaluation of the ASTM 354 Grade BD Rods</p>	
<p>2. CHAIR'S REPORT</p> <ul style="list-style-type: none">The Chair reported that TBPOC member A. Boutros, CTC Executive Director, has announced his retirement at the end of the year.	
<p>3. OTHER BUSINESS</p> <p>a. Report on matters discussed and actions taken at Urgent Meeting</p> <ul style="list-style-type: none">NA <p>b. Report on matters discussed and actions taken during Executive Session</p> <ul style="list-style-type: none">The Chair reported that the TBPOC discussed Item 1a above. No action was taken. <p>Next TBPOC Meeting</p> <ul style="list-style-type: none">The next TBPOC regular meeting is on November 4, 2014, 1:00pm – 4:00pm, Sacramento.	
<p>6. GENERAL PUBLIC COMMENT</p> <ul style="list-style-type: none">In response to G. DeMar's request for an update on the clearance of the main cable anchor rod—status of work and	

(Continued)

Items	Action
clearance requirements—T. Anziano, Toll Bridge Program Manager, offered the following: <ul style="list-style-type: none">- the realignment work is completed;- survey regarding rod location is being undertaken; discussion with the Toll Bridge Seismic Safety Peer Review Panel is ongoing;- there is currently no timeline for related damper and cable work as it is not considered critical at this time;- an information packet to address all this will be out in the next month. <ul style="list-style-type: none">○ The Chair indicated that Mr. DeMar may wish to follow up with T. Anziano in the future.	

Adjourned: 12:01 PM

TBPOC URGENT MEETING MINUTES
November 2, 2014, 11:45am – 12:00pm

APPROVED BY:

STEVE HEMINGER, TBPOC Chair
Executive Director, Bay Area Toll Authority

Date

ANDRE BOUTROS
Executive Director, California Transportation Commission

Date

MALCOLM DOUGHERTY
Director, California Department of Transportation

Date

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 12, 2014

FR: Andrew Fremier, Deputy Executive Director, Operations, MTC/ BATA

RE: Agenda No. - 3a2

Item- Consent Calendar
TBPOC Regular/Urgent Meeting Minutes
TBPOC November 4, 2014 Minutes

Recommendation:

APPROVAL

Cost:

NA

Schedule Impacts:

NA

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the November 4, 2014 Regular Meeting Minutes.

Attachment(s):

November 4, 2014 Regular Meeting Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TBPOC REGULAR MEETING MINUTES

November 4, 2014, 2:00pm – 4:00pm
1120 N Street, Conference Room 2116, Sacramento, CA

Attendees: TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, Andre Boutros
PMT Members: Tony Anziano, Andrew Fremier, Stephen Maller
Participants: Ade Akinsanya, Ali Banani, Bob Brignano, Ken Brown, Bill Casey, Michele DiFrancia, Rich Foley, Stefan Galvez, John Goodwin (via phone), Beatriz Lacson, Peter Lee, Brian Maroney, Dan McElhinney, Bijan Sartipi, Ken Terpstra, Mike Whiteside
TY Lin/M&N JV: Sajid Abbas, Dennis Jang, Marwan Nader,
ABFJV: Brian Petersen

Convened: 2:04 PM

Items		Action
1.	EXECUTIVE SESSION a. 504/288 Addendum Follow-Up	
2.	CHAIR'S REPORT <ul style="list-style-type: none">The Chair deferred TBPOC action on the final report of the bolt investigation to a subsequent TBPOC meeting.	
3.	CONSENT CALENDAR a. TBPOC Regular/Urgent Meeting Minutes 1. TBPOC September 30, 2014 Minutes 2. TBPOC October 15, 2014 Minutes	<ul style="list-style-type: none">The TBPOC APPROVED the Consent Calendar, as presented.
4.	PROGRESS REPORTS a. Capital Outlay Support (COS) Third Quarter 2014 Update <ul style="list-style-type: none">A. Banani, COS Project Controls Manager, Caltrans, gave a presentation, "Capital Outlay Support (COS) Update, Third Quarter 2014", covering FY 14/15 Forecast, FY 14/15 Expenditure	<ul style="list-style-type: none">A. Banani to provide in writing the percentage breakdown, per project, of COS to CO.Staff to schedule a TBPOC

(Continued)

Items	Action
<p>Analysis, FY 14/15 Unbudgeted Additional Work, East Span Construction Schedule, and East Span CO & COS Cash Flow.</p> <ul style="list-style-type: none"> o Discussion items included: M. Dougherty’s COS mitigation plan to include reporting, analysis and potential cost reductions of State staff, consultant resources, and staff relocation from Pier 7 to a location other than Pier 6. Draft plan should be available in two weeks. b. Risk Management Third Quarter 2014 Update <ul style="list-style-type: none"> • R. Foley, Toll Bridge Assistant Risk Manager, gave a presentation, “TBPOC Briefing, Risk Management Results, Third Quarter 2014”, covering Summary of Q3 Changes, Q3 RMC Results, COS Changes, Q3 Draw, 50% Probable Risk vs. Remaining Contingency, and Challenge Going Forward. o The Chair took issue with a local paper’s report that the “costs of the Bay Bridge project are soaring, \$35M over budget”. He noted, for the record, that a 0.4% change in the total project budget over 10 years does not equate to “soaring”. o Discussion items included: quantifying and managing risks; cost mitigation opportunities; which cost reduction is more manageable (COS or demolition contract). c. 2014 Third Quarter Project Progress and Financial Update <ul style="list-style-type: none"> • P. Lee, Principal, BATA, noted that the 2014 third quarter progress report numbers have yet to be updated and will not be due for release until November 14. 	<p>conference call before the December 3 TBPOC meeting to review M. Dougherty’s COS mitigation plan.</p> <ul style="list-style-type: none"> • Staff to provide the TBPOC with a history of the procurement and change orders for the dismantling engineering support contract. • R. Foley to include the best and biggest opportunities to mitigate risk at the next TBPOC Risk Management quarterly briefing. • The TBPOC DEFERRED APPROVAL of the 2014 Third Quarter Project Progress and Financial report until the numbers are updated and the report is further reviewed.
<p>5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. SAS Update</p>	

(Continued)

Items	Action
<p>1. SFOBB Self-Anchored Suspension Bridge Evaluation of the ASTM 354 Grade BD Rods Report</p> <ul style="list-style-type: none"> • Not discussed. See Item 2 above. <p>2. Tower Base Update</p> <ul style="list-style-type: none"> • B. Casey gave a presentation update to the TBPOC on the water observed at the base of the tower shaft (near a number of A354BD anchor rods) since the last TBPOC meeting in September. ○ Discussion items included: re-tensioning of rods; water sample chemical testing results; tower base grouting operation; anchor rods at air bladder bulkheads; proactive contractor work; schedule. <p>b. Bridge Information Model (BrIM) Update</p> <ul style="list-style-type: none"> • B. Maroney, Toll Bridge Deputy Program Manager, gave a presentation on the BrIM Pilot Program, and requested TBPOC approval/endorsement to submit the BrIM pilot program proposal to the BATA/Caltrans Rehab Program for potential funding and implementation. He noted this is an opportunity to do something valuable, related to a technology that did not exist at the start of the project. ○ Discussion items included: Rehab budget challenge; working with the District to deal with the Rehab budget challenge; looking at the procurement process. 	<ul style="list-style-type: none"> • The TBPOC DEFERRED APPROVAL of the final bolt report to a future TBPOC meeting. • Staff to provide electronically a copy of the tower base presentation to the TBPOC and post on the Bay Bridge Info website. • Staff to provide the TBPOC in writing the different times the rods at the tower shaft and shear plate were tensioned. • TBPOC APPROVED the BrIM pilot program proposal to be submitted to the BATA/Caltrans Rehab Program for potential funding and implementation.
<p>6. OTHER BUSINESS</p> <p>a. Report on matters discussed and actions taken at Urgent Meeting</p> <ul style="list-style-type: none"> • NA <p>b. Report on matters discussed and actions taken during Executive Session</p>	<ul style="list-style-type: none"> • The TBPOC APPROVED

(Continued)

Items	Action
<ul style="list-style-type: none">• The Chair reported that the TBPOC approved extending the 504/288 (Item 1a above) bid opening to February 4, 2015. <p><u>Next TBPOC Meeting</u></p> <ul style="list-style-type: none">• The Chair requested that the next TBPOC regular meeting on December 3 in the Bay Area be rescheduled.	<p>extending bid opening to February 4, 2015.</p> <ul style="list-style-type: none">• Staff to reschedule the TBPOC December 3 meeting.
<p>7. GENERAL PUBLIC COMMENT</p> <ul style="list-style-type: none">• K. Bukowski announced that he is videotaping TBPOC meetings, which can be viewed on You Tube.• J. Brewer commented on methods beyond what is being considered regarding bird nesting deterrence on bridges, costs associated with the process and methods for environmental compliances, and his company's availability to bid for the project.○ The Chair expressed the Committee's appreciation for the comments. He suggested that J. Brewer talk to one of the PMT members present.	

Adjourned: 3:33 PM

(Continued)

TBPOC REGULAR MEETING MINUTES

November 4, 2014, 2:00pm – 4:00pm

APPROVED BY:

STEVE HEMINGER, TBPOC Chair
Executive Director, Bay Area Toll Authority

Date

ANDRE BOUTROS
Executive Director, California Transportation Commission

Date

MALCOLM DOUGHERTY
Director, California Department of Transportation

Date

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 12, 2014

FR: Andrew Fremier, Deputy Executive Director, Operations, MTC/ BATA

RE: Agenda No. - 3a3

Item- Consent Calendar
TBPOC Regular/Urgent Meeting Minutes
TBPOC December 1, 2014 Minutes

Recommendation:

APPROVAL

Cost:

NA

Schedule Impacts:

NA

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the December 1, 2014 Urgent Meeting Minutes.

Attachment(s):

December 1, 2014 Urgent Meeting Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TBPOC URGENT MEETING MINUTES

December 1, 2014, 11:45am – 12:00pm

Attendees: TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, Andre Boutros
PMT Members: Tony Anziano, Andrew Fremier, Stephen Maller
Participants: John Goodwin, Beatriz Lacson, Peter Lee, Brian Maroney, Dan McElhinney
General Public Participants: Roland Lebrunt, Jaxon Vanderbeken

Convened: 11:48 AM

Items		Action
1.	EXECUTIVE SESSION a. Capital Outlay Support (COS) Mitigation Plan b. SFOBB Self-Anchored Suspension Bridge Evaluation of the ASTM 354 Grade BD Rods	
2.	CHAIR'S REPORT • No report given.	
3.	OTHER BUSINESS a. Report on matters discussed and actions taken at Urgent Meeting • NA b. Report on matters discussed and actions taken during Executive Session • The Chair reported that the TBPOC discussed Item 1b above but took no action. • The TBPOC decided to discuss Item 1a above in open session, as follows. ○ T. Anziano, Toll Bridge Program Manager, summarized where the COS mitigation plan was left off at the TBPOC November 4 meeting, with a	

(Continued)

Items	Action
<p>forecast for Fiscal Year 14/15 of \$49.8M. Since the meeting, development of a detailed bottoms-up plan has resulted in mitigation measures—presented to the PMT—that reduced the forecast to \$46.3M. An additional reduction of \$1.5M emerged from further analysis, bringing the forecast to \$44.8M, \$5M above the approved budget.</p> <ul style="list-style-type: none">○ In response to the Chair’s query, T. Anziano stated that the focus is on the current fiscal year, but a projection through program completion will be presented to the TBPOC in two months.○ M. Dougherty noted that the Toll Bridge Program Manager, Project Manager and team will forecast future years in greater detail based on the level of work anticipated. He indicated resource expenditures for every contract are being broken down to zero in on the revisions needed.○ The Chair suggested focusing on a small number of items that will make a big difference, e.g., staffing requirements when SAS completes, and project them out in greater detail at a policy level.○ The Chair expressed appreciation for the Department’s efforts and indicated that BATA would present a counteroffer to the Department’s plan for FY 14/15 and the rest of the program, with the goal that the mitigation plan comparisons will result in a better forecast figure.○ Discussion items included: how the numbers were generated; what work remains after SAS completion; finding the remaining \$5M overrun.● The Chair confirmed that the COS mitigation item is on the agenda of the next TBPOC regular meeting on December 19, 2014, which has been moved to Sacramento, 12:00pm –	

(Continued)

Items	Action
3:00pm. This will be CTC Executive Director/ TBPOC member A. Boutros' last meeting before he retires at the end of the year.	
6. GENERAL PUBLIC COMMENT <ul style="list-style-type: none">No public comment received.	

Adjourned: 12:02 PM

TBPOC URGENT MEETING MINUTES

December 1, 2014, 11:45am – 12:00pm

APPROVED BY:

STEVE HEMINGER, TBPOC Chair
Executive Director, Bay Area Toll Authority

Date

ANDRE BOUTROS
Executive Director, California Transportation Commission

Date

MALCOLM DOUGHERTY
Director, California Department of Transportation

Date

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 12, 2014

FR: Bill Casey, Construction Manager/SAS Resident Engineer, Caltrans

RE: Agenda No. - 3b

Item- Executive Session, Contract Change Orders (CCO)
Self-Anchored Suspension Contract (SAS) CCO 150-S2 – Security
Cameras & Sensors at Piers W2, E2, T1 & Belvedere

Recommendation:

APPROVAL

Cost:

Capital Outlay:	CCO 150 S0	\$ 182,760 (Informational)
	CCO 150 S1	\$ 1,225,811 (TBPOC Approval June 6, 2013)
	CCO 150 S2	\$ 695,653 (For Approval)
	Total CCO 150	\$ 2,104,224 (For Approval)

Capital Outlay Support (COS): \$ 175,000 (For Approval)

Schedule Impacts:

The work provided for in CCO 150 S2 is not a schedule critical activity and will be performed in conjunction with the completion of the remaining SAS Contract work (Item work, CCO work, punch list work, etc.), and the Contractor's demobilization activities from the SAS Structure.

Discussion:

CCO 150 S2 provides for Bay Area Security Enhancement (BASE) security cameras and motion sensors to be installed below the deck level at Piers W2, E2 and T1, to provide marine surveillance under these structures, and also provides for cameras to be installed at the SAS bike path Belvedere. Previous CCO's 150 S0 and 150 S1 provided for the installation of fiber backbone, and the security cameras and sensors for the surveillance of the SAS tower and roadway above the deck.

The CCO 150 S2 work is a follow on activity to the completion of the Contract work below the deck level. Because the completion of the Contract work below the deck

level was not a requirement of the Seismic Safety Opening (SSO) CCO 160 provisions, the completion of CCO 150 S2 had the flexibility to be completed as the remaining SAS Contract time would allow or to be completed in a separate Construction Contract. However, with the execution of CCO 386, that extended the Contract completion date from August 24, 2014 to December 31, 2014, the opportunity presented itself to complete this work on an earlier schedule than originally planned. This work received an authority to proceed from the TBPOC on September 15, 2014. The Department is requesting final approval of this work.

Capital Outlay

Funding for the BASE System (to include this CCO) is provided from the Bay Area Toll Authority (BATA) Toll Bridge Rehabilitation Program. This CCO is consistent with the overall BASE strategy and \$26,300,000 budget presented to and approved at September 20, 2012 TBPOC meeting and as presented to and approved at the January 23, 2013 BATA Commission meeting. At the September 15, 2014 TBPOC meeting, the TBPOC provided the Department with a \$700,000 authorization to proceed for the work. This CCO is presented to the TBPOC for \$695,653 for final approval.

Capital Outlay Support (COS) Budget Request

Of the approved \$26,300,000 budget, \$2,040,400 of that budget was identified for COS; however, this amount identified in the approved budget has not been formally added to the COS budget. It is estimated that the performance of this additional work will require \$175,000 of COS. At the September 15, 2014 TBPOC meeting, the TBPOC approved the COS request.

Risk Management:

Funding for this work is provided through the BATA Toll Bridge Rehabilitation Program therefore, this work is not included in the Toll Bridge Seismic Retrofit Program Risk Management Plan.

Attachment(s):

1. CCO 152 S2 CCO and Memo
2. Executed CCO 150 S1 CCO and Memo
3. Executed CCO 150 S0 CCO and Memo

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 150 Suppl. No. 2 Contract No. 04 - 0120F4 Road SF-80-13.2/13.9 FED. AID LOC.:

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Install Bay Area Security Enhancement (BASE) cameras, motion sensors, and all of the supporting components on Piers W2 and E2, on the Tower base (T1), and at bikepath belvedere at Panel Point 117.

A list of materials that will be State furnished is provided in Attachment A on page 2 and will be furnished in accordance with Special Provisions Section 8-1.03 "State-Furnished Materials." State furnished material shall be delivered to Pier 7 in Oakland. All other materials shown in the change order plan sheets, and not listed in Attachment A, will be furnished by the Contractor.

The following revised plan sheets detail the changes addressed in this change order: 350S1R1, 350S2R1, 350S3R1, 350S28R1, 350S29R2, 350S30R1, 350S38, 350S43R1, 350S50R1, 350S51R2, 350S52R1, 350S55R1, 350S56R1, 350S58R1, 350S60R1, 350S63R1, 350S64R1, 350S65R1, 350S66R1, 350S68R1, 350S75, 350S76, 350S77, 350S78, 350S79, 350S80, and 350S81 (of 1204) as shown on sheets 3 through 29 of this change order.

For this work, the Contractor will receive a lump sum price of \$495,116.00. This sum constitutes full and complete compensation for furnishing all labor, material, tools and incidentals, including all markups by reason of this change.

Extra Work at Lump Sum..... \$495,116.00

Extra Work at Force Account:

As directed by the Engineer, repair any damaged paint due to the work in this change order in accordance with Special Provisions Section 10-1.69 "Clean and Paint Structural Steel," and provide support for camera installation and painting operations.

Labor, equipment and material authorized by the Engineer, as necessary, will be paid in accordance with the provisions of Section 4-1.03D, "Extra Work" of the Standard Specifications and Section 5-1.24, "Force Account Payment" of the Special Provisions.


Estimated Cost of Extra Work at Force Account \$200,000.00

Because the majority of the components of this change order are furnished by the Department, the Contractor is not responsible for testing power and/or functionality of the system as a whole, or any individual component furnished by the Department. The Department may choose to do their own testing of the system after installation. Any additional extra work for system functionality, resulting from testing performed by the Department, will be addressed in a separate change order.


Estimated Cost: Increase Decrease \$695,116.00

By reason of this order the time of completion will be adjusted as follows: 0 Days

Submitted by

Signature  Resident Engineer
William Casey, Supervising T.E. Date 10-29-14

Approval Recommended by

Signature  Program Manager
Tony Anziano, Program Manager Date 10-29-14


Engineer Approval by

Signature _____ Program Manager
Tony Anziano, Program Manager Date _____

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature  (Print name and title) **BRIAN A. PETERSEN - PROJECT DIRECTOR** Date **07NOV14**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONTRACT CHANGE ORDER MEMORANDUM

DATE: 9/25/2014 Page 1 of 1

TO: Tony Anziano, Program Manager /			FILE: E.A. 04 - 0120F4	
FROM: Darryl Schram, Senior TE			CO-RTE-PM SF-80-13.2/13.9	
FED. NO. No				
CCO#: 150	SUPPLEMENT#: 2	Category Code: CBPC	CONTINGENCY BALANCE (incl. this change) \$26,343,272.86	
COST: \$695,116.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: BASE at Piers and Tower Footings			PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: 2490 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 630 Day(s)	Percentage Time Adjusted: (including this change) 25 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 2

THIS CHANGE ORDER PROVIDES FOR:

Install Bay Area Security Enhancement (BASE) cameras, motion sensors, and all of the supporting components on Piers W2 and E2, on the Tower base (T1), and at bikepath belvedere at Panel Point 117.

The events of September 11, 2001, have caused the Department and California Highway Patrol (CHP) to reevaluate security measures on bridges. Enhanced security will be added on all Bay Area toll bridges under the program "Bay Area Security Enhancement" (BASE). Contract Change Order (CCO) 150 S0 "BASE Integration" furnished and installed two exclusive fiber trunk lines for Homeland Security cameras. CCO 151 S1 "BASE Camera Installation" installed BASE cameras and motion sensors for the surveillance of the SAS Tower and roadway above the deck.


This change order (CCO 150S2) will install security cameras and motion sensors at Piers W2, E2 and T1, and at the bikepath belvedere to provide additional surveillance. The cameras and sensors will be furnished under a separate contract. Funding for this CCO shall be provided from the BATA Toll Bridge Rehabilitation Program.

The total cost of this change order is \$495,116.00 lump sum and \$200,000.00 force account for a total of \$695,116.00, which can be financed from the contingency fund. The cumulative total of CCO 150 S0, S1, and S2 is \$2,103,687.00. A detailed cost analysis is on file.

No time adjustment is warranted as this change order does not affect the controlling operation.

This change order has concurrence from William Casey (Supervising TE), Tony Anziano (Program Manager), Rich Foley (HQ Oversight), and Lina Ellis (Maintenance).

Toll Bridge Program Oversight Committee (TBPOC) approved CCO 150 S1 on June 6, 2013. TBPOC approval for CCO 150 S2 is pending.

CONCURRED BY:			ESTIMATE OF COST	
Construction Engineer: William Casey, Sup TE	Date	9/16/14	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Date		ITEMS	\$0.00
Project Engineer:	Date		FORCE ACCOUNT	\$200,000.00
Project Manager: TB Program Manager, Tony Anzian	Date	9/25/14	AGREED PRICE	\$495,116.00
FHWA Rep.:	Date		ADJUSTMENT	\$0.00
Environmental:	Date		TOTAL	\$695,116.00
Other (specify): HQ, Rich Foley	Date	9/22/14	FEDERAL PARTICIPATION	
Other (specify): Struct. Maint, Lina Ellis	Date	9/9/14	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
District Prior Approval By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
HQ (Issue Approve) By:	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
Resident Engineer's Signature:	Date	9/25/14	FEDERAL FUNDING SOURCE	PERCENT
			_____	

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 150 Suppl. No. 1 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 FED. AID LOC.:

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Install Bay Area Security Enhancement (BASE) cameras, motion sensors, and all of the supporting components.

A list of materials that will be State furnished is provided in Attachment A on pages 3 through 8 and will be furnished in accordance with Special Provisions Section 8-1.03 "State-Furnished Materials." State furnished material shall be delivered to Pier 7 in Oakland by a delivery date of January 14, 2013. All other materials shown in the change order plan sheets, and not listed in Attachment A, will be furnished by the Contractor.

Paint application on camera poles on the service platforms, camera mounts on Tower Head, and any areas of damaged existing paint including Tower skin penetration locations (excluding State furnished materials) shall be performed in accordance with Special Provisions Section 10-1.69 "Clean and Paint Structural Steel."

Eight camera mount brackets at the corners of Tower shafts shall be painted white in accordance with Special Provisions Section 10-1.69 "Clean and Paint Structural Steel."

The following revised plan sheets detail the changes addressed in this change order: 75S2R1, 86S34R1, 86S35R1, 86S36R1, 93S1, 94S5, 350S1, 350S2, 350S3, 350S4, 350S5, 350S6, 350S7, 350S8, 350S9, 350S10, 350S11, 350S12, 350S13, 350S14, 350S15, 350S16, 350S17, 350S18, 350S19, 350S20, 350S21, 350S23, 350S24, 350S25, 350S26, 350S27, 350S28, 350S29R1, 350S30, 350S31, 350S32, 350S33, 350S34, 350S35, 350S36R1, 350S37, 350S39, 350S40R1, 350S41, 350S42R1, 350S43, 350S44, 350S45R1, 350S46R1, 350S47R1, 350S48R1, 350S49R1, 350S50, 350S51R1, 350S52, 350S53, 350S54, 350S55, 350S56, 350S57, 350S58, 350S59, 350S60, 350S61, 350S62, 350S63, 350S64, 350S65, 350S66, 350S67, 350S68, 350S69, 350S70, 350S71R1, 350S72, 350S73R1, and 350S74R1 (of 1204) as shown on sheets 9 through 86 of this change order.

This change order resolves the costs associated with Contractor Request for Information (RFI) numbers 3160 and 3177R1 with respect to changes listed above.

For this work, the Contractor will receive a lump sum price of \$1,225,811.00. This sum constitutes full and complete compensation for furnishing all labor, material, tools and incidentals, including all markups by reason of this change.

Extra Work at Lump Sum.....\$1,225,811.00

Because the majority of the components of this change order are furnished by the Department, the Contractor is not responsible for testing power and/or functionality of the system as a whole, or any individual component furnished by the Department. The Department may choose to do their own testing of the system after installation. Any additional extra work for system functionality, resulting from testing performed by the Department, will be addressed in a separate change order.

The performance of this work shall be conditioned on access being available through the temporary elevator and should either through late delivery or impacts resulting from the design cause the completion of work to be impacted from not having access, additional costs from these impacts will be under a separate Contract Change Order (CCO).

CONTRACT CHANGE ORDER

Change Requested by: Engineer


CCO: 150 **Suppl. No.** 1 **Contract No.** 04 - 0120F4 **Road** SF-80-13.2/13.9 **FED. AID LOC.:**

The work referenced in this Contract Change Order (CCO) is not required for Seismic Safety Opening (SSO). Should effects resulting from the performance of this work, after achieving readiness for SSO and opening to public traffic, have an impact on the work performed additional warranted compensation will be provided in accordance with Standard Specifications Section 4-1.03, "Changes," under a separate CCO.


Estimated Cost: Increase Decrease \$1,225,811.00

By reason of this order the time of completion will be adjusted as follows: 0 Days


Submitted by

Signature  Resident Engineer William Casey, Supervising T.E. Date 7-10-13

Approval Recommended by

Signature  Program Manager Ken Tarpatra for Tony Anziano, Program Manager Date 7-16-13


Engineer Approval by

Signature  Program Manager Ken Tarpatra for Tony Anziano, Program Manager Date 8-8-13

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature  (Print name and title) BRIANA A. PETERSEN - PROJECT DIRECTOR Date 06AUG13

CONTRACT CHANGE ORDER MEMORANDUM

TO: Tony Anziano, Program Manager /			FILE: E.A. 04 - 0120F4	
FROM: Darryl Schram, Senior TE			CO-RTE-PM SF-80-13.2/13.9	
FED. NO. No				
CCO#: 150	SUPPLEMENT#: 1	Category Code: CBPC	CONTINGENCY BALANCE (incl. this change) \$78,796,147.22	
COST: \$1,225,811.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: BASE Camera Installation			PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: 2490 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 501 Day(s)	Percentage Time Adjusted: (including this change) 20 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 3

THIS CHANGE ORDER PROVIDES FOR:

Installing Bay Area Security Enhancement (BASE) cameras, motion sensors, and all of the supporting components.


The events of September 11, 2001, have caused the Department and California Highway Patrol (CHP) to reevaluate security measures on bridges. Enhanced security will be added on all Bay Area toll bridges under the program "Bay Area Security Enhancement" (BASE). Contract Change Order (CCO) 150 S0 "BASE Integration" furnished and installed two exclusive fiber trunk lines for Homeland Security cameras. This change order will install BASE cameras with all the associated electronic and motion sensors, which will be furnished under a separate contract.

The total cost of this change order is \$1,225,811.00 lump sum, which can be financed from the contingency fund. The cumulative total of CCO 150 S0 and S1 is \$1,408,571.00. A detailed cost analysis is on file.

No time adjustment is warranted as this change order does not affect the controlling operation.

This change order has concurrence from William Casey (Supervising TE), Tony Anziano (Program Manager), Rich Foley (HQ Oversight), Lina Ellis (Maintenance), and Jing Chen (District Design).

Toll Bridge Program Oversight Committee (TBPOC) approved this change order on June 6, 2013, in the not to exceed amount of \$1,400,000.00.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer: William Casey, Sup TE	Date	12/20/12	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Date		ITEMS	\$0.00	\$0.00
Project Engineer: District Design, Jing Chen	Date	1/2/13	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager: TB Program Manager, Tony Anzian	Date	6/21/13	AGREED PRICE	\$1,225,811.00	\$1,408,571.00
FHWA Rep.:	Date		ADJUSTMENT	\$0.00	\$0.00
Environmental:	Date		TOTAL	\$1,225,811.00	\$1,408,571.00
Other (specify): HQ, Rich Foley	Date	1/2/13	FEDERAL PARTICIPATION		
Other (specify): Struct. Maint, Lina Ellis	Date	12/26/12	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By: HQ, Larry Salhaney	Date	1/4/13	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:	Date		FEDERAL FUNDING SOURCE	PERCENT	
			6-27-13		

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 150 Suppl. No. 0 Contract No. 04 - 0120F4 Road SF-80-13.2/13.9 FED. AID LOC.:

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Furnish and install two exclusive fiber trunk (72 fiber) lines for Homeland Security cameras. There is one trunk line in each bridge structure (EB & WB) with loops at each end to provide redundancy for the system.

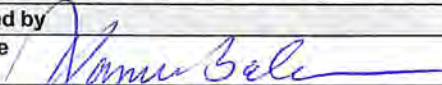
The following revised and supplemental plan sheets detail the changes addressed in this change order: 96R1, 99R2, 103R3, 103S2R2, 103S5R2, 136R2, 139S6, 149R4, 150R1, 151R1, 152R2, 153R2, 154R4, 155R2, 166S2R1, 168R4, 178R3, 178S1R1, 187R2, 217R2, 218R3, 219R2, 220R3, 221R2, 243R2, 356R1, 357S1R2, 357S2R2, 363R5, 363S1R1, 364R4, 375R5, 376R4, 405R1, 406R1, 407S6R3, 407S9R4, 407S13R1, 407S15R1, 407a11S01, and 407a11S02 (of 1204) as shown on sheets 2 through 42 of this change order.

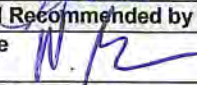
For this work, the Contractor will receive a lump sum price of \$182,760.00. This sum constitutes full and complete compensation for furnishing all labor, material, tools and incidentals including all markups by reason of this change.

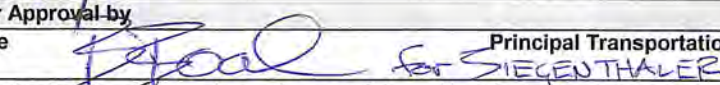
Extra Work at Lump Sum.....\$182,760.00

Estimated Cost: Increase Decrease **\$182,760.00**

By reason of this order the time of completion will be adjusted as follows: **0 Days**


Submitted by
Signature  Resident Engineer
Kannu Balan, Senior T.E. Date **7-21-11**

Approval Recommended by
Signature  Senior Transportation Engineer
William Shedd, Senior T.E. Date **7-26-11**

Engineer Approval by
Signature  Principal Transportation Engineer
Peter Siegenthaler, Prin. T.E. Date **29 JULY 2011**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by
Signature  (Print name and title) **BRIAN A. PETERSEN - PROJECT DIRECTOR** Date **28 JUL 11**

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 7/21/2011 Page 1 of 1

TO: Pete Siegenthaler, Prin TE /		FILE: E.A. 04 - 0120F4	
FROM: Kannu Balan, Senior TE		CO-RTE-PM SF-80-13.2/13.9	
		FED. NO.	
CCO#: 150	SUPPLEMENT#: 0	Category Code: CBPC	CONTINGENCY BALANCE (incl. this change) \$167,171,888.11
COST: \$182,760.00	INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>		HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: BASE Integration		PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: 2490 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 501 Day(s)	Percentage Time Adjusted: (including this change) 20 %
			Total # of Unreconciled Deferred Time CCO(s): (including this change) 2

THIS CHANGE ORDER PROVIDES FOR:

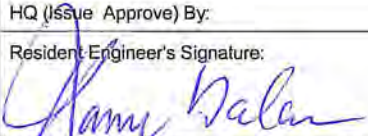
Furnishing and installing two exclusive fiber trunk (72 fiber) lines for Homeland Security cameras. There is one trunk line in each bridge structure (EB & WB) with loops at each end to provide redundancy for the system.

The design of the new SFOBB east span was completed prior to September 11, 2001, therefore no provisions for extensive security were included in the original design. The CHP has required the Department to enhance security on all Bay Area Toll Bridges under the program "Bay Area Security Enhancement" (BASE). This change order implements the requirements of CHP for installation of security cameras and the needed infrastructure throughout the new SFOBB east span.

The total cost of this change order is \$182,760.00, which can be financed from the contingency fund. A detailed cost analysis is on file.

No time adjustment is warranted as this change order does not affect the controlling operation.

This change order has concurrence from Peter Siegenthaler (Principal TE), Rich Foley (HQ Oversight), Ken Terpstra (Project Manager), Rick Morrow (Supervising BE), Wenyi Long (Design Oversight), Lina Ellis (Maintenance), and Jing Chen (District Design) May 12, 2011.

CONCURRED BY:			ESTIMATE OF COST	
Construction Engineer:	PCE, Pete Siegenthaler, Prin TE	Date 9/28/10	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Rick Morrow, Sup BE	Date 11/3/10	ITEMS	\$0.00
Project Engineer:	CT Oversight, Wenyi Long, P.E.	Date 12/9/10	FORCE ACCOUNT	\$0.00
Project Manager:	Proj Manager, Ken Terpstra	Date 12/9/10	AGREED PRICE	\$182,760.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00
Environmental:		Date	TOTAL	\$182,760.00
Other (specify):	HQ, Rich Foley	Date 9/30/10	FEDERAL PARTICIPATION	
Other (specify):	Struct. Maint, Lina Ellis	Date 12/9/10	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
District Prior Approval By:		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
HQ (Issue Approve) By:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
Resident Engineer's Signature:		Date	FEDERAL FUNDING SOURCE	PERCENT
			7-21-11	

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 12, 2014

FR: Tony Anziano – Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4a
Progress Reports
Item- FHWA 2014 Annual Report

Recommendation:

APPROVAL

Cost:

NA

Schedule Impacts:

NA

Discussion:

Attached, for TBPOC approval, is the 2014 Annual Update to the Financial Plan of the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, for submittal to the Federal Highway Administration (FHWA). The annual update provides information consistent with the published TBPOC quarterly reports.

The PMT has reviewed the report and recommends it for TBPOC approval

Attachment(s):

2014 Annual Update to the Financial Plan of the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project

**2014 ANNUAL UPDATE TO THE FINANCE PLAN
OF THE SAN FRANCISCO – OAKLAND BAY BRIDGE EAST SPAN SEISMIC SAFETY
PROJECT**

This annual update is submitted by the California Department of Transportation (Department) in accordance with the requirements of Section 1305 (b) of the Transportation Efficiency Act for the 21st Century, and Title 23 United States Code, Section 106 (h).

Introduction and Summary

The San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Safety Project (ESSSP) is part of the \$8,685.0 million Toll Bridge Seismic Retrofit Program (TBSRP). The TBSRP was established to finance the retrofit or replacement of seven state-owned toll bridges. The funding plan for the TBSRP was established by Senate Bill (SB) 60 in 1997, Assembly Bill (AB) 1171 in 2001, and AB 144/SB 66 in 2005.

AB 144 established a comprehensive financial plan for the TBSRP, including the consolidation and financial management of all toll revenues collected on the state-owned toll bridges in the San Francisco Bay Area under the jurisdiction of the Bay Area Toll Authority (BATA). The bill provides \$630 million in additional state funds and authorizes BATA to increase tolls on the Bay Area state-owned toll bridges by at least an additional \$1.00 on January 1, 2007 to provide adequate funding to complete the TBSRP.

In addition, AB 144 and SB 66 significantly strengthen the program and project oversight activities for the TBSRP. The bills created the Toll Bridge Program Oversight Committee (TBPOC) to implement project oversight and control processes for the TBSRP. The TBPOC is comprised of the Director of the Department of Transportation (Caltrans), the Executive Director of BATA, and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight activities include review and approval of contract bid documents, review and resolution of project issues, evaluation and approval of contract change orders and claims, and the issuance of monthly and quarterly progress reports.

Under AB 144, the baseline budget to retrofit or replace the seven state-owned toll bridges was set at \$7,785.0 million and a \$900.0 million program contingency, for a total program budget of \$8,685.0 million. The bill reaffirms the self-anchored suspension design for the SFOBB East Span connector. The budgeted total program costs and the funding sources remain unchanged from AB 144.

In January 2010, the seismic retrofit of the Antioch and Dumbarton bridges were added to the TBSRP per AB 1175. Based on AB 1175, the budget for the seismic retrofit of these two bridges is \$750.0 million. The total budget for AB 1171/AB 144/AB 1175 is \$9,435.0 million. See *Table 1 – Toll Bridge Seismic Retrofit Program Financial Status – Program Budget*.

Program Budget

AB 1171/AB 144/AB 1175 established a funding level of \$9,435.0 billion for the TBSRP. The entire program is financed through a combination of toll revenues, federal, state and local funds. See *Table 1 - Toll Bridge Seismic Retrofit Program Financial Status –Program Budget*.

Program Budget as of September 30, 2014 (\$ Millions)		
	Budgeted	Funding Available & Contributions
Financing		
Seismic Surcharge Revenue AB 1171	\$2,282	\$2,282.0
Seismic Surcharge Revenue AB 144	\$2,150	\$2,150.0
Seismic Surcharge Revenue AB 1175 ⁽²⁾	\$750	\$750.0
BATA Consolidation	\$820	\$820.0
Subtotal - Financing	\$6,002	\$6,002.0
Contributions		
Proposition 192	\$790	\$789.0
San Diego Coronado Toll Bridge Revenue Fund	\$33	\$33.0
Vincent Thomas Bridge	\$15	\$6.9
State Highway Account ⁽¹⁾	\$745	\$745.0
Public Transportation Account ⁽¹⁾	\$130	\$130.0
ITIP/SHOPP/Federal Contingency ⁽³⁾	\$448	\$448.0
Federal Highway Bridge Replacement and Rehabilitation (HBRR) ⁽³⁾	\$642	\$642.0
SHA - East Span Demolition	\$300	\$300.0
SHA - "Efficiency Savings"	\$130	\$130.0
Redirect Spillover	\$125	\$125.0
Motor Vehicle Account	\$75	\$75.0
Subtotal - Contributions	\$3,433	\$3,423.9
Total Funding	\$9,435	\$9,425.9
Allocated to Date		\$8,446.1
Remaining Unallocated		\$979.8
Expenditures		
Capital Outlay		\$6,500.0
State Operations		\$1,791.2
Antioch and Dumbarton Expenditures by BATA		\$12.2
Total Expenditures		\$8,303.4
Encumbrances		
Capital Outlay		\$135.5
State Operations		\$7.1
Total Encumbrances		\$142.6
Total Expenditures and Encumbrances		\$8,446.1

⁽¹⁾ The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.

⁽²⁾ As of January 1, 2010, seismic retrofitting of Antioch and Dumbarton Bridges became part of the Toll Bridge Seismic Retrofit Program with the passage of AB 1175.

⁽³⁾ The Skyway contract is the only contract in the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project with federal funds. The Federal Aid Project No. is 0801(090) for the amount of \$321,645,209.22.

Of the \$9,435.0 million budgeted for the TBSRP, \$8,446.1 million has been allocated, and \$8,303.4 million has been expended as of September 30, 2014.

In December 2005, CTC adopted a schedule of contributions to pledge state fund contribution to the financing of the TBSRP per BATA's adopted finance plan of the Toll Bridge Seismic Retrofit Program. See *Table 2 - Schedule of Contributions to the Toll Bridge Seismic Retrofit Program*. To date all funds identified in Table 2 have been transferred to BATA.

Table 2 - Schedule of Contributions to the Toll Bridge Seismic Retrofit Program (\$ in Millions)

Source	Description	2005 - 06 (Actual)	2006 - 07 (Actual)	2007 - 08 (Actual)	2008 - 09 (Actual)	2009 - 10 (Actual)	2010 - 11 (Actual)	2011 - 12 (Actual)	2012 - 13 (Actual)	2013 - 14 (Actual)	Total
AB 1171	SHA	290									290
	PTA	80	40								120
	Highway Bridge Replacement and Rehabilitation (HBRR)	100	100	100	42						342
	Contingency				1	99	100	100	148		448
AB 144	SHA*	2	8				53	50	17		130
	Motor Vehicle Account (MVA)	75									75
	Spillover		125								125
	SHA**									300	300
		547	273	100	43	99	153	150	165	300	1830

* Caltrans Efficiency Savings

** SFOBB East Span Demolition Cost

Program Financing and Cash Flow Projections

AB 144 consolidated the administration of all toll revenues collected on the state-owned Bay Area toll bridges and financing of the TBSRP under the jurisdiction of the BATA. BATA has direct programmatic responsibilities for the administration of all toll revenues collected on the state-owned bridges in the Bay Area and responsibilities for financial management of the TBSRP, including:

- Administrative responsibility for collection and accounting of all toll revenues.
- Authorization to increase tolls on the state-owned bridges by \$1.00, effective no sooner than January 1, 2007.
- Project level toll setting authority as necessary to cover additional cost increases beyond the funded \$900 million program contingency in order to complete the toll bridge seismic retrofit program.
- Assumption of funding all of the roadway and bridge structure maintenance from Caltrans once bridge seismic retrofit projects are completed.

In accordance with its responsibilities provided under the law, in September 2005, BATA adopted a finance plan for the TBSRP. The major components of the finance plan include:

- Issuing \$6.2 billion in debt, including defeasance of \$1.5 billion in outstanding State Infrastructure Bank bonds and commercial paper;
- Increasing tolls on the state-owned bridges by \$1.00 (from \$3.00 to \$4.00 for two-axle vehicles), effective January 1, 2007;
- Securing the maximum amount of state funding early in the construction schedule to most efficiently use toll funds (see discussion below); and,
- Locking in historically low interest rates to the extent possible in order to improve the chances that the entire toll program construction and the operations and maintenance can be delivered within the \$4.00 auto toll level.

In September 2005, BATA approved a Finance Plan for the TBSRP and other toll bridge improvement programs dependent on toll revenues from the state-owned bridges. The finance plan calls for \$6.2 billion in new debt issuances, including defeasance of the existing outstanding I-Bank bonds. Consistent with the finance plan, in December 2005, BATA approved the issuance of up to \$1.0 billion of 2006 toll bridge revenue bonds. The bond issuance will provide adequate cash flow to fund the SAS contract for the SFOBBESSSP, which was awarded on May 3, 2006.

Furthermore, in March 2006, BATA approved the issuance of \$1.3 billion in bonds to defease the I-Bank bonds approved in October 2005. Additionally, pursuant to the law, BATA held two public hearings, one in October and one in November 2005, to receive public testimony regarding the proposed \$1.00 seismic surcharge toll increase beginning on January 1, 2007 on the state-owned toll bridges in the Bay Area. BATA approved the toll increase on January 25, 2006.

Furthermore, SB 66, enacted on September 29, 2005, appropriates \$75 million of specified Motor Vehicle Account funds and \$125 million of other specified state funds for state-owned toll bridges in the Bay Area. These funds have already been transferred to the Toll Bridge Seismic Retrofit Account.

Furthermore, AB 1175, enacted on January 1, 2010, added the seismic retrofit of the Antioch and Dumbarton bridges to the TBSRP. BATA has taken action to raise tolls on the state-owned Bay

Area toll bridges to fund these projects. The toll increases went into effect in the summer of 2010. These increases include tolls for carpoolers and congestion pricing on the Bay Bridge. The total budget for the seismic retrofit of these two bridges per AB 1175 is \$750 million.

The following pro forma financial statement projects the financial operations and results for BATA for fiscal years 2015-2022. See *Table 3 – Bay Area Toll Authority Pro Forma Financial Projections*.

Table 3 - Bay Area Toll Authority Pro Forma Financial Projections
(\$ in Thousand)
Updated as of November 2013

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Operating Revenue								
Toll Revenue	\$ 650,795	\$ 654,049	\$ 657,319	\$ 660,606	\$ 663,909	\$ 667,229	\$ 670,565	\$ 673,917
Interest Income	11,220	36,453	31,752	26,775	24,347	24,883	26,602	27,807
Total Operating Revenue	\$ 662,015	\$ 690,502	\$ 689,071	\$ 687,381	\$ 688,257	\$ 692,112	\$ 697,167	\$ 701,724
Operating Expenses								
Other Operating Expenses*	\$ (46,263)	\$ (46,494)	\$ (46,727)	\$ (46,727)	\$ (46,727)	\$ (46,727)	\$ (46,727)	\$ (46,727)
Toll Operating Expenses	(77,927)	(79,529)	(88,449)	(90,357)	(92,316)	(94,328)	(96,396)	(98,520)
Total Operating Expenses	\$ (124,190)	\$ (126,023)	\$ (135,176)	\$ (137,084)	\$ (139,043)	\$ (141,055)	\$ (143,123)	\$ (145,247)
Net Before Debt Service	\$ 537,825	\$ 564,479	\$ 553,895	\$ 550,297	\$ 549,214	\$ 551,057	\$ 554,044	\$ 556,477
Debt Service	(423,362)	(442,178)	(448,753)	(444,037)	(447,880)	(449,541)	(483,640)	(484,042)
Net Operating Revenue	\$ 114,463	\$ 122,301	\$ 105,142	\$ 106,260	\$ 101,334	\$ 101,516	\$ 70,404	\$ 72,435
Debt Proceeds	848,015	-	-	-	-	-	-	-
Total Non Operating Revenue	\$ 848,015	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total TBSRP Expenses	\$ (410,058)	\$ (251,734)	\$ (151,800)	\$ (76,450)	\$ -	\$ -	\$ -	\$ -
Beginning Balance	\$ 1,494,290	\$ 1,492,046	\$ 1,008,683	\$ 826,720	\$ 720,962	\$ 686,454	\$ 751,843	\$ 785,826
Total Net Income	552,420	(129,433)	(46,658)	29,810	101,334	101,516	70,404	72,435
Misc Transfers/Costs	(554,661)	(353,933)	(135,305)	(135,568)	(135,842)	(36,127)	(36,421)	(36,727)
Ending Fund Balance	\$ 1,492,049	\$ 1,008,683	\$ 826,720	\$ 720,962	\$ 686,454	\$ 751,843	\$ 785,826	\$ 821,534

Base Assumptions:

Revenue Assumptions	flat in FY 2013 then .50% per year until 43.3 million vehicle cap, then flat
Bay Bridge	flat in FY 2013 then .50% per year growth
All Other Bridges	
Interest Earnings Assumptions	
Fund Balance Earnings	FY 2014- short/long term .74%, FY 2015 short term .74%, long term 3.46%
Debt Assumptions	
Future Subordinate Rate	6.25%
Floating Rate Bonds	.74%; support costs 1.0%; basis cost 0.16%
Unhedged Variable Rate	.74%
Term Notes	1.45% to term mode period, then 5.25% to maturity
Index Rate Notes	swap rate plus the fixed spread for synthetic fixed rate bonds and the fixed spread plus the short term interest rate assumption of 74 bp for unhedged
Expenses	
Operating and Maintenance	grow at 3% from 2009 levels

* BATA transfers to MTC

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Project Description

The SFOBBESSSP will be seismically retrofitted through the complete replacement of the existing span. The project includes construction of the Skyway portion of the bridge, which consists of two parallel concrete structures, each approximately 1.3 miles in length; an SAS bridge consisting of a 510-foot tower supporting a bridge deck connecting the Skyway to Yerba Buena Island Transition Structures (YBITS) on YBI and on the east end of the bridge connecting the bridge to the toll plaza area, and the demolition of the existing east span after the new bridge is completed.

The SFOBBESSSP now consists of 21 contracts. Construction of the Oakland Touchdown (OTD) Approach Structures, the YBITS, and the dismantling of the old East Span has been split into multiple contracts to facilitate construction flow and to accelerate some elements of work off the critical path for the completion of the new east span.

Current Status

The current 21 contracts for SFOBBESSSP are identified below:

Sixteen contracts are complete:

- Interim Retrofit (Existing Bridge)
- East Span Retrofit (Existing Bridge)
- Pile Installation Demonstration
- OTD Geofill
- YBI Archaeology
- United States Coast Guard (USCG) Road Relocation on YBI
- SAS Land Foundations (W2)
- YBI Electrical Substation
- OTD Submarine Cable
- Skyway
- SAS Marine Foundations (E2/T1)
- Stormwater Treatment Measures
- OTD Contract 1
- South/South Detour
- YBITS 1
- OTD Contract 2

Two contracts are under construction:

- SAS (98% complete as of September 2014)
- YBITS No.2 including the dismantling of the Cantilever Section (51% completed as of September 2014)

One Contract is advertised

- Dismantling of the 504'/288' Superstructures

Two contracts are in the Design Phase:

- YBITS No.3 Landscape contract
- Dismantling of the Marine Foundation (CM/GC contract)

The funding previously reserved under the OTD Electrical System was distributed to the contracts where the installation had taken place.

Project Timeline/Implementation Plan

On September 2, 2013, the new East Span of the San Francisco-Oakland Bay Bridge opened to traffic and seismic safety was achieved. Construction activities on SAS, YBITS1, YBITS 2 and OTD No. 2 contracts and the dismantling of the old East Span will continue beyond the opening of the new East Span. For the SAS contract, there are the tower elevator installation, travelers installation, the steel saddle retrofit, electrical and mechanical work to be performed under the deck as well as on-going punchlist. Since last update, the construction of the YBITS1 contract was completed. For the YBITS 2 contract, construction to build the new EB on-ramp to Route 80, and to restore the local roads on YBI that are impacted by the construction of the new East Span are on-going. Also, the dismantling of the Cantilever of the old East Span was included in the YBITS 2 contract. For the OTD No. 2 contract, construction was completed and the remaining work is for plant establishment. The demolition of the original East Span is scheduled to be completed in 2018, approximately five years after the new East Span is open to traffic; thereby, the delivery of the TBSRP.

The schedules of the construction contracts are listed in *Table 4 – SFOBBESSSP Baseline and Projected Schedule Summary*.

Table 4 - SFOBBESSSP Baseline and Projected Schedule Summary

Contract	AB 144/SB 66 Baseline Project Completion Date (a)	Approved Changes (Months) (b)	Current Approved Schedule (c) = (a) + (b)	3rd Quarter 2014 Forecast Project Completion date (d)	Variance (Months) (e)=(d)-(c)
Skyway	April 2007	8	December 2007	December 2007	
SAS Marine Foundation	June 2008	(5)	January 2008	January 2008	
SAS Superstructure	March 2012	33	December 2014	December 2014	
YBI Detour	July 2007	39	October 2010	October 2010	
YBI Transition Structures (YBITS)	November 2013	36	November 2016	January 2017	2
YBITS 1			February 2014	February 2014	
YBITS 2			November 2016	January 2017	2
Oakland Touchdown	November 2013	10	September 2014	September 2014	
OTD1			June 2010	June 2010	
OTD 2			September 2014	September 2014	
Submarine Cable			January 2008	January 2008	
Existing Bridge Demolition	September 2014	42	March 2018	July 2018	4
Stormwater Treatment Measures	March 2008		March 2008	March 2008	
Westbound Open	September 2011	24	September 2013	September 2013	
Eastbound Open	September 2012	12	September 2013	September 2013	

For additional information regarding the Implementation Plan, see *Attachment 1 - San Francisco Bay Area, Toll Bridge Seismic Retrofit and Regional Measure 1 Programs – 2014 Third Quarter Project Progress and Financial Update*.

Cost Estimate

TBSRP Reporting

The Department, together with the TBPOC, uses three primary measures to monitor and report the financial status of the SFOBB ESSSP: the Baseline Budget established by California AB 144 of 2005, the current TBPOC Approved Budget, and the current Forecast Cost.

Baseline Budget

The budget established when AB 144 became law in July 2005 is the baseline budget.

Forecast Cost

The TBSRP forecast cost at completion depends on the quality of plans, contractor's performances, construction administration and effectiveness of implementing risk mitigation measures. Consequently, the Department has undertaken a probabilistic assessment of the expected program cost at completion. Quantitative cost risk analyses associated with TBSRP Capital Outlay (CO) and Capital Outlay Support (COS) are reported in the Quarterly Risk Management Report (QRMR) and considered in the TBPOC's cost forecasts.

Cost History

The AB 144/SB 66 baseline budget for the Toll Bridge Program established in 2005 is \$8,685.0 million with \$900 million in Program Contingency. In 2010 with the passage of AB 1175, additional \$750 million was added to the TBSRP Budget. Since then, TBPOC made a series of reductions to the Approved Program Budget. Currently, the TBPOC Approved Program Budget is \$8,952.0 million, \$8,685.0 million from AB 144/SB 66 and \$267.0 million from AB 1175. The Program Contingency balance at the end of the 3rd Quarter 2014 is \$135.2 million.

The AB 144/SB 66 baseline budget for SFOBBESSSP is \$5,486.6 million with \$959.3 million in COS and \$4,527.3 million in CO. The current TBPOC approved budget is \$6,397.0 million, an increase of \$910.4 million from the AB 144/SB 66 baseline budget. The Third Quarter 2014 forecast of the SFOBBESSSP is \$6,498.2 million. The additional budget is funded by redirected project savings from the Richmond-San Rafael Bridge, savings from other completed contracts within the East Span, and from the program contingency. See *Table 5 - Toll Bridge Seismic Retrofit Program, Cost History*.

Table 5 - Toll Bridge Seismic Retrofit Program, Cost History (\$ in Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget	3rd Quarter 2014 Forecast	Variance
a	b	c	d = b + c	f	g = f - d
Completed Projects					
Benicia-Martinez	177.8	0.0	177.8	177.8	0.0
Carquinez	114.2	0.0	114.2	114.2	0.0
San Mateo-Hayward	163.5	-0.1	163.4	163.4	0.0
Vincent Thomas	58.5	-0.1	58.4	58.4	0.0
San Diego-Coronado	103.5	-0.9	102.6	102.6	0.0
SFOBB West Span	307.9	-5.7	302.2	302.2	0.0
Richmond-San Rafael	914.0	-97.5	816.5	794.5	-22.0
SFOBB West Approach	429.0	40.7	469.7	457.4	-12.3
Antioch		70.8	70.8	70.8	0.0
Dumbarton		114.2	114.2	113.6	-0.6
Ongoing Projects					
SFOBB East Span	5,486.6	910.4	6,397.0	6,498.2	101.2
Capital Outlay Support	959.3	346.2	1,305.5	1,345.4	39.9
Capital Outlay	4,527.3	564.2	5,091.5	5,152.8	61.3
Skyway *	1,293.0	-55.8	1,237.2	1,237.2	0.0
SAS Superstructure	1,753.7	293.1	2,046.8	2,060.4	13.6
SAS E2/T1 Foundations	313.5	-38.7	274.8	274.8	0.0
YBI South/South Detour	131.9	341.4	473.3	473.3	0.0
YBI Structures	299.3	0.1	299.4	328.6	29.2
YBITS 1			203.7	201.0	-2.7
YBITS 2			92.4	124.3	31.9
YBITS 3			3.3	3.3	0.0
Oakland Touchdown	283.8	46.8	330.6	332.8	2.2
OTD Submarine Cable			5.7	5.7	0.0
OTD Westbound			205.3	205.3	0.0
OTD Eastbound			72.6	75.4	2.8
OTD2 Detour			47.0	46.4	-0.6
OTD Electrical Systems			0.0	0.0	0.0
Existing Bridge Demolition	239.2	7.3	246.5	266.6	20.1
Dismantling the Cantilever Section			69.0	67.0	-2.0
Dismantling the 504'/288' Superstructures				92.5	
Dismantling the Marine Foundations				107.1	
Stormwater Treatment Measures	15.0	3.3	18.3	17.3	-1.0
East Span Completed Projects	90.4	-0.5	89.9	90.5	0.6
Right-of-Way and Environmental Mitigation	72.4	0.0	72.4	69.0	-3.4
Other Budgeted Capital	35.1	-32.8	2.3	2.3	0.0
Miscellaneous Program Costs	30.0	0.0	30.0	30.0	0.0
Subtotal TBSRP (CO and COS)	7,785.0	1,031.8	8,816.8	8,883.1	66.3
Net Programmatic Risks				104.6	104.6
Program Contingency	900.0	-764.8	135.2	-35.7	-170.9
TOTAL	8,685.0	267.0	8,952.0	8,952.0	0.0

Note:

*The Skyway contract is the only contract in the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project with federal funds.

The Federal Aid Project No. is 0801(090) for the amount of \$321,645,209.22.

Details may not sum to totals due to rounding effects.

Summary of Significant Cost Change

The TBSRP Quarterly Report includes a discussion of the status of TBSRP projects and financial information consisting of baseline costs and forecast costs. The TBSRP Quarterly Report currently includes a discussion of risks and the adequacy of Program Contingency provided by Risk Management.

Caltrans continuously evaluates project and contract cost forecasts. The forecast as of September 30, 2014, the AB 144/SB 66 baseline budget, and the TBPOC approved budget are shown in *Table 5 - Toll Bridge Seismic Retrofit Program, Cost History*.

Since AB 144/SB 66 became law, the SFOBBESSSP budget has increased by \$901.4 million, \$346.2 million in COS and \$564.2 million in CO. The significant changes in CO are:

- A decrease of \$55.8 million in CO budget for the Skyway contract due to savings after contract closeout. The construction was completed in 2008.
- In the third quarter of 2010, the TBPOC approved a revised CO budget for the SAS. The additional \$293.1 million have been used to facilitate the execution of significant change orders to resolve outstanding contract issues and to provide incentives for accelerating the opening of the new bridge. The current revised budget is \$2,046.8 million. The forecast for the SAS is currently \$2,060.4 million. This forecast includes work required to fix the failed bolts connecting the E2 bearings to Pier E2.
- A decrease of \$38.7 million in the CO budget for the SAS Marine Foundation (E2/T1) contract due to savings after contract closeout. The construction was completed in 2008.
- In June 2008, the TBPOC approved a number of changes to the YBI South/South Detour (SSD) contract to better integrate the detour work into the current project schedule and to reduce overall project risks. These changes were to mitigate risks related to the tie-in of the detour viaduct to the existing viaduct as well as mitigate the overall schedule risks. The current TBPOC approved CO budget is \$473.3 million, an increase of \$341.4 million over the AB 144/SB 66 baseline budget. The construction was completed in 2010.
- To mitigate any potential schedule risk, it was proposed that the OTD2 Detour be built in advance (in 2011) rather than have it built later under the OTD2 contract. In the first quarter of 2011, the TBPOC approved the budget to advance the construction of the OTD2 Detour. The original approved CO budget for the OTD2 Detour was \$51.0 million and subsequently was revised to \$47.0 million. The current CO forecast for the OTD2 Detour is \$46.4 million.

All of the approved cost increases discussed above can be funded from a combination of savings from closeout contracts (Richmond-San Rafael, Skyway, and SAS Marine Foundation, OTD1, South-South Detour), and also from the program contingencies.

For additional information, please refer to *Appendix B - TBSRP East Span Only AB 144/SB66 Baseline Budget, Forecasts, and Expenditures through September 30, 2014*, pages 42 - 44 in the *Attachment 1 - San Francisco Bay Area, Toll Bridge Seismic Retrofit and Regional Measure 1 Programs, 2014 Third Quarter Project Progress and Financial Update*.

SFOBBESSSP Risk Management

Caltrans continues to implement comprehensive risk management on all SFOBBESSSP contracts in accordance with AB 144. Currently, Caltrans and BATA have embarked on an initiative to manage risk jointly. Risk response efforts continue to focus on encouraging responsive bids for future contracts and mitigating the estimated cost and schedule impacts of identified risks. Updates of these risk management activities are included in *Attachment 1– San Francisco Bay Area, Toll Bridge Seismic Retrofit and Regional Measure 1 Programs, 2014 Third Quarter Project Progress and Financial Update*.

Cost and schedule risk management activities are ongoing for all contracts. The “bottom line” of cost risk analysis is whether the Program Reserve remains adequate to cover project risks. AB144 requires Caltrans to regularly assess the adequacy of the Program Reserve.

AB 144 set a \$900 million Program Reserve (also referred to as the Program Contingency). The TBPOC approved Program Contingency is at \$135.2 million as of the end of the third quarter 2014. Each contract has a contingency allowance within its budget. The sum of these contingency allowances is compared to the total of capital outlay (CO), capital outlay support (COS) and program-wide risks. Any excess of the risks over the contingency allowances represents a potential draw on the Program Contingency (the reserve). As of the end of the third quarter 2014, the potential draw on Program Contingency ranged from about \$90 million to \$250 million, as shown in Figure 1.

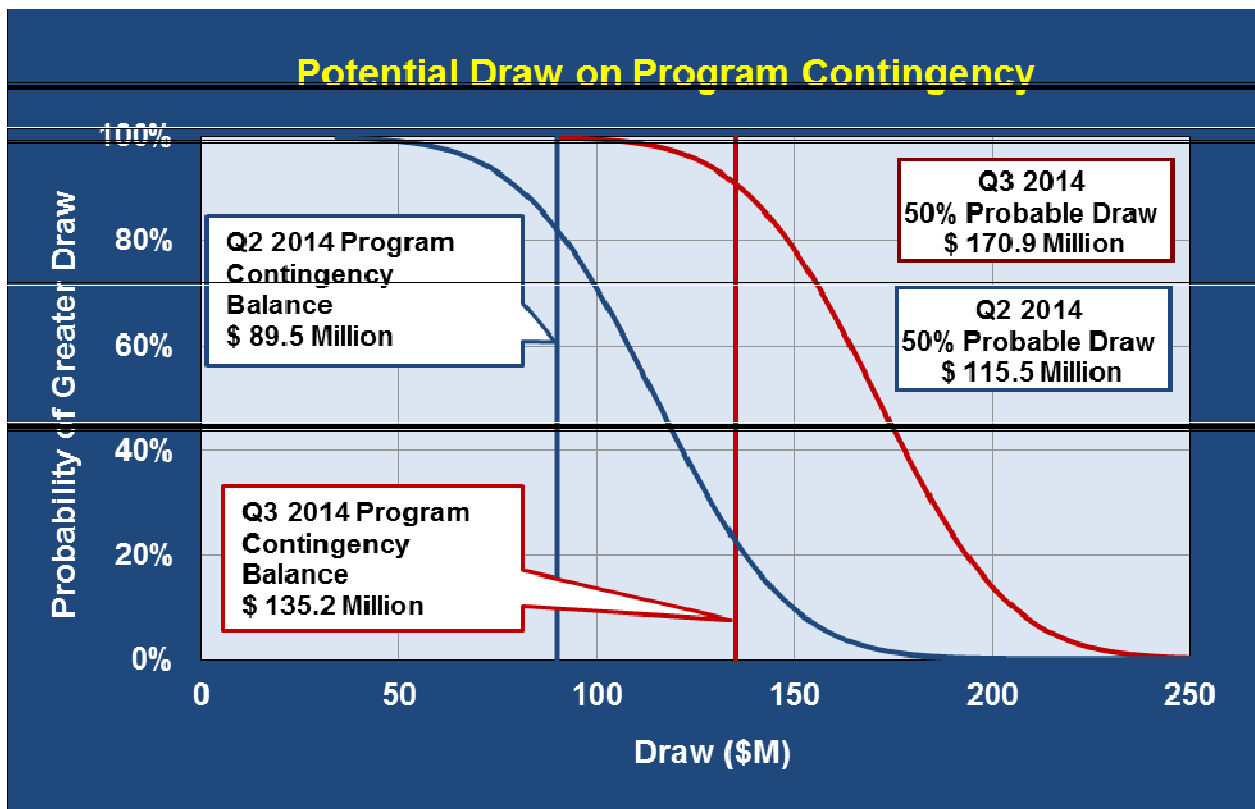


Figure 1. Potential Draw on Program Contingency

The Program Contingency is currently sufficient to cover the cost of identified risks.

Figure 2 shows the risk trend since 2007.

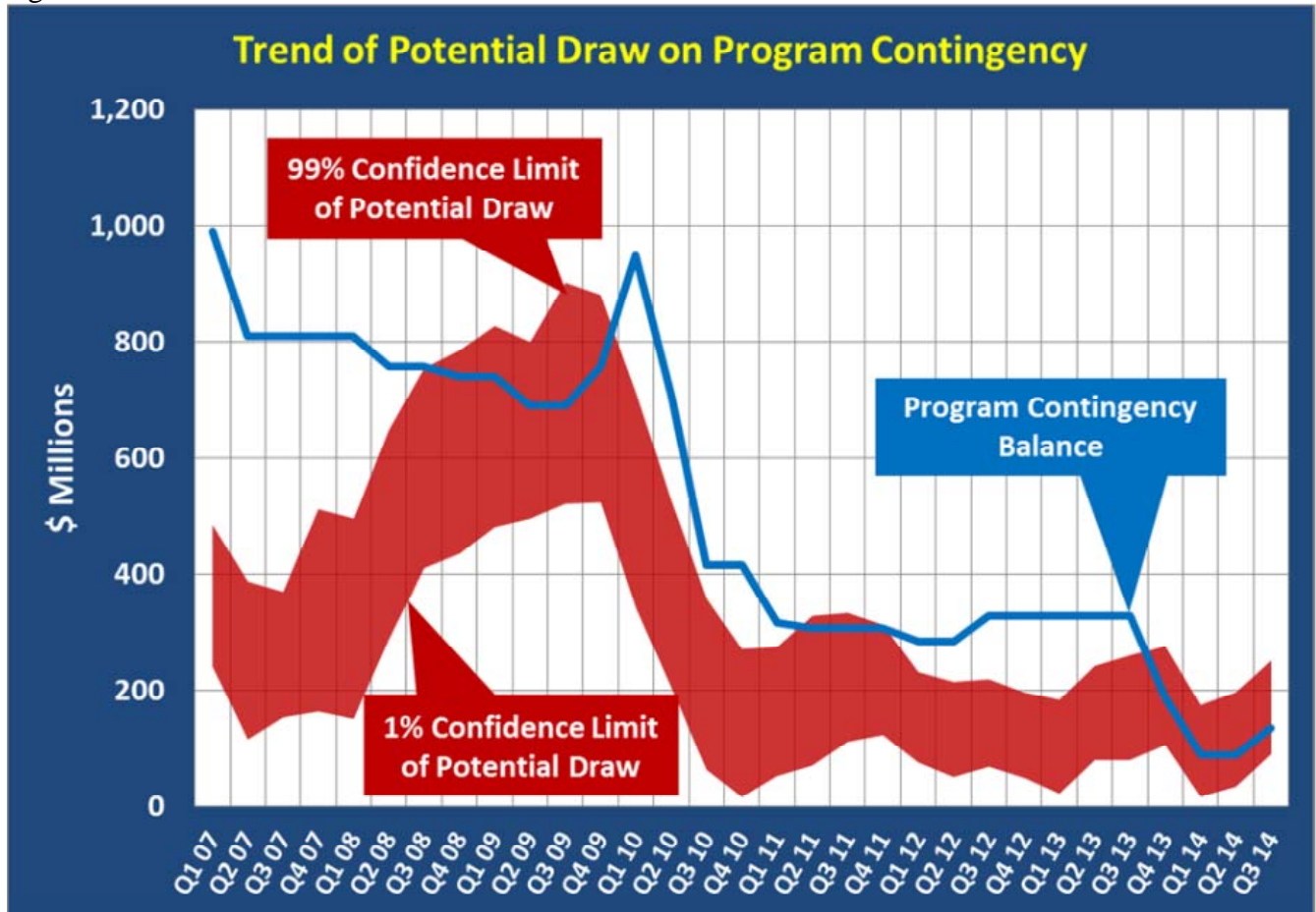


Figure 2 – Risk Trend

The solid area depicts the range of the total cost of all capital outlay, capital outlay support and program-wide risks. Total Contingency is the sum of remaining contingency allowances of the contracts plus the balance in the Program Contingency.

Since the previous Financial Update, the risk cost range has narrowed somewhat while the Program Contingency balance has remained unchanged. The Program Contingency is sufficient to cover the cost of identified risks.

Risk Management Milestones

The opening of the East Span of the SFOBB to traffic on Labor Day 2013 represented a significant milestone for the risk management team. The bike path on the Oakland side is no longer under detour and in the final alignment. The removal of the existing structure is underway. The separation of the cantilever truss to two separate cantilevers was a significant engineering challenge and was executed with precision. Delivery of the two remaining dismantling contracts is underway.

The foundation removal project was procured using the Contract Manager/General Contractor (CM/GC) method. The project was awarded in July 2014 to a joint venture of Kiewit/Manson. The bid opening of the contract to dismantling the 504'/288' superstructure east of the cantilever has been postponed to February 2014 as the Management Teams converge on a methodology to address deterrence measures for birds during the nesting season.

Major Risk Responses

Risk identification, updating and mitigation activities are ongoing on all contracts in the project.

1. SAS Project

In March 2013, a high percentage of the bolts connecting the E2 bearings to E2 broke after being tensioned. These bolts failed as a result of hydrogen embrittlement issues and cannot be replaced. The existing bolts were abandoned and a retrofit designed by Caltrans and the contractor replaced the capacity to meet the intent of the original design. The permanent retrofit was put into service on December 18th 2013. This schedule was within the range estimated by risk management.

The project team continues to investigate the cause of the failure of the bolts at Pier E2 and how that could impact bolts of similar type on the project. They published a draft report of findings. A final report is anticipated by the end of the calendar year or shortly thereafter. Stress corrosion test have been completed. An investigation on the effectiveness of field grouting of the tower anchor rods is underway. The SAS contractor is expected to complete field work by the end of the year.

2. Dismantling Projects

Aggressive planning continues for dismantling the marine foundations and trusses of the old East Span. Obtaining permits for the marine structures removal will be the most challenging portion of this contract because it involves underwater work in the San Francisco Bay. Caltrans has engaged various environmental, hydro-acoustic, and water quality experts to prepare the permitting documents, and assist in mitigating the identified risks.

For all dismantling projects, environmental issues have the potential to lengthen the time to project completion. These risks include: bird nesting, hazardous materials, accidental discharge into the Bay, marine environment work windows, and air quality management. They are being closely monitored and mitigated to the extent possible.

Summary

The enactment of AB 144 provides the financing necessary to complete the TBSRP as quickly as possible. The bill required the Department and BATA to amend the cooperative agreement to incorporate certain oversight and control responsibilities of each agency. The bill also required the formation of a Toll Bridge Program Oversight Committee, comprised of the Director of Caltrans, the Executive Director of the BATA, and the Executive Director of the CTC.

All of these requirements have been met. In addition, AB 144 specifies BATA has financial control of the program while the Department has the responsibility for construction. The bill provides that any further cost increases must be paid by BATA.

BATA has the authority to increase tolls to fund these potential cost increases, if necessary. The bill gives BATA control of all three existing dollars and the new fourth dollar imposed on January 1, 2007.

In 2010 AB 1175 became law and the seismic retrofit of the Antioch and Dumbarton Bridges was added to the Toll Bridge Seismic Retrofit Program. The total Toll Bridge Seismic Retrofit Program budget from AB 144/SB 66 and AB 1175 is \$9,435.0 million. As of September 30, 2014 the TBPOC Approved Program Budget is \$8,952.0 million and the approved budget for SFOBBESSSP is \$6,397.0 million. The demolition of the marine foundations of the original East Span is expected to be completed in 2018.

No change in federal funds has occurred from the 2013 financial update. The Federal-aid used on the San Francisco-Oakland Bay Bridge Seismic Retrofit Project was on the Skyway contract, FPN 0801(090). The final authorization was \$323.0 million and the actual expenditure at contract closed out was \$321,645,209.22. The request to release the unused balance of \$1,354,790.78 was made in December 2012. No other federal funds will be used on this project in the future.

The following attachment incorporated by reference to this annual update:

Attachment 1 - San Francisco Bay Area, Toll Bridge Seismic Retrofit and Regional Measure 1 Programs, 2014 Third Quarter Project Progress and Financial Update.

ITEM 5: PROGRAM ISSUES

- a. Capital Outlay Support (COS) Mitigation
Plan**

**Attachments to be sent under separate cover

**ITEM 6: SAN FRANCISCO-OAKLAND BAY
BRIDGE UPDATES**

a. SAS Update**

**Attachments to be sent under separate cover

ITEM 7: OTHER BUSINESS

- a. Report on matters discussed and actions taken at Urgent Meeting
- b. Report on matters discussed and actions taken during Executive Session

ITEM 8: GENERAL PUBLIC COMMENT