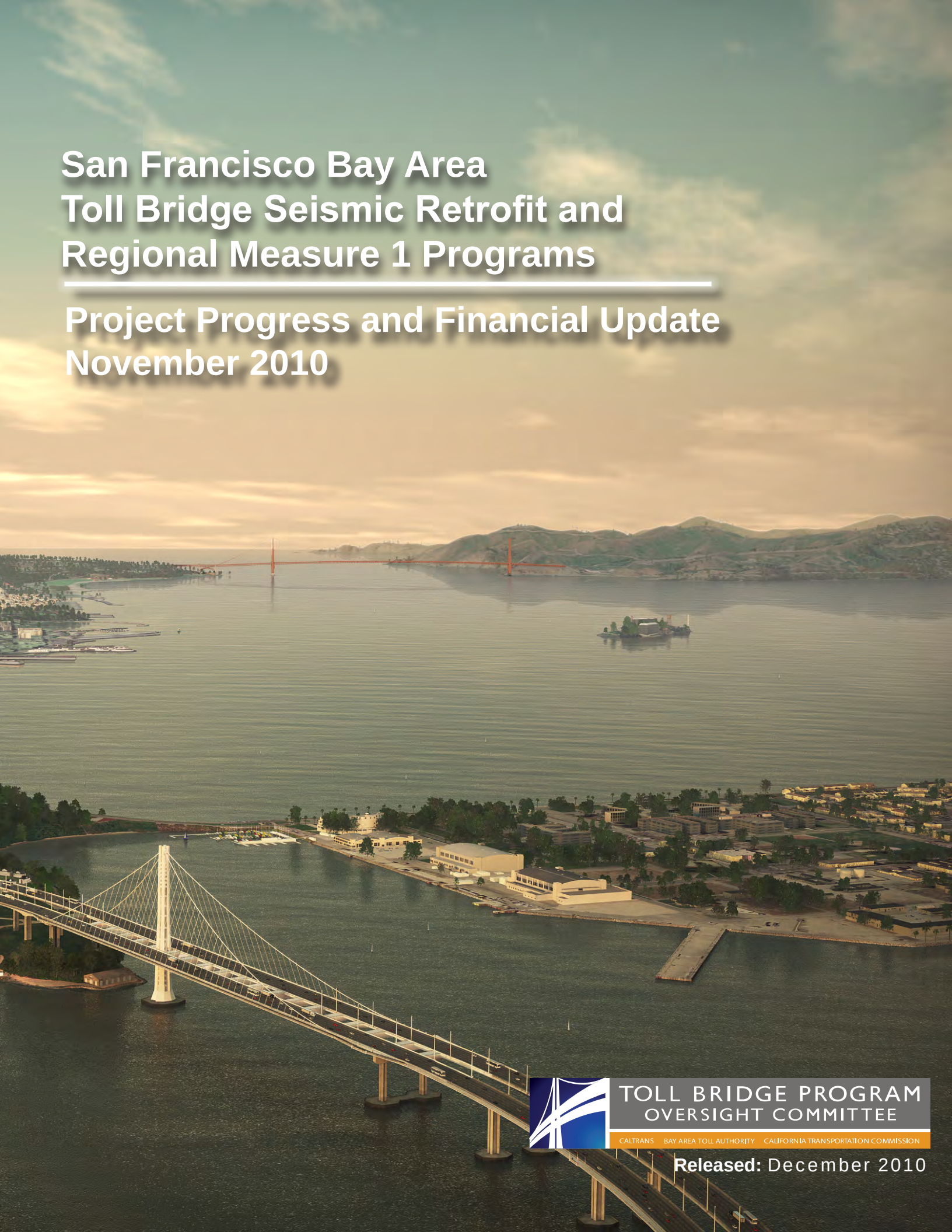
San Francisco Bay Area Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Project Progress and Financial Update November 2010



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: December 2010

Roadway Box 9 West Arriving by Tugboat for Installation

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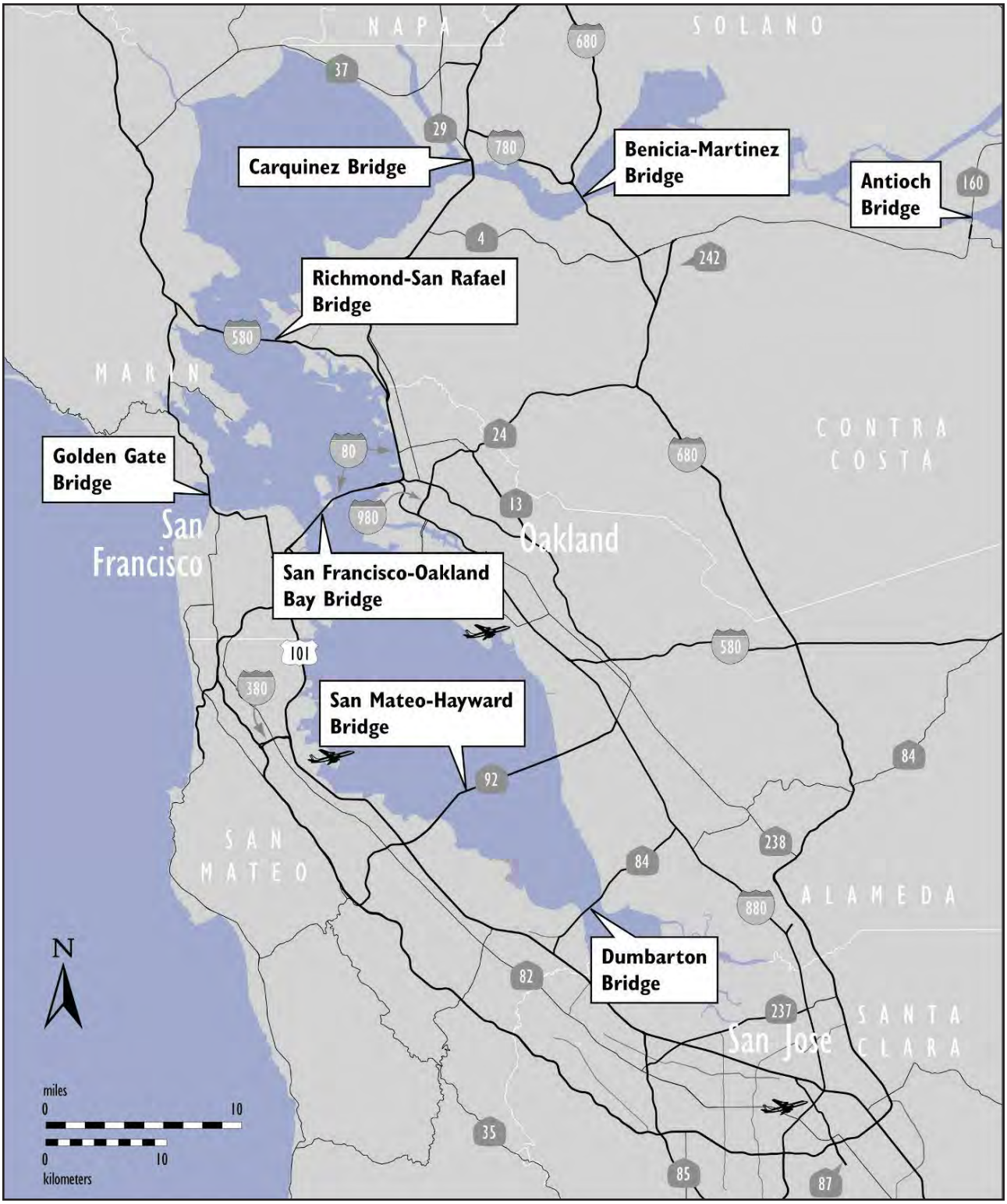
Map of Bay Area Toll Bridges



*** The Golden Gate Bridge is owned and operated by the Golden Gate Bridge, Highway, and Transportation District.**

Introduction

In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge and State Toll Bridge Seismic Retrofit Program projects. The TBPOC consists of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the Committee) and preparing project reports. AB 144 identified the Toll Bridge Seismic Retrofit Program (TBSRP) and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. In January 2010, Assembly Bill (AB) 1175 (Torlakson) amended the TBSRP to include the Antioch and Dumbarton seismic retrofit projects. The current Toll Bridge Seismic Retrofit Program is as follows:

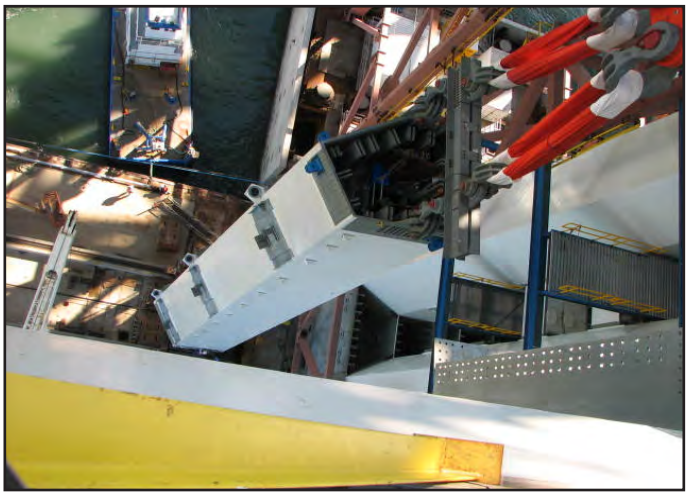
Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
Dumbarton Bridge Seismic Retrofit	Construction
Antioch Bridge Seismic Retrofit	Construction
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
1958 Carquinez Bridge Seismic Retrofit	Complete
1962 Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The New Benicia-Martinez Bridge is part of a larger program of toll-funded projects called the Regional Measure 1 (RM1) Toll Bridge Program under the responsibility of BATA and Caltrans. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

Regional Measure 1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
1962 Benicia-Martinez Bridge Reconstruction	Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

SAS Roadway Box 9E in Place



SAS T1 LIft 2 Second Shaft Being Raised into Position

SAS Eastbound Bike Path Support Beams and Skyway

Toll Bridge Seismic Retrofit Program Risk Management

A major element of the 2005 AB144, the law creating the TBPOC, was legislative direction to implement a more aggressive risk management program. Such a program has been implemented in stages over time to ensure development of a robust and comprehensive approach to risk management.

A comprehensive risk assessment is performed for each project in the program on a quarterly basis. Based upon those assessments, a forecast is developed using the average cost of risk. These forecasts can both increase and decrease as risks are identified, resolved or retired. Nonetheless, assurances have been made that the public is informed of the risks that have been identified and the possible expense they could necessitate.

As of the end of the third quarter of 2010, the 50 percent probable draw on Program Contingency is $210 million. The potential draw ranges from about $75 million to $350 million. The current Program Contingency balance is sufficient to cover the cost of currently identified risks. Risk mitigation actions are continuously developed and implemented to reduce the potential draw on the Program Contingency.

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project

SAS Superstructure Contract

The prime contractor constructing the Self-Anchored Suspension (SAS) Bridge from the completed Skyway to Yerba Buena Island is a joint venture of American Bridge/Fluor (ABF). Significant progress is being made both in the Bay Area and around the world. The first 18 of 28 steel roadway boxes have arrived and 16 were lifted into place as of mid-October 2010. The second shipment of tower lift shafts have been placed into position on top of the tower foundation. The two steel roadway boxes 10 east and westbound and tower lift 3 shafts are forecast to be shipped on November 15, 2010 and are expected to arrive at Pier 7 in Oakland in mid-December, 2010.

These boxes, fabricated in Shanghai, China, join other bridge components that have been arriving from around the country and the world. All bridge components undergo a rigorous quality review by the

San Francisco-Oakland Bay Bridge Detour Structure Completed over the Labor Day Weekend 2009

fabricator, ABF, and Caltrans to ensure that only bridge components that have been built in accordance to the specifications will be shipped. Shipments of roadway and tower boxes will continue throughout the year.

The completion of the last roadway sections at the east end of the new span are on the critical path and the east end fabrication has been delayed due to the complexity of the work. In September 2010, the TBPOC negotiated a change to the contract with the contractor to address these challenges, mitigate delays, and to accelerate the remaining work with a goal of opening the bridge to traffic by 2013. The change agreed to is a "seismic safety opening" of the bridge to traffic before non-essential systems are completed, like architectural lighting or removal of unneeded temporary support structures. This October, ABF presented an accelerated schedule (for the "seismic safety opening"), which is currently under evaluation.

To fund the change and replenish contract contingency, the TBPOC approved an amendment to the budget for the SAS contract to be consistent with the $2.0 billion Second Quarter 2010 forecast which resulted in an approved budget increase of $293 million. This action will not require any change to the overall Toll Bridge Seismic Retrofit Program budget because there are adequate program contingency funds available to cover this budget change for the SAS contract.

Yerba Buena Island Detour Contract

The area was completely turned over to the Yerba Buena Island Transition Structures (YBITS) #1 contractor effective October 1, 2010, and the detour contractor, CC Myers, demobilized in early October 2010. Caltrans accepted the contract on October 22, 2010.

Yerba Buena Island Transition Structures #1 Contract

The YBITS#1 contract has been awarded to MCM Construction, the same contractor that completed the Oakland Touchdown (OTD) #1 contract. MCM mobilized and began delivering equipment and material to start construction in September 2010, and has had total access to the area since October 1, 2010.

Yerba Buena Island Transition Structures Columns

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

Oakland Touchdown Bike Path and Hand Railing

Oakland Touchdown Service Platforms Installed

Dumbarton Bridge 48-inch Diameter Pipe Piles Arrive at Project Site

Oakland Touchdown #1 Contract

The Oakland Touchdown (OTD) #1 contractor, MCM Construction completed the work on June 8, 2010. The contract constructed the westbound approach from the toll plaza to the Skyway structure and the portion of the eastbound approach that is not in conflict with the existing bridge structure.

TBSRP Capital Outlay Support

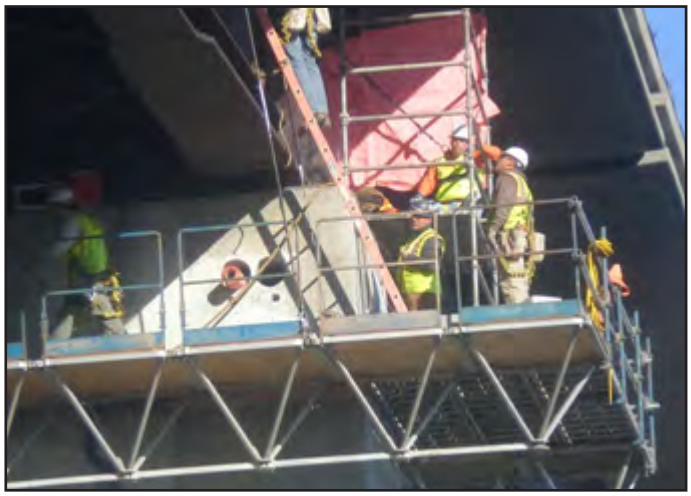
The capital outlay support (COS) budget, originally established as a part of AB 144 in 2005, was based on a schedule that assumed bridge opening in 2012. After the SAS contract was rebid, interested contractors requested an additional year to be added to the schedule. To ensure a competitive bidding pool, the TBPOC changed the approved schedule to reflect bridge opening in 2013, but delayed increasing the COS budget to cover the project extension with the belief that an accelerated early completion was still possible and that COS costs could be contained. Since that time, early completion has not materialized and the TBPOC has subsequently approved COS budget increases to be funded from the COS reserves set aside within the original program contingency for project extensions or delays. Opportunities to economize and reduce costs in this area will continue to be pursued. However, additional COS is forecast to be needed from the program contingency.

TBSRP Programmatic Risks

This category includes risks that are not yet scoped within existing contracts and/or that spread across multiple contracts. The interdependencies between all of the contracts in the program result in the potential for one contract's delay to impact the entire program that are accounted for in the net programmatic risks.

Dumbarton Bridge Seismic Retrofit

On June 15, 2010, Caltrans opened seven bids for the Dumbarton Bridge Seismic Retrofit Project. The low bidder, Shimmick Construction Company, Inc. was substantially less than the engineer's estimate. Given the low bid and the current estimated support costs and project contingencies, on September 2, 2010, the TBPOC was requested to amend the project budget to $149 million, which is $216 million below the original estimate.



Antioch Bridge Position of Vertical Stiffeners

Antioch Bridge Seismic Retrofit

Bids for the Antioch Bridge Retrofit Contract were opened on March 10, 2010. The contract was awarded to California Engineering Contractors, Inc. on April 22, 2010. The awarded contract was significantly less than the engineer's estimate for the work and has resulted in a sizeable cost forecast reduction. The original budget for the project was $267 million. Because of the low bid, the TBPOC has reduced the project budget to $101 million. The retrofit is forecast to be completed by May 2012.

Antioch Bridge Piers Being Fitted for Construction Access Scaffolding

Regional Measure 1 Toll Bridge Program (RM1)

Interstate 880/State Route 92 Interchange Reconstruction Project

Work is now ongoing on the remaining northern half of the separation structure. The project is forecast to be substantially completed in September 2011, pending weather or unforeseen construction delays.

92/880 NWCONN Bridge Construction in Progress

Toll Bridge Seismic Retrofit Program Cost Summary

	Contract Status	AB 144/SB 66 Budget (July 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (October 2010)	Cost to Date (October 2010)	Current Cost Forecast (October 2010)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
SFOBB East Span Seismic Replacement								
Capital Outlay Construction								
Skyway	Completed	1,293.0	(38.9)	1,254.1	1,236.9	1,254.1	-	●
SAS Marine Foundations	Completed	313.5	(32.6)	280.9	274.8	280.9	-	●
SAS Superstructure	Construction	1,753.7	293.1	2,046.8	1,189.8	2,097.4	50.6	●
YBI Detour	Completed	131.9	360.9	492.8	461.3	487.5	(5.3)	●
YBI Transition Structures (YBITS)		299.3	(93.0)	206.3	15.8	243.9	37.6	●
YBITS 1	Construction			*144.0*	*15.8*	*169.5*	*25.5*	●
YBITS 2	Design			*59.0*	-	*71.1*	*12.1*	●
YBITS Landscaping	Design			*3.3*	-	*3.3*	-	●
Oakland Touchdown (OTD)		283.8	4.2	288.0	209.1	280.2	(7.8)	●
OTD 1	Completed			*212.0*	*201.3*	*203.4*	*(8.6)*	●
OTD 2	Design			*62.0*	-	*62.8*	*0.8*	●
OTD Electrical Systems	Design			*4.4*	-	*4.4*	-	●
Submerged Electric Cable	Completed			*9.6*	*7.9*	*9.6*	-	●
Existing Bridge Demolition	Design	239.2	(0.1)	239.1	-	233.0	(6.1)	●
Stormwater Treatment Measures	Completed	15.0	3.3	18.3	16.7	18.3	-	●
Other Completed Contracts	Completed	90.4	(0.1)	90.3	89.9	90.4	0.1	●
Capital Outlay Support		959.3	203.0	1,162.3	882.2	1,282.5	120.2	●
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.3	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	●
Total SFOBB East Span Replacement		5,486.6	696.5	6,183.1	4,428.5	6,348.3	165.2	
Antioch Bridge Seismic Retrofit								●
Capital Outlay Construction and Mitigation	Construction		70.0	70.0	8.3	63.6	(6.4)	●
Capital Outlay Support			31.0	31.0	16.6	35.5	4.5	●
Total Antioch Bridge Seismic Retrofit		-	101.0	101.0	24.9	99.1	(1.9)	
Dumbarton Bridge Seismic Retrofit								●
Capital Outlay Construction and Mitigation	Awarded		92.7	92.7	1.2	92.7	-	●
Capital Outlay Support			56.0	56.0	22.7	56.0	-	●
Total Dumbarton Bridge Seismic Retrofit		-	148.7	148.7	23.9	148.7	-	
Other Program Projects		2,268.4	(64.6)	2,203.8	2,158.9	2,191.7	(12.1)	●
Miscellaneous Program Costs		30.0	-	30.0	25.5	30.0	-	●
Net Programmatic Risks [1]		-	-	-	-	59.1	59.1	●
Program Contingency		900.0	(484.6)	415.4	-	205.1	(210.3)	●
Total Toll Bridge Seismic Retrofit Program [2]		8,685.0	397.0	9,082.0	6,661.7	9,082.0	-	●

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

Toll Bridge Seismic Retrofit Program Schedule Summary

	AB144/SB 66 Project Completion Schedule Baseline (July 2005)	TBPOC Approved Changes (Months)	Current TBPOC Approved Completion Schedule (October 2010)	Current Completion Forecast (October 2010)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
SFOBB East Span Seismic Replacement							
Contract Completion							
Skyway	Apr 2007	8	Dec 2007	Dec 2007	-	●	See Page 28
SAS Marine Foundations	Jun 2008	(5)	Jan 2008	Jan 2008	-	●	See Page 18
SAS Superstructure	Mar 2012	29	Aug 2014	Aug 2014	-	●	See Page 19
YBI Detour	Jul 2007	41	Dec 2010	Oct 2010	(2)	●	See Page 15
YBI Transition Structures (YBITS)	Nov 2013	12	Nov 2014	Mar 2015	4		See Page 16
YBITS 1			Sep 2013	Dec 2013	3	●	
YBITS 2			Nov 2014	Mar 2015	4	●	
YBITS Landscaping			TBD	TBD	-	●	
Oakland Touchdown	Nov 2013	12	Nov 2014	Mar 2015	4		See Page 29
OTD 1			Jun 2010	Jun 2010	-	●	
OTD 2			Nov 2014	Nov 2014	-	●	
OTD Electrical Systems			TBD	TBD	-	●	
Submerged Electric Cable			Jan 2008	Jan 2008	-	●	
Existing Bridge Demolition	Sep 2014	12	Sep 2015	Dec 2015	3	●	
Stormwater Treatment Measures	Mar 2008	-	Mar 2008	Mar 2008	-	●	
SFOBB East Span Bridge Opening and Other Milestones							
OTD Westbound Access			Aug 2009	Aug 2009	-	●	
YBI Detour Open			Sep 2009	Sep 2009	-	●	See Page 15
Westbound Open	Sep 2011	26	Dec 2013	Dec 2013	-	●	
Eastbound Open	Sep 2012	14	Dec 2013	Dec 2013	-	●	
Antioch Bridge Seismic Retrofit							
Contract Completion			Aug 2012	May 2012	(3)	●	See Page 32
Dumbarton Bridge Seismic Retrofit							
Contract Completion			Sep 2013	Sep 2013	-	●	See Page 34

[1] The Net Programmatic Risks of $202.8 million comprises $195.8 million program level risks and $7 million risk reconciliation.
[2] Figures may not sum up to totals due to rounding effects.

Regional Measure 1 Program Cost Summary

	Contract Status	BATA Baseline Budget (July 2005)	BATA Approved Changes	Current BATA Approved Budget (October 2010)	Cost to Date (October 2010)	Current Cost Forecast (October 2010)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
Interstate 880/Route 92 Interchange Reconstruction								
Capital Outlay Construction	Construction	94.8	66.2	161.0	109.2	161.0	-	●
Capital Outlay Support		28.8	34.6	63.4	55.4	63.4	-	●
Capital Outlay Right-of-Way		9.9	7.0	16.9	12.7	16.9	-	●
Project Reserve		0.3	3.4	3.7	-	3.7	-	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	177.3	245.0	-	
Other Completed Program Projects		1,978.8	182.6	2,161.4	2,087.2	2,161.4	-	
Total Regional Measure 1 Toll Bridge Program [1]		2,112.6	293.8	2,406.4	2,264.5	2,406.4	-	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets
[1] Figures may not sum up to totals due to rounding effects.

Regional Measure 1 Program Schedule Summary

	BATA Baseline Completion Schedule (July 2005)	BATA Approved Changes (Months)	Current BATA Approved Completion Schedule (October 2010)	Current Completion Forecast (October 2010)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
Interstate 880/Route 92 Interchange Reconstruction							
Contract Completion							
Interchange Reconstruction	Dec 2010	9	Jun 2011	Sep 2011	3	●	See Page 40

Shear-Leg Crane Barge Installing Roadway Box 9 Westbound

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1-magnitude Loma Prieta Earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, critical questions lingered: How could the Bay Bridge—a vital regional lifeline structure—be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each separate element seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge — the need to accommodate the more than 280,000 vehicles that cross the bridge each day.

West Approach Overview

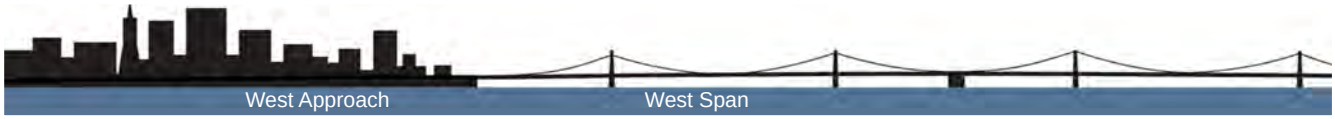
West Approach Seismic Replacement Project
Project Status: Completed 2009

Seismic safety retrofit work on the West Approach in San Francisco—bounded on the west by 5th Street and on the east by the anchorage of the west span at Beale Street—involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on- and off-ramps within the confines of the West Approach's original footprint. This project was completed on April 8, 2009.

West Span Seismic Retrofit Project
Project Status: Completed 2004

The West Span lies between Yerba Buena Island and San Francisco and is made up of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span, along with new seismic shock absorbers and bracing.

San Francisco-Oakland Bay Bridge West Span



East Span Seismic Replacement Project

Rather than a seismic retrofit, the two-mile long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be parallel, providing motorists with expansive views of the bay. These views will also be enjoyed by bicyclists and pedestrians, thanks to a new path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span will be aligned north of the existing bridge to allow traffic to continue to flow on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge that will be connected to an elegant roadway supported by piers (Skyway), which will gradually slope down toward the Oakland shoreline (Oakland Touchdown). A new transition structure on Yerba Buena Island (YBI) will connect the SAS to the YBI Tunnel and will transition the East Span's side-by-side traffic to the upper and lower decks of the tunnel and West Span.

When construction of the new East Span is complete and vehicles have been safely rerouted to it, the original East Span will be demolished.

Architectural Rendering of the New East Span of the San Francisco-Oakland Bay Bridge

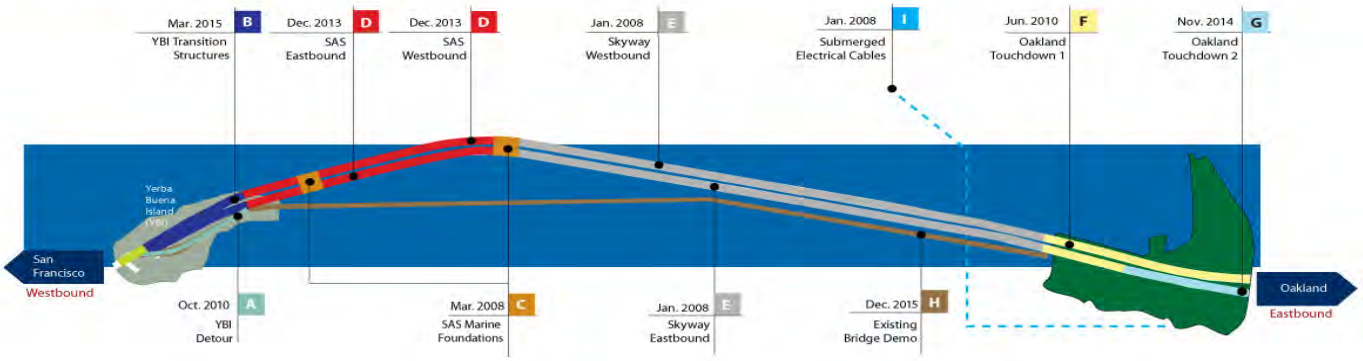
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

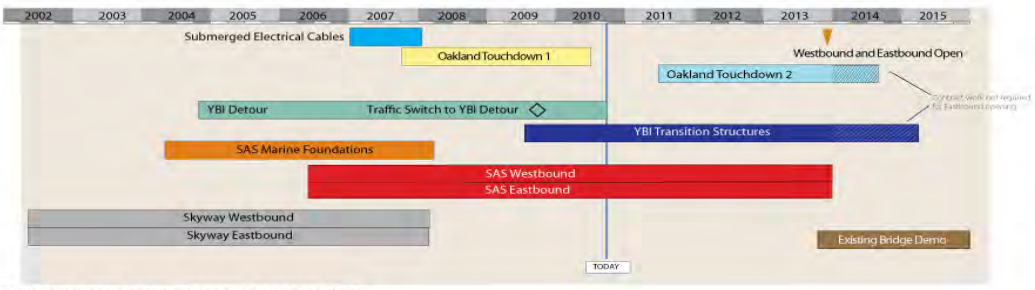
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components—the Skyway and the Self-Anchored Suspension bridge in the middle and the Yerba Buena Island Transition Structures and Oakland Touchdown approaches at either end. Each component is being constructed by one to three separate contracts that have been sequenced together.

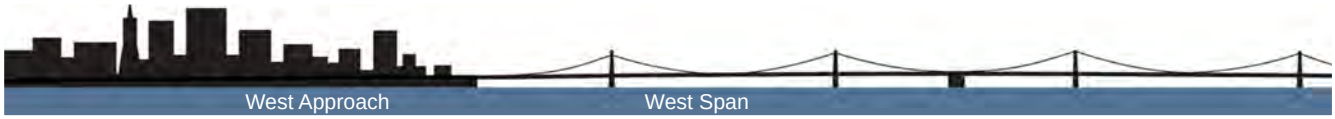
Highlighted below are the major East Span contracts and their schedules. The letter designation before each contract corresponds to contract descriptions in the report.

SFOBB East Span Work Sequence





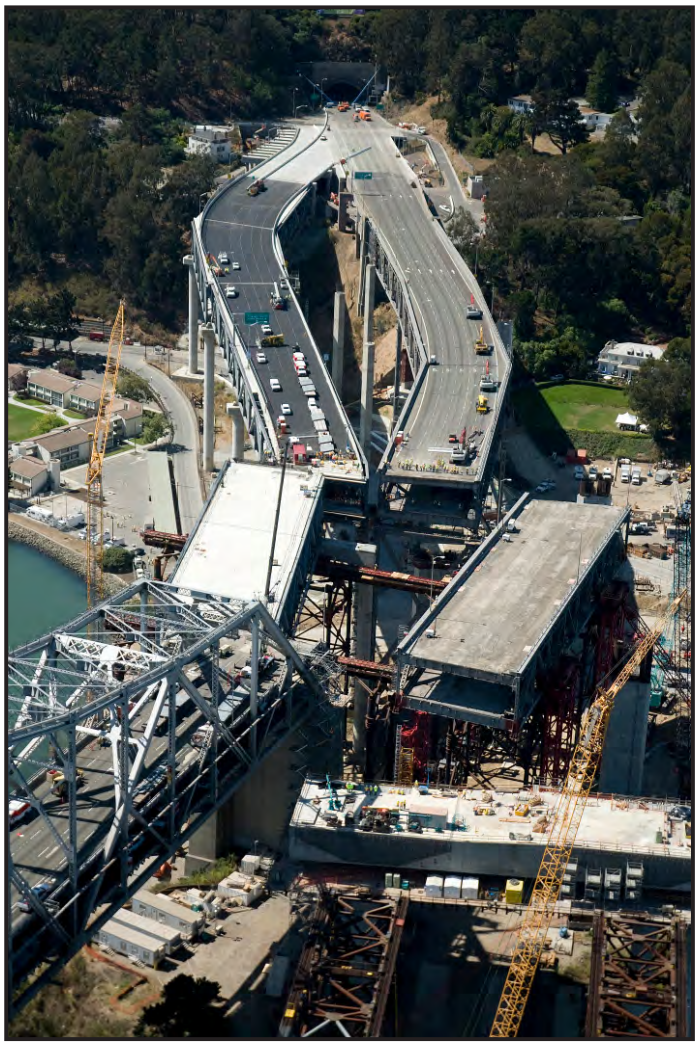
Note: Dates shown above are project completion dates.



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Detour (YBID)

As with all of the Bay Bridge's seismic retrofit projects, crews must build the Yerba Buena Island Transition Structures (YBITS) without disrupting traffic. To accomplish this task, YBID eastbound and westbound traffic was shifted off the existing roadway and onto a temporary detour on Labor Day weekend 2009. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.



YBI East Tie-In Rolled In Labor Day 2009

A YBID Contract

Contractor: C.C. Myers, Inc

Approved Capital Outlay Budget: $492.8 M

Status: 100% Complete as of October 2010

This contract was originally awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Due to the re-advertisement of the SAS superstructure contract in 2005 because of a lack of funding at the time, the bridge opening was rescheduled to 2013. To better integrate the contract into the current East Span schedule and to improve seismic safety and mitigate future construction risks, the TBPOC has approved a number of changes to the contract, including adding the deck replacement work near the tunnel that was rolled into place over Labor Day weekend 2007, advancing future transition structure foundation work and making design enhancements to the temporary detour structure. These changes have increased the budget and forecast for the contract to cover the revised project scope and potential project risks.

Status: Work is completed on the demolition of the old approach span and all of accelerated foundations for the future transition structures from the Self-Anchored Suspension (SAS) bridge to the tunnel. The area was turned over to the Yerba Buena Island Transition Structures (YBITS) #1 contractor, MCM, on October 1, 2010. C.C. Myers demobilized in early October and the contract was accepted by Caltrans on October 22, 2010.

West Tie-In Phase #1 Rolled in on Labor Day 2007

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Transition Structures (YBITS)

The new Yerba Buena Island Transition Structures (YBITS) will connect the new SAS bridge span to the existing Yerba Buena Island Tunnel, transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns have been advanced by the YBID contract, the remaining work will be completed under three separate YBITS contracts.

Overview of YBITS Advanced Columns, YBID and SAS W2 Cap Beam

B YBITS #1 Contract

Contractor: MCM Construction, Inc.

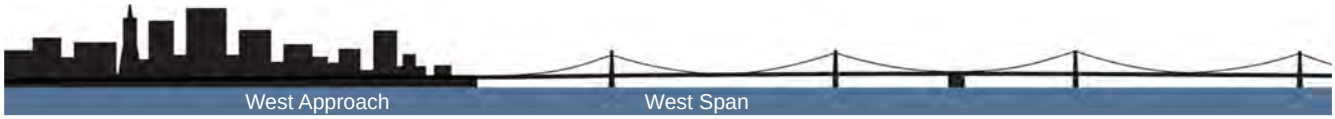
Approved Capital Outlay Budget: $144.0 M

Status: 15% Complete as of October 2010

The YBITS #1 contract will construct the mainline roadway structures from the SAS bridge to the YBI tunnel. On February 4, 2010, Caltrans awarded the YBITS #1 Contract to MCM Construction, Inc.

Status: The contracter, MCM Construction, Inc., continues to work on the access trestle and eastbound and westbound footings and columns.

Rendering of Overview of Future Yerba Buena Island Transition Structures in Progress (top) with Completed Detour Viaduct (bottom)



YBITS #2 Contract

Contractor: TBD

Approved Capital Outlay Budget: $59.0 M

Status: In Design

The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The new ramp will also provide the final link for bicycle/pedestrian access off the SAS bridge onto Yerba Buena Island.

YBITS Landscaping Contract

Contractor: TBD

Approved Capital Outlay Budget $3.3M

Status: In Design

Upon completion of the YBITS work, a follow-on landscaping contract will be executed to re-plant and landscape the area.

Yerba Buena Island Transition Structures Advanced Work

Due to the re-advertisement of the SAS superstructure contract in 2005, it became necessary to temporarily suspend the detour contract and make design changes to the viaduct. To make more effective use of the extended contract duration and to reduce overall project schedule and construction risks, the TBPOC approved the advancement of foundation and column work from the Yerba Buena Island Transition Structures contract.

Status: Construction completed early October 2010 and the contract was accepted by Caltrans on October 22, 2010.

Yerba Buena Island Transition Structures Advanced Columns Constructed

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Self-Anchored Suspension (SAS) Bridge

If one single element bestows world class status on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

The SAS was separated into three separate contracts— construction of the land-based foundations and columns at Pier W2; construction of the marine-based foundations and columns at Piers T1 and E2; and construction of the SAS steel superstructure, including the tower, roadway, and cabling. Construction of the foundations at Pier W2 and at Piers T1 and E2 was completed in 2004 and 2007, respectively.

SAS Tower Lift 2 Shafts Being Raised into Position

SAS Land Foundation Contract

Contractor: West Bay Builders, Inc.
Approved Capital Outlay Budget: $26.4 M
Status: Completed October 2004

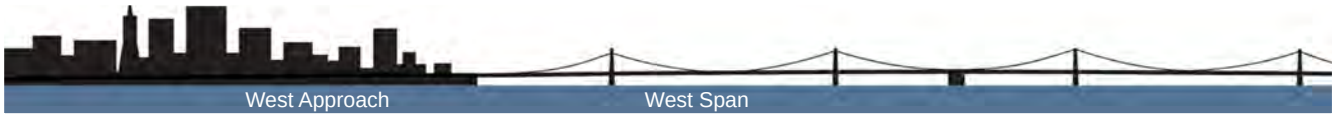
The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge, where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.

C SAS Marine Foundations Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $280.9 M
Status: Completed January 2008

Construction of the piers at E2 and T1 required significant on-water resources to drive the foundation support piles down, not only to bedrock, but also through the bay water and mud (see rendering on facing page).

The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.



D SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture
Approved Capital Outlay Budget: $2.05 B
Status: 61% Complete as of October 2010

The SAS bridge is not just another suspension bridge. Rising 525 feet above mean sea level and embedded in rock, the single-tower SAS span is designed to withstand a massive earthquake. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. These cables hold up the roadbed and are anchored to the east end of the roadway boxes. While there will appear to be two main cables on the SAS, there will actually only be one. This single cable will be anchored within the eastern end of the roadway, carried over the tower and then wrapped around the two side-by-side decks at the western end.

The single-steel tower will be made up of four separate legs connected by shear link beams which function much like a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs.

The next several pages highlight the construction sequence of the SAS and are followed by detailed updates on specific construction activities.

Architectural Rendering of New Self-Anchored Suspension Span and Skyway

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Construction Sequence

STEP 1 - CONSTRUCT TEMPORARY SUPPORT STRUCTURES

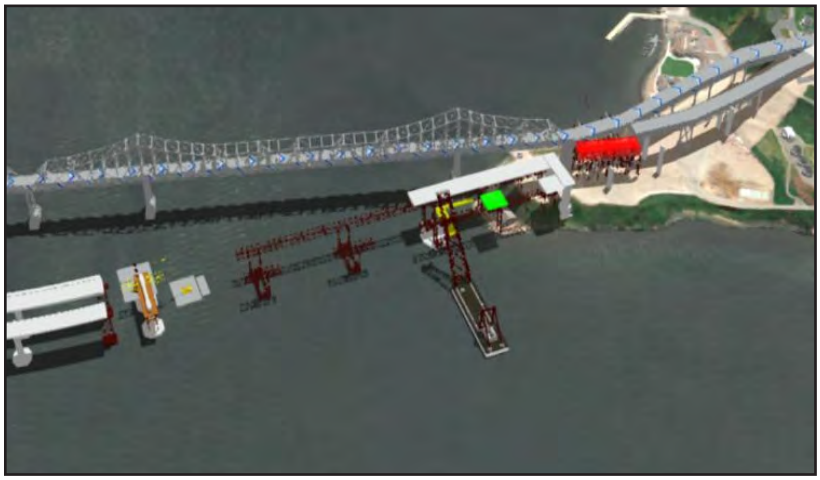
Temporary support structures will need to be erected from the Skyway to Yerba Buena Island to support the new SAS bridge during construction.

Status: Foundations and temporary support structures were completed in mid-September 2010.

STEP 2 - INSTALL ROADWAYS

The roadway boxes are being lifted into place by using the shear-leg crane barge. The boxes are being bolted and welded together atop the temporary support trusses to form two continuous parallel steel roadway boxes.

Status: Roadway box 8 westbound was lifted into position on October 6, 2010. Nine crossbeams have been erected between the roadway boxes. Roadway boxes 9 east and west arrived at Pier 7 on October 9, 2010 and are forecast for installation in November 2010. Roadway boxes 10 east and west will be shipped on November 15, 2010 and are expected to arrive at Pier 7 in Oakland on December 22, 2010.



STEP 3 - INSTALL TOWER

Each of the four legs of the tower was erected in five separate lifts. The tower lifts will be installed using a temporary erection tower and lifting jacks.

Status: The second tower lift shafts arrived at Pier 7 in Oakland on October 9, 2010 and were all lifted into position at the end of October 2010. The third tower shafts will be shipped on November 15, 2010 and are expected to arrive at Pier 7 in Oakland on December 22, 2010.

STEP 4 - MAIN CABLE AND SUSPENDER INSTALLATION

The main cable will be pulled from the east end of the SAS bridge, over the tower, and wrapped around Pier W2 and again back over the tower and to the west end of the SAS bridge deck. Suspender cables will be added to lift the roadway decks off the temporary support structure.

Status: Cable installation is pending the erection of the tower and roadway spans. All cables have been fabricated, shipped and stored in the warehouse at Pier 7 in Oakland.

STEP 5 - WESTBOUND AND EASTBOUND SEISMIC SAFETY OPENING

The new bridge will now open simultaneously in both the westbound and eastbound directions.

Status: Westbound and eastbound opening is forecast for December 2013.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

Roadway and Tower Segments

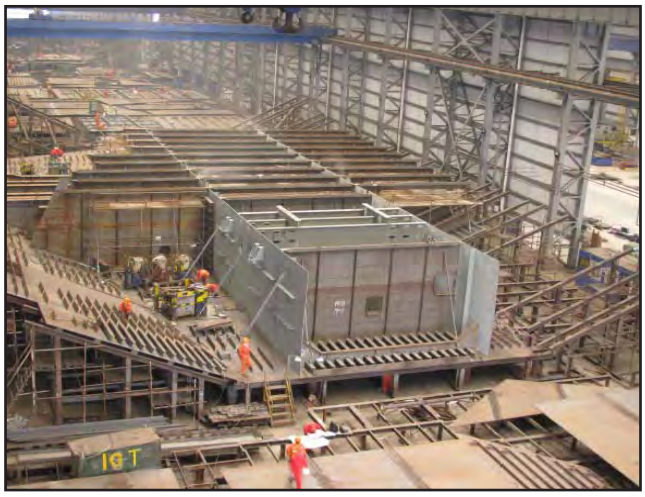
Like giant three-dimensional jigsaw puzzles, the roadway and tower lifts of the SAS bridge are hollow steel shells that are internally strengthened and stiffened by a highly engineered network of welded steel ribs and diaphragms. The use of steel in this manner allows for a flexible yet relatively light and strong structure able to withstand the massive loads placed on the bridge during seismic events.

On the critical path to completing the bridge are the fabrication of the last four roadway boxes (segments 13 and 14 east and west). Delays to beginning the fabrication of these boxes precluded the westbound opening of the bridge in 2012. The TBPOC now forecasts opening the bridge in both directions in December 2013.

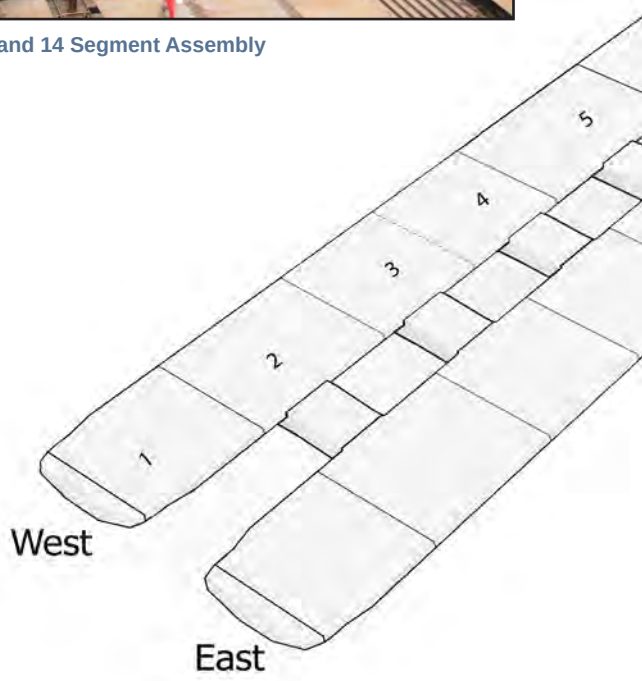
All components undergo a rigorous quality review by ZPMC, ABF, and Caltrans to ensure that only bridge components that have been built according to contract specifications will be shipped.

Roadway Box Fabrication Status: As shown in the diagram to the right, roadway boxes 1 through 9 east and west have been completed and shipped to the Bay Area. Roadway box 9 east and west arrived at Pier 7 in Oakland on October 9, 2010. Roadway boxes 10 east and west are forecast to ship on November 15, 2010 and are expected to arrive at Pier 7 in Oakland on December 22, 2010. The remaining roadway boxes are still being pieced together into larger segments. Fabrication of sub-assemblies for roadway box 13 and 14 started in March 2010 and are forecast to be fabricated and shipped in July 2011.

Tower Fabrication Status: Each of the four legs of the tower is composed of five separate lifts. The lifts get progressively shorter and lighter as they progress up the tower. The second lift 4 shafts of the tower arrived on October 9 and all shafts were lifted into position by October 29, 2010. Tower lift 3 shafts will be shipped on November 15, 2010 and are expected to arrive in Oakland on December 22, 2010. The tower lift 4 shafts are in vertical assembly with the grillage (lifts) to ensure alignment at the ZPMC assembly yard and are forecast for shipment in January 2011.

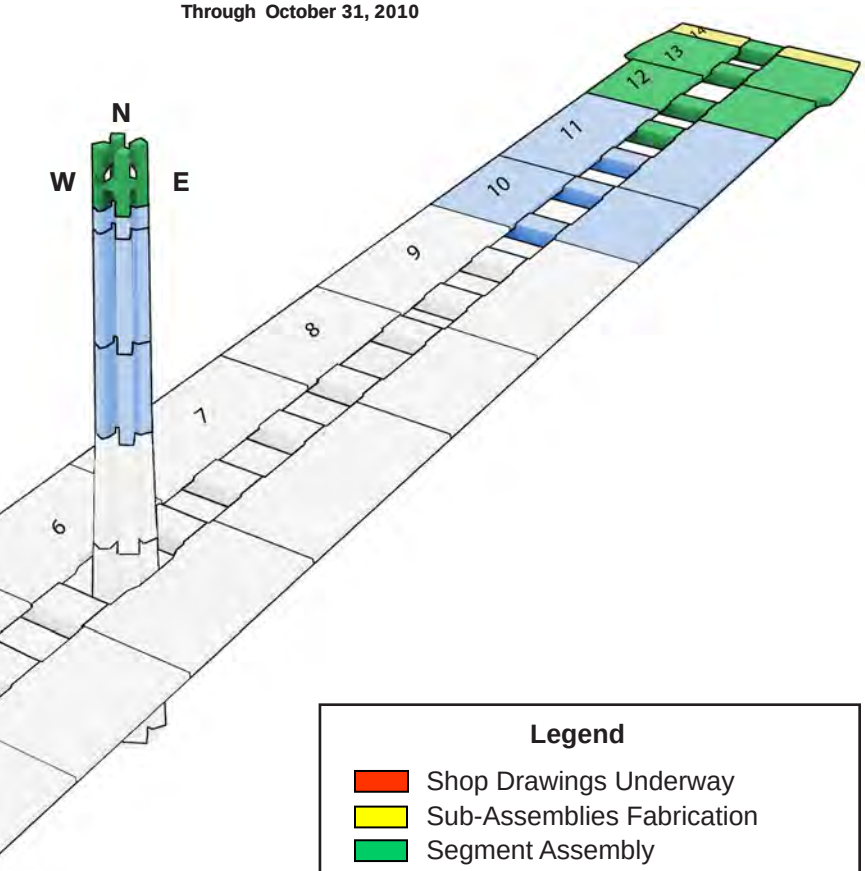


SAS Lift 13 and 14 Segment Assembly



Fabrication Progress Diagram

Through October 31, 2010



Legend

- Shop Drawings Underway
- Sub-Assemblies Fabrication
- Segment Assembly
- Blast, Paint & Fit Up
- Ready To Ship/In Transit
- On Site/In Place

Through October 31, 2010

SAS Tower Lift 3 West

SAS Roadway Box Segments - Lift 11 in Trial Assembly Yard

SAS Tower Lift 4 Shafts in Trial Assembly with Grillage

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities (cont.)

Cables and Suspenders

One continuous main cable will be used to support the roadway deck of the SAS bridge. Anchored into the eastern end of the bridge, the main cable will be anchored with the roadway box at the east end of the SAS near Pier E1, extend over the main tower at T1, loop around the western end of the roadway decks at Pier W2, and then travel back over the main tower to the western end of the roadway box. The main cable will be made up of bundles of individual wire strands. Supporting the roadway decks to the main cable will be a number of smaller suspender cables. The main cable will be fabricated in China and the suspender cables in Missouri, USA.

Status: All tower cables have been fabricated and delivered to the job site and stored at Pier 7 warehouse in Oakland. All cable bands are forecast to be completed and shipped to the job site by January 2011 and the suspender ropes are forecast to be completed by December 2010. The cable band bolts are undergoing testing in Germany.

SAS Pouring for Casting for Spherical Bearings

Saddles, Bearings, Hinges, and Other Bridge Components

The mounts on which the main cable and suspender ropes will sit are made from solid steel castings. Castings for the main cable saddles are being made by Japan Steel Works, while the cable bands and brackets are being made by Goodwin Steel in the United Kingdom.

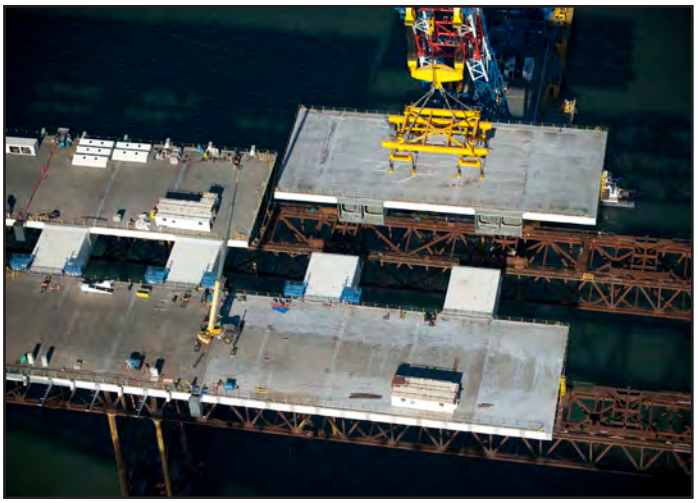
The bridge bearings and hinges that support, connect, and transfer loads from the self-anchored suspension (SAS) span to the adjoining sections of the new east span are being fabricated in a number of locations. Work on the bearings is being performed in Pennsylvania, USA and Hochang, South Korea, while hinge pipe beams are being fabricated in Oregon, USA.

Status: The cable saddles and hinges for the W2 cap beam and YBITS are fabricated and stored at the job site. The west deviation saddle is being erected and is forecast to be completed by November 15, 2010. The eastbound Hinge K pipe beams were erected in October 2010. The westbound Hinge K pipe beams are also in process of installation.

SAS Eastbound Fixed Stair Sections Assembly

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Field Activities



Shear-Leg Crane Barge Lifting Roadway Box 9W

SAS Shear-Leg Crane Barge Lifting Roadway Box 9W

SAS E2 Cap Beam and the end of the Skyway

Shear-Leg Crane Barge

The massive shear-leg barge crane that is helping to build the SAS superstructure arrived in the San Francisco Bay on March 12, 2009 after a trans-Pacific voyage.

The crane and barge are separate units operating as a single entity named the "Left Coast Lifter." The 400-by-100-foot barge is a U.S-flagged vessel that was custom built in Portland, Oregon by U.S. Barge, LLC and outfitted with the crane by Shanghai Zhenhua Heavy Industry Co. Ltd. (ZPMC) at a facility near Shanghai, China. The crane's boom weighs 992 tons and is 328 feet long. The crane can lift up to 1,873 tons, including the deck and tower boxes for the SAS.

Status: The shear-leg crane barge arrived at the job site March 2009. The crane has off-loaded and placed all temporary support structures and SAS roadway boxes and crossbeams.

Temporary Support Structures

To erect the roadway decks and tower of the bridge, temporary support structures were first put in place. Almost a bridge in itself, the temporary support structures stretch from the end of the completed Skyway back to Yerba Buena Island. For the tower, a strand jack system is being built into the tower's temporary frame to elevate the upper sections of the tower into place. These temporary supports are being fabricated in the Bay Area, as well as in Oregon and in China at ZPMC.

Status: The temporary support structures are complete.

Cap Beams

Construction of the massive steel-reinforced concrete cap beams that link the columns at Piers W2 and E2 was left to the SAS superstructure contractor and represents the only concrete portions of work on that contract. The east and west ends of the SAS roadway will rest on the cap beams and the main cable will wrap around Pier W2, while anchoring into the east end of the SAS deck sections near E2.

Status: Completed March 2009

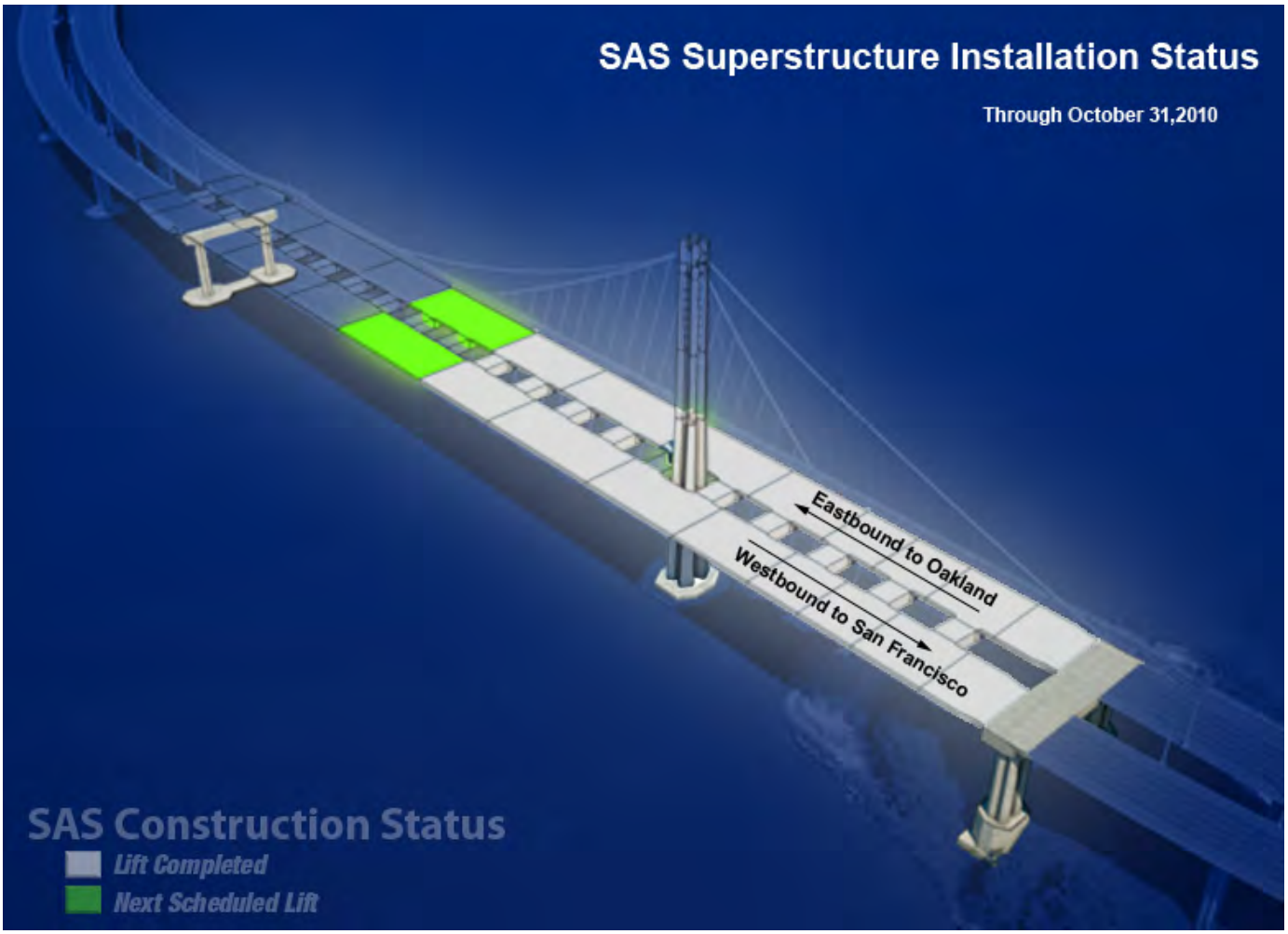
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Installation Activities

Upon arrival in Oakland, the steel roadway and tower sections are off-loaded directly from the transport ship onto barges to await installation atop the temporary support structures. Steel roadway boxes will be installed from west to east. Due to the shallow waters near Yerba Buena Island, the eastbound lanes on the south side of the new bridge will be installed first, then to be followed by the westbound lanes. In total, there are 28 roadway boxes (14 in each direction) that range from 560 to 1660 tons and from 80 to 230 feet long.

The tower comprises four legs, each made up of four tower lifts that make up the majority of the height of the tower, the tower grillage, and finally the tower head.

Status: Sixteen of 28 roadway boxes (1 through 8 east and west) have been placed on top of temporary support structures to form a continuous roadway. Tower lift 2 shafts have been lifted into place and are being welded and bolted together. Roadway boxes 9 east and west are planned to be lifted into position in November 2010. Tower lift 3 shafts and roadway box 10 east and west are forecast to be shipped on November 15, 2010 and are expected to arrive at Pier 7 in Oakland on December 22, 2010. Tower lift 2 shaft erection started on October 25, 2010 and was completed on October 29, 2010.



Shear-Leg Crane Barge (on right of bridge) Awaiting Arrival for a Roadway Box (being pulled by tugboat on left)

Overview of Progress of Roadway Boxes Eastbound and Westbound

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the gray steel that currently cages drivers, a graceful, elevated roadway supported by piers will provide sweeping views of the bay.

E Skyway Contract

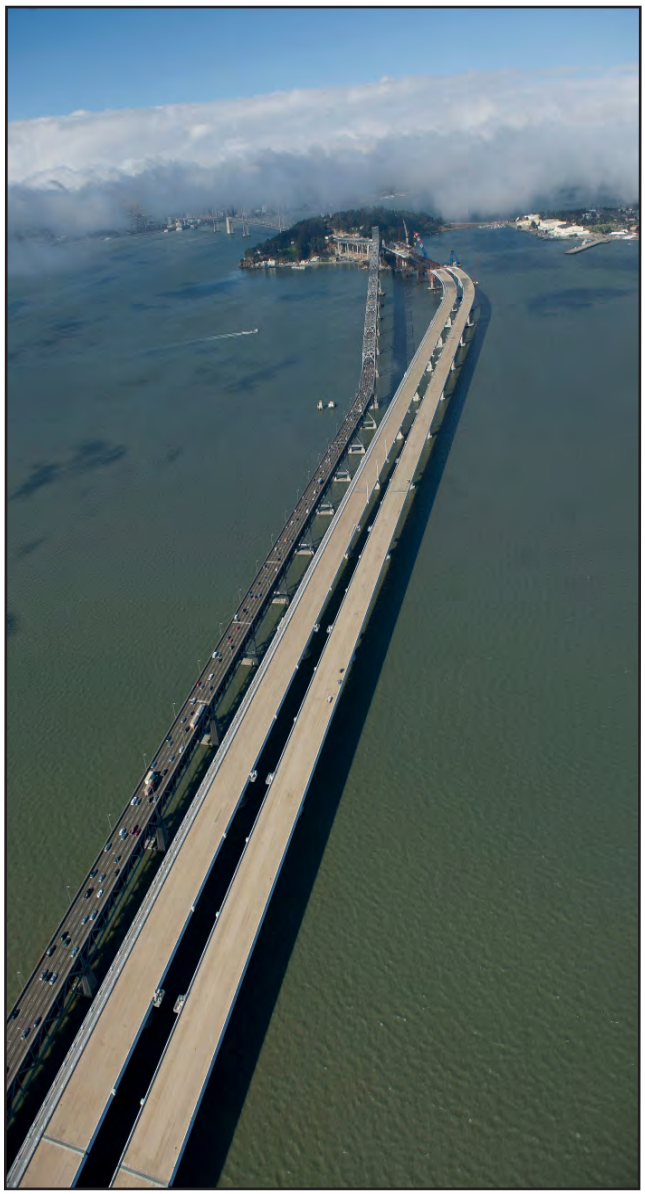
Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $1.25 B
Status: Completed March 2008

Extending for more than a mile across Oakland mudflats, the Skyway is the longest section of the East Span. It sits between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway feature shoulders and lane widths built to modern standards.

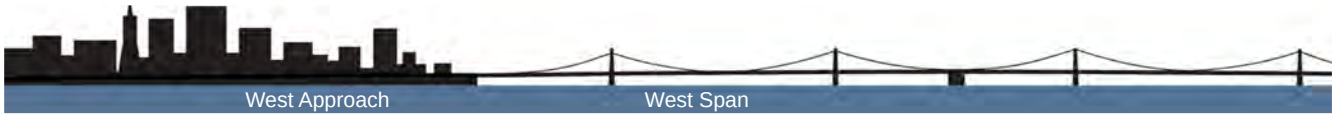
The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), containing approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast and were lifted into place by custom-made winches.

The Skyway marine foundation consists of 160 hollow steel pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major earthquake, the Skyway features several state-of-the-art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.



Overview of the Skyway Looking West Toward Yerba Buena Island



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Oakland Touchdown

When completed, the Oakland Touchdown (OTD) structures will connect Interstate 80 in Oakland to the new side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway to the East Bay, offering unobstructed views of the Oakland hills.

The OTD will be constructed through two contracts. The first contract will build the new westbound lanes, as well as part of the eastbound lanes. The second contract to complete the eastbound lanes cannot fully begin until westbound traffic is shifted onto the new bridge. This enables a portion of the upper deck of the existing bridge to be demolished allowing for a smooth transition for the new eastbound lanes in Oakland.

F Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $212.0 M
Status: Completed June 2010

The OTD #1 contract constructs the entire 1,000-foot-long westbound approach from the toll plaza to the Skyway. When completed, the westbound approach structure will provide direct access to the westbound Skyway. In the eastbound direction, the contract will construct a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

Status: MCM Construction, Inc. completed OTD #1 westbound and eastbound phase 1 on June 8, 2010.

G Oakland Touchdown #2 Contract

Contractor: TBD
Approved Capital Outlay Budget: $62.0 M
Status: In Design

The OTD #2 contract will complete the eastbound approach structure from the end of the Skyway to Oakland. This work is critical to the eastbound opening of the new bridge, by December 2013. On October 7, 2010, the TBOC approved a plan to expedite the construction of OTD #2 by constructing a temporary eastbound and westbound detour off the existing Oakland Touchdown structures. At its November 9th meeting, the TBPOC will select the temporary detour alternative to be implemented. The contract change order process will then begin in November to start the new eastbound detour construction by the end of 2010.

Aerial View of Oakland Touchdown Looking West

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Other Contracts

A number of contracts needed to relocate utilities, clear areas of archeological artifacts, and prepare areas for future work have already been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.

Archeological Investigations

East Span Interim Seismic Retrofit

Contractors: 1) California Engineering
2) Balfour Beatty

Approved Capital Outlay Budget: $30.8 M

Status: Completed October 2000

After the 1989 Loma Prieta Earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span was completely replaced. The interim retrofit was performed under two separate contracts that lengthened pier seats, added some structural members, and strengthened areas of the bridge so they would be more resilient during an earthquake.

Existing East Span of the San Francisco-Oakland Bay Bridge

Stormwater Treatment Measures

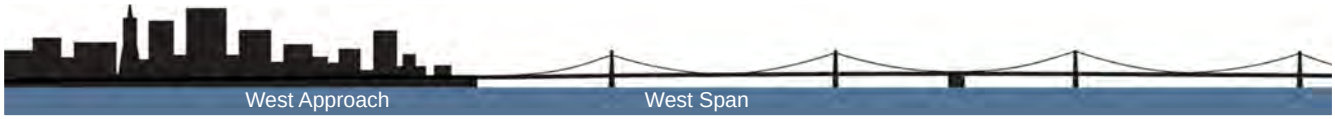
Contractor: Diablo Construction, Inc.

Approved Capital Outlay Budget: $18.3 M

Status: Completed December 2008

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of stormwater runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.

Stormwater Retention Basin



Yerba Buena Island Substation

Contractor: West Bay Builders
Approved Capital Outlay Budget: $11.6 M
Status: Completed May 2005

This contract relocated an electrical substation just east of the Yerba Buena Island Tunnel in preparation for the new East Span.

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture
Approved Capital Outlay Budget: $9.2 M
Status: Completed December 2000

While large-diameter battered piles are common in offshore drilling, the new East Span is one of the first bridges to use them in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the efficacy of the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

H Existing Bridge Demolition

Contractor: TBD
Approved Capital Outlay Budget: $239.1 M
Status: In Design

Design work on the contract will start in earnest as the opening of the new bridge to traffic approaches.

New YBI Electrical Substation

I Electrical Cable Relocation

Contractor: Manson Construction
Approved Capital Outlay Budget: $9.6 M
Status: Completed January 2008

A submerged cable from Oakland that is close to where the new bridge will touch down supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, two new replacement cables were run from Oakland to Treasure Island. The extra cable was funded by the Treasure Island Development Authority.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Antioch Bridge Seismic Retrofit Project

Contractor: California Engineering Contractors, Inc.

Approved Capital Outlay Budget: $70.0 M

Status:36% Complete as of October 2010

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River, linking eastern Contra Costa County with Sacramento County. The current 1.8-mile-long steel plate girder bridge was opened in 1978 with one lane in each direction. The major retrofit measure for the bridge includes installing seismic isolation bearings at each of the 41 piers, strengthening piers 12 through 31 with steel cross-bracing between column bents and installing steel casings at all columns located at the Sherman Island approach slab bridge.

Status: Installation of the stair towers and suspended platforms 8 through 21 continues and pier 7's suspended platform is completed. Placement of jacking stiffeners were complete on piers 3, 7 and 40. Column casing fabrication is in progress, as is cross-bracing structure tubing. The first set of isolation bearings have been manufactured and successfully passed QA testing at the Caltrans Seismic Response Modification Device (SRMD) facility located at the University of California, San Diego. The first two bearings are scheduled to be installed at pier 3 in late November.

Pier 3 Vertical Lifting Jacks Supported on Temporary Pipe Columns

Piers Being Fitted for Construction Access Scaffolding

Jacks Sit within Circular Rims on top of Jacking Beams

Loaded Bearing in Test Apparatus

Dumbarton Bridge Seismic Retrofit Project

Contractor: Shimmick Construction Company, Inc.
Approved Capital Outlay Budget: $92.7 M
Status: Awarded

Dumbarton Bridge

The current Dumbarton Bridge was opened to traffic in 1982 linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile long bridge has six lanes (three in each direction) and an eight-foot bicycle/pedestrian pathway. The bridge is a combination of reinforced concrete and steel girders that support a reinforced lightweight concrete roadway on reinforced concrete columns. The current retrofit strategy for the bridge includes superstructure and deck modifications and installation of isolation bearings.

Status: On June 15, 2010, Caltrans opened seven bids for the Dumbarton Bridge Seismic Retrofit Project. The low bidder, Shimmick Construction Company, Inc., was substantially lower than the engineer's estimate. On September 2, 2010, the TBPOC reviewed the budget for the project. Notice to proceed was given to Shimmick Construction Company on October 19, 2010. Given the low bid for project construction and the current estimated support costs and project contingencies, the budget was approved and revised to a total of $267 million, which is $216 million below the original estimate. In preparation of site construction, the contractor has installed pump station piles and has relocated electrical lines to enable installation of 48-inch piles along the approach spans.

The steel pipe piling met contract requirements and were completed and accepted at the job site.

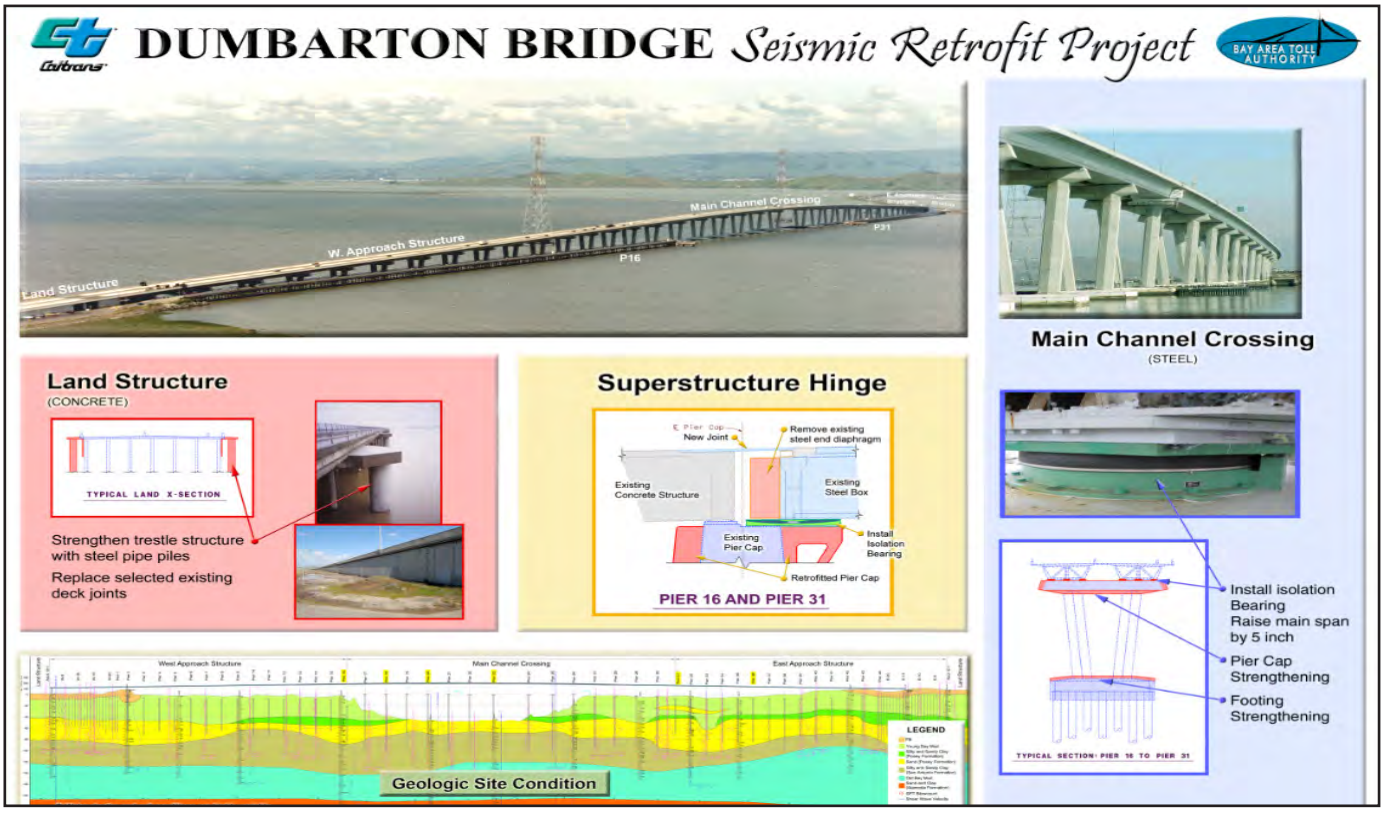


Diagram of Proposed Retrofit Work on the Dumbarton Bridge

The 48-inch diameter Pipe Piles Arrive at Project Site

Dumbarton Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

In the 1990s, the State Legislature identified seven of the nine state-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of all of the bridges have been completed as planned.

High-Rise Section of San Mateo-Hayward Bridge

San Mateo-Hayward Bridge Seismic Retrofit Project
Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on strengthening the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.

1958 Carquinez Bridge (foreground) with the 1927 Span (middle) under Demolition and the New Alfred Zampa Memorial Bridge (background)

1958 Carquinez Bridge Seismic Retrofit Project
Project Status: Completed 2002

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

1962 Benicia-Martinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after an event and to reopen quickly to emergency response traffic.

1962 Benicia-Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project
Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a "No Collapse" classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin County was replaced.

Richmond-San Rafael Bridge

Los Angeles-Vincent Thomas Bridge Seismic Retrofit Project
Project Status: Completed 2000

The Vincent Thomas Bridge is a 1,500-foot long suspension bridge crossing the Los Angeles Harbor in Los Angeles that links San Pedro with Terminal Island. The bridge was one of two state-owned toll bridges in Southern California (the other being the San Diego-Coronado Bridge). Opened in 1963, the bridge was seismically retrofitted as part of the TBSRP in 2000.

Los Angeles-Vincent Thomas Bridge

San Diego-Coronado Bridge Seismic Retrofit Project
Project Status: Completed 2002

The San Diego-Coronado Bridge crosses over San Diego Bay and links the cities of San Diego and Coronado. Opened in 1969, the 2.1-mile long bridge was seismically retrofitted as part of the Toll Bridge Seismic Retrofit Project in 2002.

San Diego-Coronado Bridge

Benicia-Martinez Bridge

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

Interstate 880/State Route 92 Interchange Reconstruction Project
Project Status: In Construction

The Interstate 880/State Route 92 Interchange Reconstruction Project is the final project under the Regional Measure 1 Toll Bridge Program. Project completion fulfills a promise made to Bay Area voters in 1988 to deliver a slate of projects that help expand bridge capacity and improve safety on the bridges.

Interstate 880/State Route 92 Interchange Reconstruction Contract

Contractor: Flatiron/Granite

Approved Capital Outlay Budget: $158.0 M

Status: 81% Complete as of October 2010

This corridor is consistently one of the Bay Area's most congested during the evening commute. This is due in part to the lane merging and weaving that is required by the existing cloverleaf interchange. The new interchange will feature direct freeway-to-freeway connector ramps that will increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct-connector ramps, drivers coming off the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880 (see progress photos on pages 64 and 65).

Calaroga Bridge Work in Progress

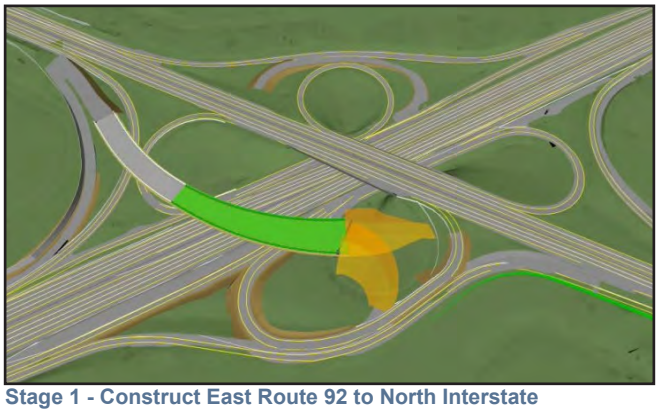
Looking Southwest at the New NWCONN Bridge

Future Interstate 880/State Route 92 Interchange (as simulated) Looking West toward San Mateo

Stage 1 – Construct East Route 92 to North Interstate 880 Connector

The new east Route 92 to north Interstate 880 connector (ENCONN) is the most critical fly over structure for relieving congestion in the corridor. The ENCONN will be first used as a detour to allow for future stages of work, while keeping traffic flowing.

Status: ENCONN was completed and opened to detour traffic on May 16, 2009.

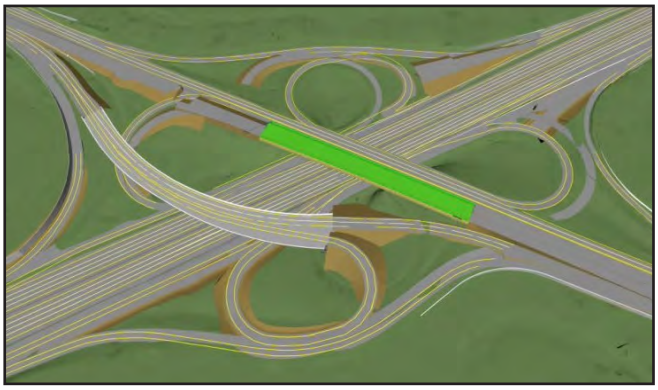


Stage 1 - Construct East Route 92 to North Interstate 880 Direct Connector

Stage 2 – Replace South Side of Route 92 Separation Structure

By detouring eastbound Route 92 traffic onto ENCONN, the existing separation structure that carries SR92 over I-880 can be replaced. The existing structure will be cut lengthwise, and then demolished and replaced separately. In this stage, the south side of the structure will be replaced, while west Route 92 and south Interstate 880 to east Route 92 traffic will stay on the remaining structure.

Status: Work on the south side of the separation structure is complete.

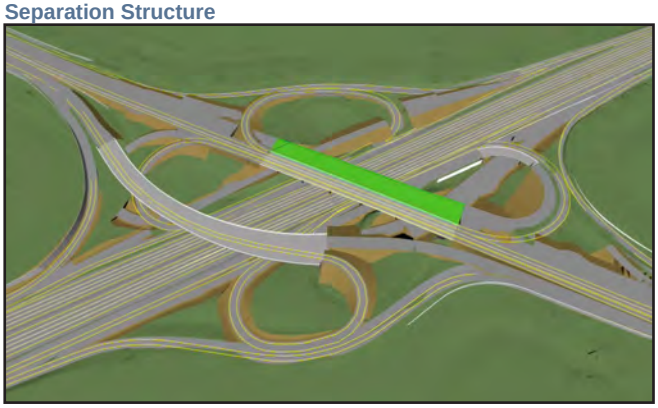


Stage 2 - Demolish and Replace South Side of Route 92 Separation Structure

Stage 3 – Replace North Side of Route 92 Separation Structure

Upon completion of Stage 2, the existing north side of the separation structure will be demolished and replaced. Its traffic will then be shifted onto the newly reconstructed south side.

Status: Foundations for the north portion of the separation structure have been completed. Work is now on going on the superstructure.

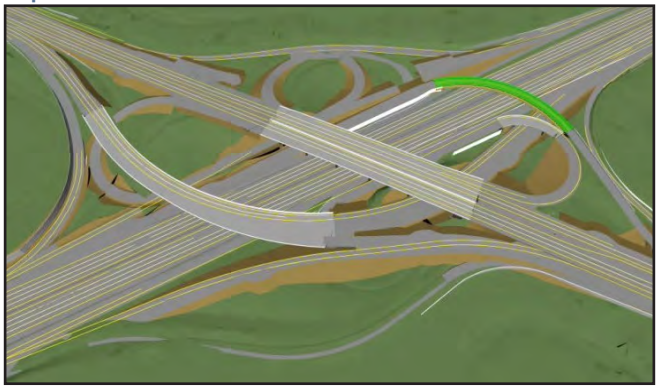


Stage 3 - Demolish and Replace North Side of Route 92 Separation Structure

Stage 4 – Final Realignment and Other Work

In addition to ENCONN and the separation structure, direct north 880 to west 92 connector (NWCONN) and west 92 to south 880 connector (WSCONN) remain to be completed. The new Eldridge Avenue pedestrian overcrossing is now complete.

Status: The NWCONN structure is scheduled to be opened to traffic in October.



Stage 4 - Final Realignment and Other Work

REGIONAL MEASURE 1 PROGRAM

Other Completed Projects

San Mateo-Hayward Bridge-Widening Project
Project Status: Completed 2003

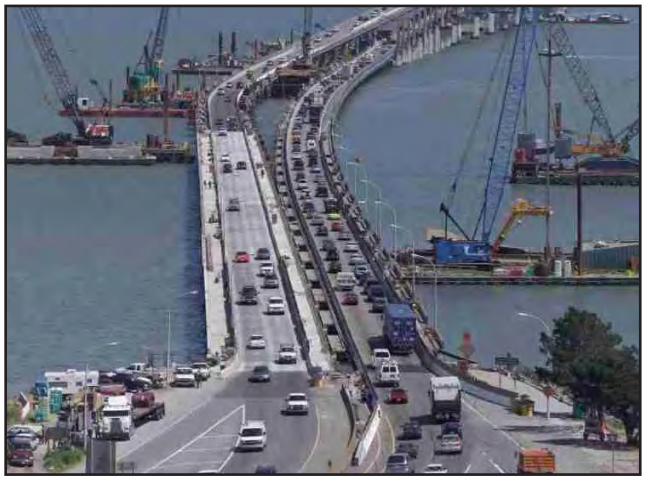
This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of the bridge.

Widening of the San Mateo-Hayward Bridge Trestle on Left

Richmond-San Rafael Bridge Rehabilitation Projects
Project Status: Completed 2006

Two major rehabilitation projects for the Richmond-San Rafael Bridge were funded and completed: (1) replacement of the western concrete approach trestle and ship-collision protection fender system; and (2) rehabilitation of deck joints and resurfacing of the bridge deck.

In 2005, along with the seismic retrofit of the bridge, the trestle and fender replacement work was completed as part of the same project. Under a separate contract in 2006, the bridge was resurfaced with a polyester concrete overlay along with the repair of numerous deck joints.



New Richmond-San Rafael Bridge West Approach Trestle under Construction

Richmond Parkway Construction Project
Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

New Alfred Zampa Memorial (Carquinez) Bridge Project
Project Status: Completed 2003

New Alfred Zampa Memorial (Carquinez) Bridge Soon after Opening to Traffic, with Crockett Interchange Still under Construction

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin-towered suspension bridge with three mixed-flow lanes, a new carpool lane shoulders and a bicycle and pedestrian pathway.

Benicia-Martinez Bridge Project
Project Status: Completed 2009

Benicia-Martinez Bridge Pedestrian/Bicycle Pathway Opened to the Public in August 2009

A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile roadway surface on the steel deck truss bridge was modified to carry four lanes of southbound traffic (one more than before)—with shoulders on both sides—plus a bicycle/pedestrian path on the west side of the span that connects to Park Road in Benicia and to Marina Vista Boulevard in Martinez. Reconstruction of the east side of the bridge and approaches was completed in August 2008, and reconstruction of the west side of the bridge and approaches and construction of the bicycle/pedestrian pathway was completed in August 2009.

Bayfront Expressway (State Route 84) Widening Project
Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the US 101/Marsh Road interchange by adding additional lanes and turn pockets and improving bicycle and pedestrian access in the area.

APPENDICES

Shear-Leg Crane Barge Installing Lift 9W

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through October 30, 2010 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2010)	Cost to Date (10/2010)	Cost Forecast (10/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	203.0	1,162.3	882.2	1,282.5	120.2
Capital Outlay Construction	4,492.2	496.8	4,989.0	3,545.6	5,058.1	69.1
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	696.5	6,183.1	4,428.5	6,348.3	165.2
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	(2.0)	118.0	117.8	118.5	0.5
Capital Outlay Construction	309.0	41.7	350.7	328.1	338.1	(12.6)
Total	429.0	39.7	468.7	445.9	456.6	(12.1)
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	(0.2)	74.8	74.9	74.8	-
Capital Outlay Construction	232.9	(5.5)	227.4	227.4	227.4	-
Total	307.9	(5.7)	302.2	302.3	302.2	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.8	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	667.5	689.5	-
Total	914.0	(97.5)	816.5	794.3	816.5	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	0.1	28.8	28.8	28.8	-
Capital Outlay Construction	85.5	(0.1)	85.4	85.4	85.4	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	(0.1)	135.3	135.3	135.3	-
Total	163.5	(0.1)	163.4	163.4	163.4	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	(0.1)	42.0	42.0	42.0	-
Total	58.5	(0.1)	58.4	58.4	58.4	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	(0.3)	33.2	33.2	33.2	-
Capital Outlay Construction	70.0	(0.6)	69.4	69.4	69.4	-
Total	103.5	(0.9)	102.6	102.6	102.6	-

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through October 30, 2010 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved **Changes**	Current Approved Budget (10/2010)	Cost to Date (10/2010)	Cost Forecast (10/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	**h = g - e**
Antioch Bridge						
Capital Outlay Support	-	31.0	31.0	10.4	35.5	4.5
Capital Outlay Support by BATA				6.2		
Capital Outlay Construction	-	70.0	70.0	8.3	63.6	(6.4)
Total	-	101.0	101.0	24.9	99.1	(1.9)
Dumbarton Bridge						
Capital Outlay Support	-	56.0	56.0	16.7	56.0	-
Capital Outlay Support by BATA				6.0		
Capital Outlay Construction	-	92.7	92.7	1.2	92.7	-
Total	-	148.7	148.7	23.9	148.7	-
Subtotal Capital Outlay Support	1,433.1	280.6	1,713.7	1,385.6	1,838.9	125.2
Subtotal Capital Outlay	6,286.8	604.3	6,891.1	5,249.9	6,941.2	50.1
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	25.5	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	881.6	8,666.6	6,661.7	8,817.8	151.2
Net Programmatic Risks*	-	-	-	-	59.1	59.1
Program Contingency	900.0	(484.6)	415.4	-	205.1	(210.2)
Total Toll Bridge Seismic Retrofit Program [1]	8,685.0	397.0	9,082.0	6,661.7	9,082.0	-

[1] Figures may not sum up to totals due to rounding effects.

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures **through October 30, 2010 ($ Millions)**

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and **Encumbrances** as of **November** 2010 see Note (1,4)	not yet spent **or Encumbered as of November** 2010 see Note (4)	Total Forecast as **of October** 2010
a	b	c	d	e	f = d + e
Other Completed Projects					
Capital Outlay Support	144.9	144.6	144.6	-	144.6
Capital Outlay	472.6	471.9	472.6	(0.8)	471.8
Total	617.5	616.5	617.2	(0.8)	616.4
Richmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.8	0.2	127.0
Capital Outlay	698.0	689.5	674.1	15.4	689.5
Project Reserves	82.0	-	-	-	-
Total	914.0	816.5	800.9	15.6	816.5
West Span Retrofit					
Capital Outlay Support	75.0	74.8	74.8	-	74.8
Capital Outlay	232.9	227.4	232.9	(5.5)	227.4
Total	307.9	302.2	307.7	(5.5)	302.2
West Approach					
Capital Outlay Support	120.0	118.0	117.8	0.7	118.5
Capital Outlay	309.0	350.7	342.5	(4.4)	338.1
Total	429.0	468.7	460.3	(3.7)	456.6
SFOBB East Span - Skyway					
Capital Outlay Support	197.0	181.2	181.2	-	181.2
Capital Outlay	1,293.0	1,254.1	1,368.3	(114.2)	1,254.1
Total	1,490.0	1,435.3	1,549.5	(114.2)	1,435.3
SFOBB East Span - SAS - Superstructure					
Capital Outlay Support	214.6	375.5	255.7	224.6	480.3
Capital Outlay	1,753.7	2,046.8	1,753.7	343.7	2,097.4
Total	1,968.3	2,422.3	2,009.4	568.3	2,577.7
SFOBB East Span - SAS - Foundations					
Capital Outlay Support	62.5	37.6	37.6	-	37.6
Capital Outlay	339.9	307.3	308.7	(1.4)	307.3
Total	402.4	344.9	346.3	(1.4)	344.9
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.1	0.5	10.6
Capital Outlay	15.6	15.6	16.6	(0.9)	15.7
Total	26.2	26.2	26.7	(0.4)	26.3
YBI Detour					
Capital Outlay Support	29.5	90.7	85.9	4.4	90.3
Capital Outlay	131.9	492.8	493.1	(5.6)	487.5
Total	161.4	583.5	579.0	(1.2)	577.8
YBI- Transition Structures					
Capital Outlay Support	78.7	106.4	36.1	81.1	117.2
Capital Outlay	299.4	206.3	125.9	118.0	243.9
Total	378.1	312.7	162.0	199.1	361.1

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures **through October 30, 2010 ($ Millions) Cont.**

Contract	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and **Encumbrances as of October 2010** see Note (1,4)	Estimated Costs not yet spent or **Encumbered as of October 2010** see Note (4)	Total Forecast **as of October** 2010
a	b	c	d	e	f = d + e
Oakland Touchdown					
Capital Outlay Support	74.4	93.9	80.6	16.7	97.3
Capital Outlay	283.8	288.0	218.0	62.2	280.2
Total	358.2	381.9	298.6	78.9	377.5
East Span Other Small Projects					
Capital Outlay Support	212.3	206.5	214.2	(7.6)	206.6
Capital Outlay	170.8	170.8	94.0	52.6	146.6
Total	383.1	377.3	308.2	45.0	353.2
Existing Bridge Demolition					
Capital Outlay Support	79.7	59.9	0.4	61.0	61.4
Capital Outlay	239.2	239.1	-	233.0	233.0
Total	318.9	299.0	0.4	294.0	294.4
Antioch Bridge					
Capital Outlay Support	-	31.0	10.4	18.9	29.3
Capital Outlay Support by BATA			6.2	-	6.2
Capital Outlay	-	70.0	47.0	16.6	63.6
Total	-	101.0	63.6	35.5	99.1
Dumbarton Bridge					
Capital Outlay Support	-	56.0	16.7	33.3	50.0
Capital Outlay Support by BATA			6.0	-	6.0
Capital Outlay	-	92.7	0.3	92.4	92.7
Total	-	148.7	23.0	125.7	148.7
Miscellaneous Program Costs	30.0	30.0	25.5	4.5	30.0
Total Capital Outlay Support	1,463.2	1,743.7	1,430.6	438.3	1,868.9
Total Capital Outlay	6,321.8	6,923.0	6,147.7	801.2	6,948.9
Program Total [1]	7,785.0	8,666.7	7,578.3	1,239.5	8,817.8

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 06/07.
(2). BSA provided a distribution of program contingency in December 2004 based in Bechtel Infrastructure Corporation input.
This Column is subject to revision upon completion of Department's risk assessment update.
(3) Total Capital Outlay Support includes program indirect costs.
(4) Due to the implementation of the new accounting system, the encumbrance data is not available for updating data in Columns D and E at this time.

[1] Figures may not sum up to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through October 30, 2010 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved **Changes**	Current Approved Budget (10/2010)	Cost to Date (10/2010)	Cost Forecast (10/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	**h = g - e**
San Francisco-Oakland Bay Bridge East Span Replacement Project						
East Span - SAS Superstructure						
Capital Outlay Support	214.6	160.9	375.5	254.7	480.3	104.8
Capital Outlay Construction	1,753.7	293.1	2,046.8	1,189.8	2,097.4	50.6
Total	1,968.3	454.0	2,422.3	1,444.5	2,577.7	155.4
SAS W2 Foundations						
Capital Outlay Support	10.0	(0.8)	9.2	9.2	9.2	-
Capital Outlay Construction	26.4	-	26.4	26.5	26.4	-
Total	36.4	(0.8)	35.6	35.7	35.6	-
YBI South/South Detour						
Capital Outlay Support	29.4	61.3	90.7	85.1	90.3	(0.4)
Capital Outlay Construction	131.9	360.9	492.8	461.3	487.5	(5.3)
Total	161.3	422.2	583.5	546.4	577.8	(5.7)
East Span - Skyway						
Capital Outlay Support	197.0	(15.8)	181.2	181.2	181.2	-
Capital Outlay Construction	1,293.0	(38.9)	1,254.1	1,236.9	1,254.1	-
Total	1,490.0	(54.7)	1,435.3	1,418.1	1,435.3	-
East Span - SAS E2/T1 Foundations						-
Capital Outlay Support	52.5	(24.1)	28.4	28.4	28.4	-
Capital Outlay Construction	313.5	(32.6)	280.9	274.8	280.9	-
Total	366.0	(56.7)	309.3	303.2	309.3	-
YBI Transition Structures (see notes below)						
Capital Outlay Support	78.7	27.7	106.4	36.1	117.2	10.8
Capital Outlay Construction	299.3	(93.0)	206.3	15.8	243.9	37.6
Total	378.0	(65.3)	312.7	51.9	361.1	48.4
* YBI- Transition Structures						
Capital Outlay Support			16.4	16.4	16.5	0.1
Capital Outlay Construction			-	-	-	-
Total			16.4	16.4	16.5	0.1
* YBI- Transition Structures Contract No. 1						
Capital Outlay Support			57.0	13.8	67.0	10.0
Capital Outlay Construction			144.0	15.8	169.5	25.5
Total			201.0	29.6	236.5	35.5
* YBI- Transition Structures Contract No. 2						
Capital Outlay Support			32.0	5.8	32.7	0.7
Capital Outlay Construction			59.0	-	71.1	12.1
Total			91.0	5.8	103.8	12.8
* YBI- Transition Structures Contract No. 3 Landscape						
Capital Outlay Support			1.0	-	1.0	-
Capital Outlay Construction			3.3	-	3.3	-
Total			4.3	-	4.3	-

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through October 30, 2010 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2010)	Cost to Date (10/2010)	Cost Forecast (10/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Oakland Touchdown (see notes below)						
Capital Outlay Support	74.4	19.5	93.9	79.1	97.3	3.4
Capital Outlay Construction	283.8	4.2	288.0	209.1	280.2	(7.8)
Total	358.2	23.7	381.9	288.2	377.5	(4.4)
*OTD Prior-to-Split Costs						
Capital Outlay Support			21.7	20.1	21.7	-
Capital Outlay Construction			-	-	-	-
Total			21.7	20.1	21.7	-
***OTD Submarine Cable**						
Capital Outlay Support			0.9	0.9	0.9	-
Capital Outlay Construction			9.6	7.9	9.6	-
Total			10.5	8.8	10.5	-
***OTD No.1 (Westbound)**						
Capital Outlay Support			47.3	49.0	48.2	0.9
Capital Outlay Construction			212.0	201.3	203.4	(8.6)
Total			259.3	250.3	251.6	(7.7)
***OTD No.2 (Eastbound)**						
Capital Outlay Support			22.5	8.4	25.0	2.5
Capital Outlay Construction			62.0	-	62.8	0.8
Total			84.5	8.4	87.8	3.3
*OTD Electrical Systems						
Capital Outlay Support			1.5	0.8	1.5	-
Capital Outlay Construction			4.4	-	4.4	-
Total			5.9	0.8	5.9	-
Existing Bridge Demolition						
Capital Outlay Support	79.7	(19.8)	59.9	0.4	61.4	1.5
Capital Outlay Construction	239.2	(0.1)	239.1	-	233.0	(6.1)
Total	318.9	(19.9)	299.0	0.4	294.4	(4.6)
YBI/SAS Archeology						
Capital Outlay Support	1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction	1.1	-	1.1	1.1	1.1	-
Total	2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relations						
Capital Outlay Support	3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction	3.0	-	3.0	2.8	3.0	-
Total	6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct						
Capital Outlay Support	6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction	11.6	-	11.6	11.3	11.6	-
Total	18.1	-	18.1	17.7	18.1	-
Oakland Geofill						-
Capital Outlay Support	2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction	8.2	-	8.2	8.2	8.2	-
Total	10.7	-	10.7	10.7	10.7	-

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through October 30, 2010 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved **Changes**	Current Approved Budget (10/2010)	Cost to Date (10/2010)	Cost Forecast (10/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	**h = g - e**
Pile Installation Demonstration Project						
Capital Outlay Support	1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction	9.3	(0.1)	9.2	9.2	9.3	-
Total	11.1	(0.1)	11.0	11.0	11.1	-
Stormwater Treatment Measures						
Capital Outlay Support	6.0	2.2	8.2	8.1	8.2	-
Capital Outlay Construction	15.0	3.3	18.3	16.7	18.3	-
Total	21.0	5.5	26.5	24.8	26.5	-
Right-of-Way and Environmental Mitigation						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay & Right-of-Way	72.4	-	72.4	51.3	72.4	-
Total	72.4	-	72.4	51.3	72.4	-
Sunk Cost - Existing East Span Retrofit						
Capital Outlay Support	39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction	30.8	-	30.8	30.8	30.8	-
Total	70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support						
Environmental Phase	97.7	-	97.7	97.8	97.7	-
Pre-Split Project Expenditures	44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs	20.0	(8.0)	12.0	3.2	12.0	-
Total	162.6	(8.0)	154.6	145.9	154.6	-
Subtotal Capital Outlay Support	959.3	203.0	1,162.3	882.2	1,282.5	120.2
Subtotal Capital Outlay Construction	4,492.2	496.8	4,989.0	3,545.6	5,058.1	69.1
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
						-
Total SFOBB East Span Replacement Project[1]	5,486.6	696.5	6,183.1	4,428.5	6,348.3	165.2

[1] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved **Changes**	Current Approved Budget (10/2010)	Cost to Date (10/2010)	Cost Forecast (10/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	**h = g - e**
New Benicia-Martinez Bridge Project						
New Bridge						
Capital Outlay Support						
BATA Funding	84.9	6.9	91.8	91.9	91.9	0.1
Non-Bata Funding	-	0.1	0.1	0.1	0.1	-
Subtotal	84.9	7.0	91.9	92.0	92.0	0.1
Capital Outlay Construction			-			-
BATA Funding	661.9	94.6	756.5	753.8	756.5	-
Non-Bata Funding	10.1	-	10.1	10.1	10.1	-
Subtotal	672.0	94.6	766.6	763.9	766.6	-
Total	756.9	101.6	858.5	855.9	858.6	0.1
I-680/I-780 Interchange Reconstruction						
Capital Outlay Support						
BATA Funding	24.9	5.2	30.1	30.1	30.1	-
Non-Bata Funding	1.4	5.2	6.6	6.3	6.6	-
Subtotal	26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction						
BATA Funding	54.7	26.9	81.6	77.1	81.6	-
Non-Bata Funding	21.6	-	21.6	21.7	21.7	0.1
Subtotal	76.3	26.9	103.2	98.8	103.3	0.1
Total	102.6	37.3	139.9	135.2	140.0	0.1
I-680/Marina Vista Interchange Reconstruction						
Capital Outlay Support	18.3	1.8	20.1	20.2	20.2	0.1
Capital Outlay Construction	51.5	4.9	56.4	56.1	56.4	-
Total	69.8	6.7	76.5	76.3	76.6	0.1
New Toll Plaza and Administration Building						
Capital Outlay Support	11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction	24.3	2.0	26.3	25.1	26.3	-
Total	36.2	5.8	42.0	40.8	42.0	-
Existing Bridge & Interchange Modifications						
Capital Outlay Support						
BATA Funding	4.3	13.5	17.8	17.8	17.8	-
Non-Bata Funding	-	0.9	0.9	0.8	0.9	-
Subtotal	4.3	14.4	18.7	18.6	18.7	-
Capital Outlay Construction						
BATA Funding	17.2	32.8	50.0	37.2	50.0	-
Non-Bata Funding	-	9.5	9.5	-	9.5	-
Subtotal	17.2	42.3	59.5	37.2	59.5	-
Total	21.5	56.7	78.2	55.8	78.2	-
Other Contracts						
Capital Outlay Support	11.4	(2.3)	9.1	9.2	9.2	0.1
Capital Outlay Construction	20.3	3.3	23.6	18.1	23.6	-
Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Total	52.1	0.9	53.0	44.3	53.1	0.1

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved **Changes**	Current Approved Budget (10/2010)	Cost to Date (10/2010)	Cost Forecast (10/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	**h = g - e**
New Benicia-Martinez Bridge Project continued...						
Subtotal BATA Capital Outlay Support	155.7	28.9	184.6	184.9	184.9	0.3
Subtotal BATA Capital Outlay Construction	829.9	164.5	994.4	967.4	994.4	-
Subtotal Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Subtotal Non-BATA Capital Outlay Support	1.4	6.2	7.6	7.2	7.6	-
Subtotal Non-BATA Capital Outlay Construction	31.7	9.5	41.2	31.8	41.3	0.1
Project Reserves	20.8	3.6	24.4	-	24.0	(0.4)
Total New Benicia-Martinez Bridge Project	1,059.9	212.6	1,272.5	1,208.3	1,272.5	-
Notes:	Includes EA's 00601_,00603_,00605_,00606_,00608_,00609_,0060A_,0060C_,0060E_, **0060F_,0060G_,0060H_, and all Project Right-of-Way**					
Carquinez Bridge Replacement Project						
New Bridge						
Capital Outlay Support	60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction	253.3	2.7	256.0	255.9	256.0	-
Total	313.8	2.4	316.2	316.1	316.2	-
Crockett Interchange Reconstruction						
Capital Outlay Support	32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction	73.9	(1.9)	72.0	71.9	72.0	-
Total	105.9	(2.0)	103.9	103.8	103.9	-
Existing 1927 Bridge Demolition						
Capital Outlay Support	16.1	(0.5)	15.6	15.7	15.7	0.1
Capital Outlay Construction	35.2	-	35.2	34.8	35.2	-
Total	51.3	(0.5)	50.8	50.5	50.9	0.1
Other Contracts						
Capital Outlay Support	15.8	1.2	17.0	16.4	17.0	-
Capital Outlay Construction	18.8	(1.2)	17.6	16.3	17.6	-
Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Total	45.1	(0.1)	45.0	42.6	45.0	-
Subtotal BATA Capital Outlay Support	124.4	0.3	124.7	124.2	124.8	0.1
Subtotal BATA Capital Outlay Construction	381.2	(0.4)	380.8	378.9	380.8	-
Subtotal Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Project Reserves	12.1	(9.8)	2.3	-	2.2	(0.1)
Total Carquinez Bridge Replacement Project [1]	528.2	(10.0)	518.2	513.0	518.2	-
Notes	**Other Contracts include EA's** 01301_,01302_,01303_,01304_,01305_,01306_,01307_,01308_,01309_,0130A_,0130C_,0130D_,0130F_,0130G_,0130H_,0130J_,00453_,00493_,04700_,00607_,2A270_,and **29920_ and all Project Right-of-Way**					

[1] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved **Changes**	Current Approved Budget (10/2010)	Cost to Date (10/2010)	Cost Forecast (10/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	**h = g - e**
Richmond-San Rafael Bridge Trestle. Fender, and Deck Joint Rehabilitation			S			
Capital Outlay Support						
BATA Funding	2.2	(0.8)	1.4	1.4	1.4	-
Non-BATA Funding	8.6	1.8	10.4	10.4	10.4	-
Subtotal	10.8	1.0	11.8	11.8	11.8	-
Capital Outlay Construction						
BATA Funding	40.2	(6.8)	33.4	33.3	33.4	-
Non-BATA Funding	51.1	-	51.1	51.1	51.1	-
Subtotal	91.3	(6.8)	84.5	84.4	84.5	-
Project Reserves	-	0.8	0.8	-	0.8	-
Total	102.1	(5.0)	97.1	96.2	97.1	-
Richmond-San Rafael Bridge Deck Overlay Rehabilitation						
Capital Outlay Support						
BATA Funding	4.0	(0.7)	3.3	3.3	3.3	-
Non-BATA Funding	4.0	(4.0)	-	-	-	-
Subtotal	8.0	(4.7)	3.3	3.3	3.3	-
Capital Outlay Construction	16.9	(0.6)	16.3	16.3	16.3	-
Project Reserves	0.1	0.3	0.4	-	0.4	-
Total	25.0	(5.0)	20.0	19.6	20.0	-
Richmond Parkway Project (RM 1 Share Only)						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	5.9	-	5.9	4.3	5.9	-
Total	5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening						
Capital Outlay Support	34.6	(0.5)	34.1	34.1	34.1	-
Capital Outlay Construction	180.2	(6.1)	174.1	174.1	174.1	-
Capital Outlay Right-of-Way	1.5	(0.9)	0.6	0.5	0.6	-
Project Reserves	1.5	(0.5)	1.0	-	1.0	-
Total	217.8	(8.0)	209.8	208.7	209.8	-
I-880/SR-92 Interchange Reconstruction						
Capital Outlay Support	28.8	34.6	63.4	55.4	63.4	-
Capital Outlay Construction						
BATA Funding	85.2	66.2	151.4	109.2	151.4	-
Non-BATA Funding	9.6	-	9.6	-	9.6	-
Subtotal	94.8	66.2	161.0	109.2	161.0	-
Capital Outlay Right-of-Way	9.9	7.0	16.9	12.7	16.9	-
Project Reserves	0.3	3.4	3.7	-	3.7	-
Total	133.8	111.2	245.0	177.3	245.0	-
Bayfront Expressway Widening						
Capital Outlay Support	8.6	(0.2)	8.4	8.3	8.4	-
Capital Outlay Construction	26.5	(1.5)	25.0	24.9	25.0	-
Capital Outlay Right-of-Way	0.2	-	0.2	0.2	0.2	-
Project Reserves	0.8	(0.3)	0.5	-	0.5	-
Total	36.1	(2.0)	34.1	33.4	34.1	-

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved **Changes**	Current Approved Budget (10/2010)	Cost to Date (10/2010)	Cost Forecast (10/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	**h = g - e**
US 101/University Avenue Interchange Modification						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	3.8	-	3.8	3.7	3.8	-
Total	3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support	358.3	61.6	419.9	411.6	420.3	0.4
Subtotal BATA Capital Outlay Construction	1,569.8	215.3	1,785.1	1,712.1	1,785.1	-
Subtotal Capital Outlay Right-of-Way	42.5	5.9	48.4	40.3	48.4	-
Subtotal Non-BATA Capital Outlay Support	14.0	4.0	18.0	17.6	18.0	-
Subtotal Non-BATA Capital Outlay Construction	92.4	9.5	101.9	82.9	102.0	0.1
Project Reserves	35.6	(2.5)	33.1	-	32.6	(0.5)
Total RM1 Program	2,112.6	293.8	2,406.4	2,264.5	2,406.4	-
Notes:	**1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation** Includes Non-TBSRA Expenses for EA 0438U_ and 04157_					
	2 San Mateo-Hayward Bridge Widening includes EA's 00305_,04501_,04503_,04504_ ,04504_,04505_,04506_,04507_,04508_,04509_,27740_,27790_,04860_					

SFOBB SEISMIC RETROFIT PROJECT

THE YBITS PROGRESS DIAGRAM

(As of October 28, 2010)

Column W10L North

Access Trestle Construction

Legend

Work in Progress

Completed Work

SSD Contract (CC Myers)

YBITS#1 Contract (MCM)

Note:
1. W10AL, W10L, W9L, W8L, W7L & W8L all have North and South Columns.
2. EB On Ramp Structure is not included in this Diagram

Westbound

Bent Designation

Hinge E

Roadway Deck

Bent Cap, Stem, Soffit

Formwork

Column(s)

Pier Footing

Piles

Frame1

Frame 2

Bent W10AL

Bent W10L

Ground along South Edge of Deck

Bent W9L

H Pile

Bent W8L

Note: Col & Footing for 10L South was placed on 10-27-10 and W10L-North was placed on 10-28-10

Hinge W7L

W7L Includes both W7L North & W7L South Columns

Bent W7L (Complete)

Ground along North Edge of Deck

Bent W6L (Complete)

Bent W5L

Bent W4L (Complete)

Tie-Down

Bent W3L (Complete)

Bent W2 (SAS Project)

Bridge Hinge K

Column 10W L South

MCM Stored Piles at YBI

Ground Preparation for Additional Parking spaces

Legend

Work in Progress

Completed Work

Eastbound

Bent Designation

Hinge E

Roadway Deck

Bent Cap, Stem, Soffit

Formwork

Column(s)

Pier Footing

Piles

Frame1

Frame 2

Abut W11R

Bent W10R

Ground along South Edge of Deck

Bent W9R

H Pile

Bent W8R

Hinge W8R

W6R Includes both W6R North & W5R South Columns

Bent W7R (Complete)

Ground along North Edge of Deck

Bent W6R

Bent W5R

Bent W4R (Complete)

CIDH

Tie-Down

Bent W3R (Complete)

Bent W2 (SAS Project)

Bridge Hinge K

Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication

SAS Cross Beam Assembly in Bay 6

SAS Lift 13 West Line Segment Assembly in Bay 14

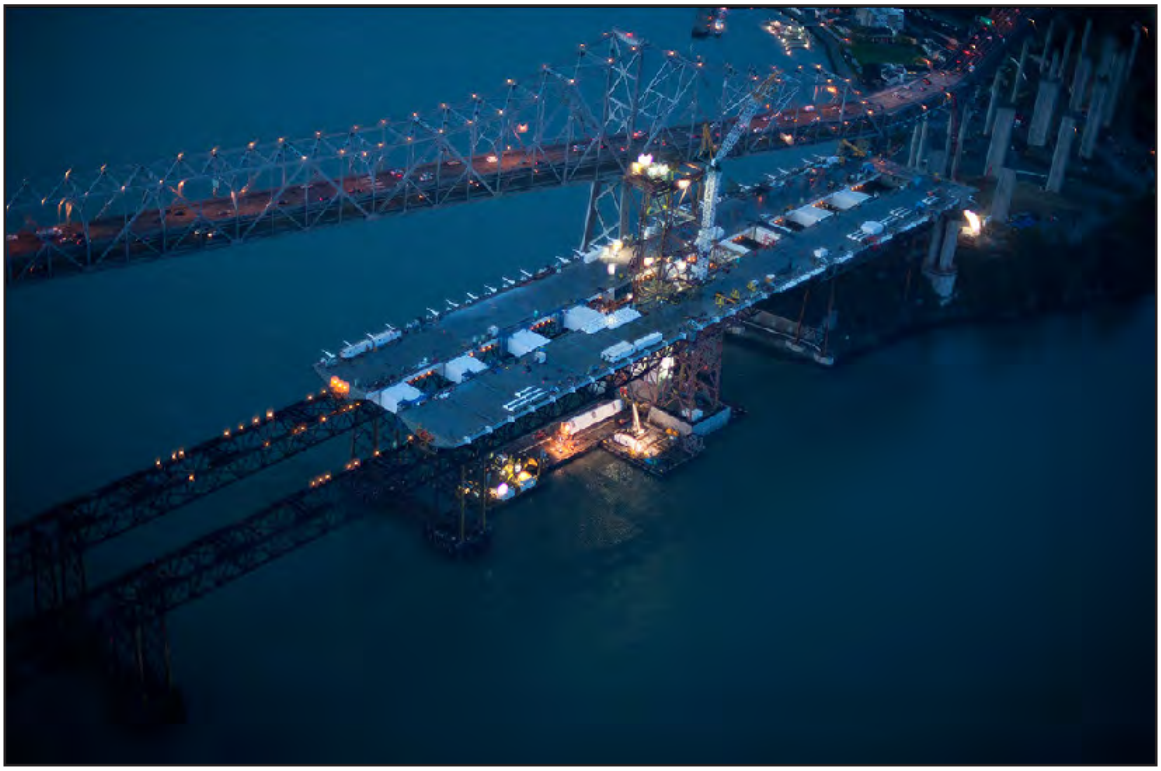
SAS Tower Lift 3 Segments Loaded up on the Ship

SAS ESAB Wire Being Used for the First Time on Lift 11 Welds

Aerial View of Yerba Buena Island Detour and the Yerba Buena Island Transition Structures #1

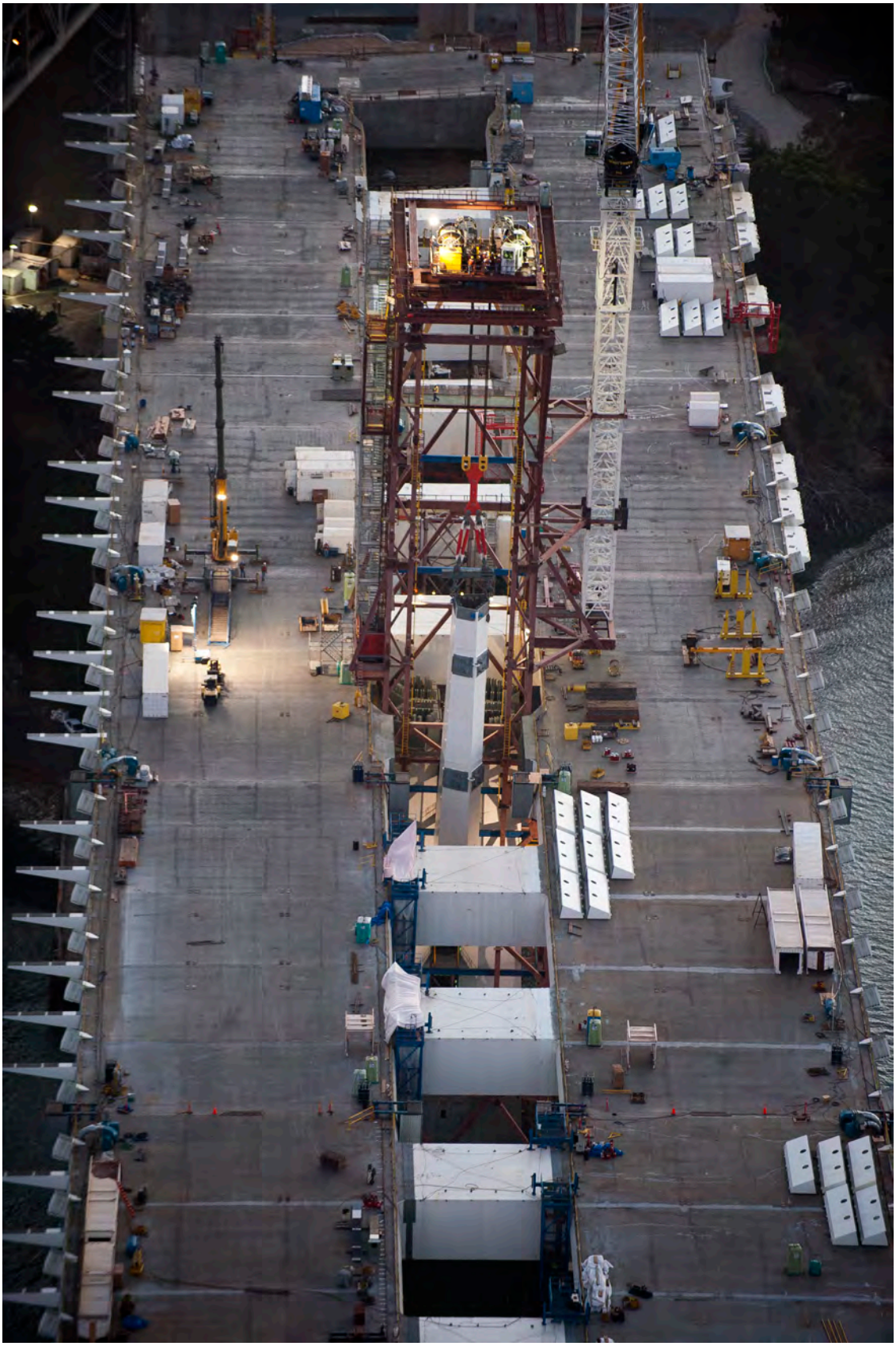
Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Field Work



SAS Aerial View of the Shear-Leg Crane Barge Erecting the Tower Lifts

SAS Bike Path Fabrication

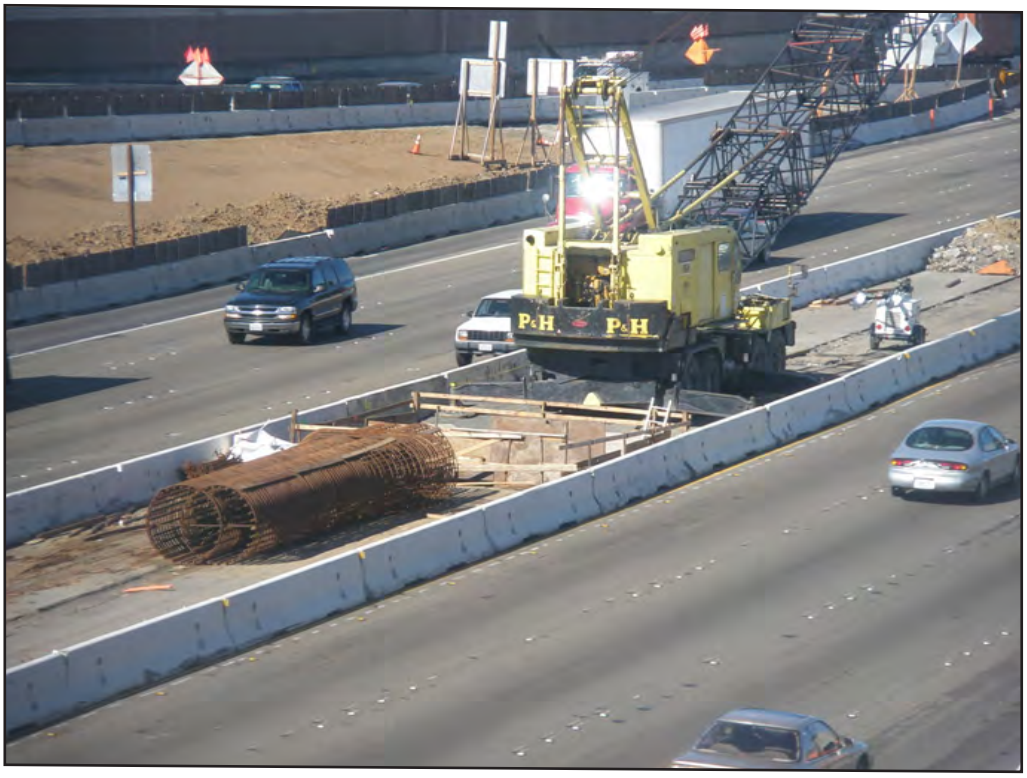


SAS Second Tower Lift

Appendix E: Project Progress Photographs

92/880 Interchange

GRE Work in Progess at Southwest Quadrant of the 92/880 Interchange



Bent 3 of WSCONN Bridge

92/880 Interchange Progress

Drainage Works on the Old Hesperian Off Ramp

Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

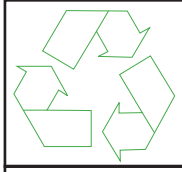
BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

% COMPLETE: % Complete is based on an evaluation of progress on the project, expenditures to date, and schedule.



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The information in this report is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production is $1,574,873.73.

URS Hatch Mott MacDonald
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