

Toll Bridge Seismic Retrofit Program Report



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION



Third Quarter Report
September 30, 2008



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Toll Bridge Program Oversight Committee
Department of Transportation
Office of the Director
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

November 10, 2008

Mr. John Chalker, Chair
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Mr. Bob Alvarado, Vice-Chair
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Commissioners Chalker and Alvarado:

The Toll Bridge Program Oversight Committee (TBPOC) is pleased to submit the 2008 third quarter "Toll Bridge Seismic Retrofit Program Report," prepared pursuant to California Streets and Highways Code Section 30952.2. The third quarter report includes project progress and activities for the Toll Bridge Seismic Retrofit Program through September 30, 2008.

California Streets and Highways Code Section 30952.1 established the TBPOC to exercise project oversight and control over the Toll Bridge Seismic Retrofit Program. The TBPOC comprises the Director of the California Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA) and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight and control activities include review and approval of contract bid documents, review and resolution of project issues, evaluation and approval of project change orders and claims and the issuance of monthly and quarterly program progress reports.

In the third quarter, Caltrans advertised the Yerba Buena Island #1 contract to complete the approach structures from the new Self-Anchored Suspension (SAS) Span to the Yerba Buena Island tunnel. Work continues to proceed on the rest of the San Francisco-Oakland Bay

Gregory Schmidt
E. Dotson Wilson
November 10, 2008
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Bridge East Span Seismic Replacement Project with ongoing construction on the temporary detour viaduct just south of the bridge on the Oakland approach structures and on the SAS.

The SAS Superstructure contractor has reported being up to six months behind schedule with bridge fabrication. The TBPOC is working closely with the contractor to evaluate and identify possible mitigation measures for the schedule delay. The TBPOC will report back on progress on this item next quarter. More information on this item is provided on pages 15 and 16 of the report.

In the next quarter, Caltrans expects to achieve seismic safety on the West Approach to the San Francisco-Oakland Bay Bridge in San Francisco. New ramps at Sterling Street and Harrison Street will open before the end of the year. The project is forecast to be completed seven months early in January 2009. Additional information on these and other projects is provided in the report.

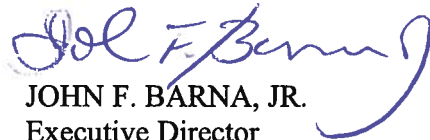
Work is also proceeding on the seismic evaluation of the Dumbarton and Antioch Bridges. Caltrans and BATA have determined that both bridges require some level of seismic retrofit. Design teams have prepared draft cost estimates for the proposed retrofit strategies that are currently under review. This cost information will be provided in the next quarterly report.

The TBPOC is committed to providing the Legislature with comprehensive and timely reporting on the Toll Bridge Seismic Retrofit Program. If there are any questions, or if any additional information is required, please do not hesitate to contact the members of the TBPOC.

Sincerely,



WILL KEMPTON
Director
California Department of Transportation
Chair, TBPOC



JOHN F. BARNA, JR.
Executive Director
California Transportation Commission



STEVE HEMINGER
Executive Director
Bay Area Toll Authority

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The TBPOC is committed to providing CTC with comprehensive and timely reporting on the Toll Bridge Seismic Retrofit Program. If there are any questions, or if any additional information is required, please do not hesitate to contact the members of the TBPOC.

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November 10, 2008

Mr. Gregory Schmidt
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

Mr. E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, CA 95814

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Executive Summary

The Toll Bridge Program Oversight Committee (TBPOC) submits the 2008 Third Quarter Report ending September 30, 2008 for the Toll Bridge Seismic Retrofit Program (TBSRP) in accordance with Assembly Bill (AB) 144 and Senate Bill (SB) 66. This report provides the following:

1. Information on the progress of each project in the program
2. Baseline budget for Capital Outlay (CO) and Capital Outlay Support (COS)
3. Current projected costs for CO and COS
4. Expenditures to date
5. Comparison of the baseline schedule to the December 2007 projected schedule
6. Summary of the milestones achieved during the quarter
7. Major risk assessment for the remaining projects
8. Summary of expenses incurred by the TBPOC in performing its duties

Major Highlights during the Third Quarter 2008

Of the seven toll bridges in the TBSRP, only the San Francisco-Oakland Bay Bridge (SFOBB) remains to be retrofitted. Highlights of major milestones and actions made during the quarter include:

- On the SFOBB West Approach Project, the westbound traffic was shifted to the south on August 27, 2008, which allowed for the demolition of the temporary westbound upper deck widening. The permanent Sterling on-ramp is scheduled to open before the 2008 Thanksgiving holiday and the Harrison off-ramp will be open to traffic in December.

The project is forecast to be completed seven months ahead of schedule in January 2009. To achieve early project completion and minimize impacts to the local community and the traveling public, the TBPOC has approved a number of contract changes that have increased



SAS – E2 Crossbeam Temporary Supports



SAS – Shearleg Crane Barge Boom

the final cost of the project (see page 5 – Table 2). The costs of these changes are within the TBSRP program contingency and will result in no change to the overall program budget. (See project notes on page 12.)

- As part of the SFOBB East Span Seismic Replacement Project, the Self-Anchored Suspension Span (SAS) contract is constructing the superstructure of the signature span between the Skyway and Yerba Buena Island (YBI). Work is occurring both in the Bay Area and around the world to complete the span.

American Bridge/Fluor, the prime contractor on the project, is performing civil work both on YBI and out on the bay with construction of the W2 and E2 support piers and with the erection of temporary support structures along the path of the future SAS.

Fabrication of the steel SAS tower and deck sections is ongoing in China at Zhenhua Port Machinery Company (ZPMC), the steel fabrication subcontractor. ZPMC is also completing a shearleg crane to lift the bridge components into place. The cable saddles for the SAS are under fabrication in Japan.

The SAS Superstructure contractor has submitted a schedule update that shows fabrication of the deck and tower to be about six months behind schedule. Caltrans and the contractor are developing options to mitigate the fabrication delays. If mitigation of the SAS delays does not occur, the 6-month delay reported by the SAS Contractor may increase and result in additional cross-impacts to the corridor schedule. This issue has been incorporated in the risk register and is likely to result in additional risks being identified in upcoming quarters. This potential cost and schedule risks have not yet been incorporated into the project forecast pending further risk mitigation evaluation. The cost of this risk is significant and could have cross-impacts other contracts. (See “Risk Management Program” on page 25 for more information.)

- The Yerba Buena Island Detour contract (YBID) is constructing a temporary detour structure from the Yerba Buena Island tunnel to the existing east span. The contract is making progress on the temporary detour viaduct and on advanced work on a number of foundations for the future transition structure from the SAS to the tunnel. Clearly visible to the traveling



YBID - Viaduct Bent 51

public, the double-deck steel truss of the temporary detour viaduct is being pieced together just south of the existing bridge.

The contract originally intended to put traffic on a temporary detour in 2006 to meet an earlier east span replacement schedule. The current revised schedule will not have traffic on the temporary detour until 2009. To better integrate the contract into the revised project schedule, the TBPOC has approved a number of changes to the contract. These changes included 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 enhancement to the temporary detour structure.

Significant construction risks have been identified that will require additional funds to be budgeted for the YBID contract. In June 2008, the TBPOC approved a revised project budget of \$442.2 million for the project, which is \$107.8 million higher than the previously approved budget. The revised forecast for the project is \$461.2 million, which includes additional contingencies to cover the potential project risks. The budget change will be funded from the TBSRP program contingency and redirected project savings from the E2/T1,



YBITS Advanced Work Column W4R

Skyway, Richmond-San Rafael Bridge contracts. (See page 5 – *Table 2* and project notes starting on page 17.)



YBID – Viaduct Span 48, 49 & 50

Program Overview

Seven of the nine state-owned toll bridges were identified for seismic retrofit in the TBSRP:

1. Benicia-Martinez Bridge
2. Carquinez Bridge
3. San Mateo-Hayward Bridge
4. Vincent Thomas Bridge
5. San Diego-Coronado Bridge
6. Richmond-San Rafael Bridge
7. SFOBB (West Span, West Approach replacement, and East Span replacement)

Seismic retrofit of these complex structures presents an extremely difficult engineering challenge. Nowhere in the world has a bridge seismic safety program of this size been undertaken.

As shown in *Table 1-TBSRP Project Status*, a significant portion of the TBSRP is complete. Only the East Span Seismic Replacement projects remain to be seismically retrofitted.

The third quarter 2008 forecast indicates that the TBSRP projects will be completed within the overall current TBPOC approved program budget. *Tables 2 and 3* on the following pages provide a summary of the cost, schedule and status of all the TBSRP projects.

The Dumbarton and Antioch bridges were not originally included in the TBSRP. Further seismic vulnerability studies were completed and retrofit strategies have been proposed for both bridges. (See discussion on pages 28 and 29).

Table 1-TBSRP Project Status

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

Table 2-Toll Bridge Seismic Retrofit Program—Cost Summary (\$ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2008)	Cost To Date (09/2008)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.3	-	959.3	646.6	977.1	17.8	●
Capital Outlay Construction								
Skyway	Complete	1,293.0	(38.9)	1,254.1	1,236.5	1,254.1	-	●
SAS E2/T1 Foundations	Complete	313.5	(32.6)	280.9	274.5	280.9	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	528.9	1,767.4	13.7	●
YBI Detour	Design/Const	132.0	310.2	442.2	233.2	461.2	19.0	●
YBI Transition Structures		299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1	Design				-	214.3		
* YBITS Contract No. 2	Design				-	58.5		
* YBITS Contract No. 3 - Landscape	Design				-	3.3		
Oakland Touchdown (OTD)		283.8	-	283.8	123.0	302.5	18.7	
* OTD Submarine Cable	Complete				7.9	9.6		●
* OTD No. 1 (Westbound)	Construction				115.2	226.5		●
* OTD No. 2 (Eastbound)	Design				-	62.0		●
* OTD Electrical Systems	Design				-	4.4		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Construction	15.0	3.3	18.3	16.6	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	39.3	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	
Total SFOBB East Span Replacement Project		5,486.6	215.5	5,702.1	3,188.5	5,730.0	27.9	
SFOBB West Approach Replacement								
	Construction							●
Capital Outlay Support		120.0	-	120.0	110.0	120.0	-	
Capital Outlay Construction		309.0	24.7	333.7	292.5	350.7	17.0	●
Total SFOBB West Approach Replacement		429.0	24.7	453.7	402.5	470.7	17.0	
Richmond-San Rafael Bridge Retrofit								
	Complete							●
Capital Outlay Support		134.0	(7.0)	127.0	126.7	127.0	-	
Capital Outlay Construction & Right-of-Way		780.0	(90.5)	689.5	668.1	689.5	-	
Total Richmond-San Rafael Bridge Retrofit		914.0	(97.5)	816.5	794.8	816.5	-	
Program Completed Projects								
	Complete							
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	699.0	705.6	-	
Total Program Completed Projects		925.4	-	925.4	918.4	925.4	-	
Miscellaneous Program Costs								
		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	(142.7)	757.3	-	712.4	(44.9)	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	5,328.9	8,685.0	-	

● Within Approved Schedule and Budget
 ● Potential Cost and Schedule Impacts: Likely future need for Program Contingency Allocation
 ● Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming
 Note: Details may not sum to totals due to rounding effects.

Table 3-Toll Bridge Seismic Retrofit Program—Schedule Summary

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (09/2008)	Project Complete Schedule Forecast (09/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
SFOBB East Span Replacement Project Skyway	Apr 07	8	Dec 07	Dec 07	-	●	
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Jan 08	(2)	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See Note. Go to Page 25, Risk Management Program, for more information.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	
• OTD Submarine Cable	n/a		Jan 08	Jan 08	-	●	
• OTD Westbound	n/a		Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a		Nov 14	Nov 14	-	●	See Note.
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
Open-to-Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
Open-to-Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Jan 2009	(7)	●	
• Open-to-Traffic Date: Mainline		-		April 2008			Open To Traffic.
Richmond-San Rafael Bridge		-					
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005.
• Public Access Project	n/a	-	May 07	Sept 07	4	●	

Note: Schedules for selected projects and the Open-to-Traffic dates were extended by 12 months from the AB 144/SB 66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract in response to bidder inquiries and to reduce costs.

Program Costs

Baseline and Projected Budget

The 2005 AB 144/SB 66 budget is \$7.785 billion for Capital Outlay (CO) and Capital Outlay Support (COS) plus \$900 million in program contingency for a total baseline budget of \$8.685 billion. The third quarter 2008 forecast for the program remains steady at the \$8.685 billion budget. The third quarter 2008 forecast for the SFOBB East Span Project is \$5,730.0 billion and is based on revised construction estimates, current project management information and the risk management effort.

Additional cost estimate and expenditure details for the TBSRP are included in Appendices A-1 and A-2. The details of the cost estimates and expenditures for the SFOBB East Span are shown in Appendix B.



YBID Advanced Work Completed Column W4L

Table 4-Toll Bridge Seismic Retrofit Program Cost (\$ Millions)

Contracts	AB 144 / SB 66 Baseline Budget	Approved Changes	Current Approved Budget	3rd Quarter 2008 Forecast	Difference from Current Approved Budget
Completed Projects					
Benicia-Martinez	177.8	-	177.8	177.8	-
Carquinez	114.2	-	114.2	114.2	-
San Mateo-Hayward	163.5	-	163.5	163.5	-
Vincent Thomas	58.5	-	58.5	58.5	-
San Diego-Coronado	103.5	-	103.5	103.5	-
SFOBB West Span	307.9	-	307.9	307.9	-
Ongoing Projects					
Richmond-San Rafael	914.0	(97.5)	816.5	816.5	-
SFOBB West Approach	429.0	24.7	453.7	470.7	17.0
SFOBB East Span	5,486.6	215.5	5,702.1	5,730.0	27.9
Miscellaneous Program Costs	30.0	-	30.0	30.0	-
Subtotal	7,785.0	142.7	7,927.7	7,972.6	44.9
Program Contingency	900.0	(142.7)	757.3	712.4	(44.9)
Total Program	8,685.0	-	8,685.0	8,685.0	-

Program Schedule

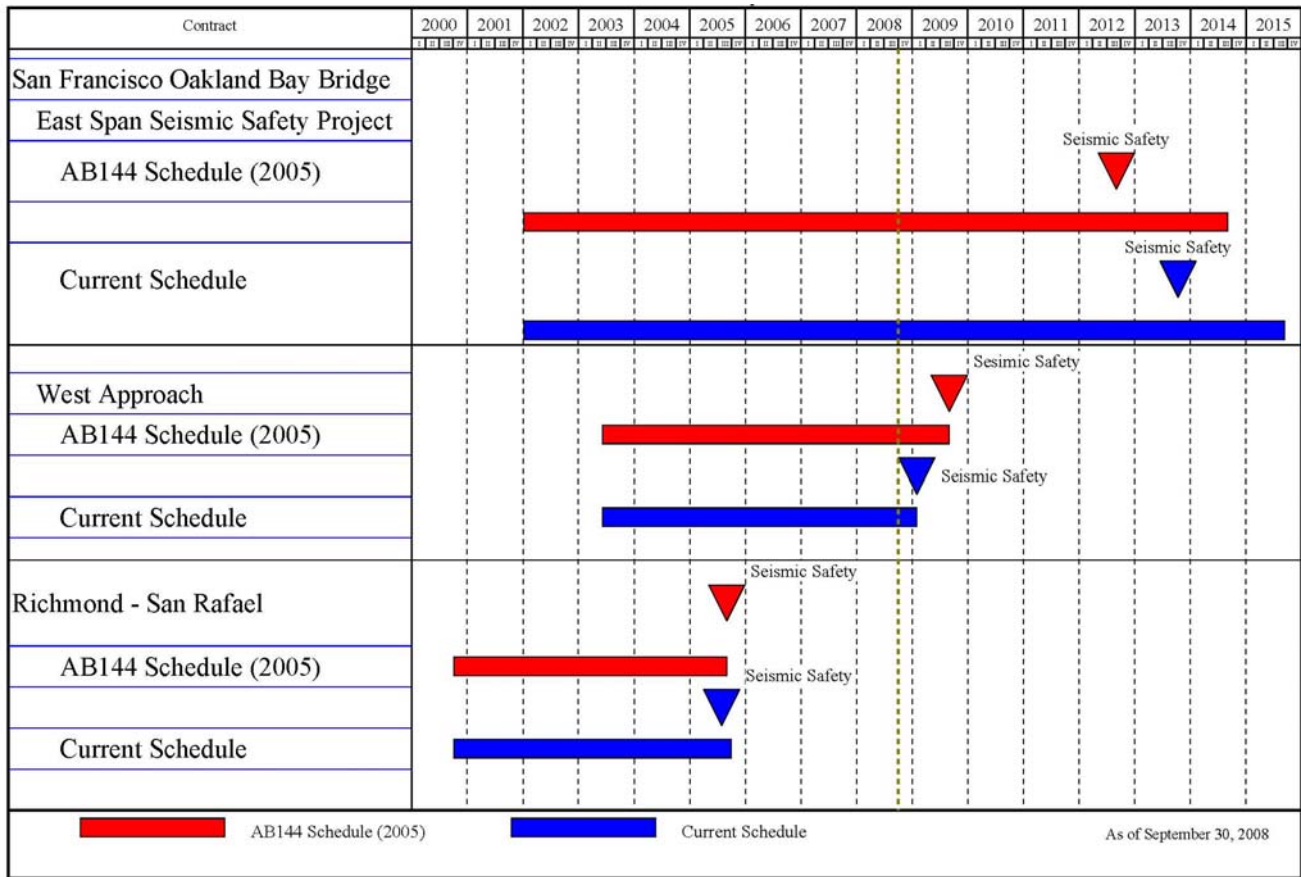
Baseline and Projected Schedule

Seismic retrofit on six of the seven toll bridges in the TBSRP is complete. These structures include the Benicia-Martinez, Carquinez, Richmond-San Rafael, San Mateo-Hayward, Vincent Thomas and San Diego-Coronado bridges. Seismic retrofiting of the SFOBB west span was completed in June 2004. The SFOBB West Approach and East Span Seismic Replacement projects are currently under construction. The West Approach Project is forecast to be completed in January 2009. The new East Span is

forecast to open in the westbound direction in September 2012 and in the eastbound direction in September 2013.

It is estimated that all construction activities for the SFOBB East Span Seismic Replacement project will be completed by 2015, marked by the planned demolition of the existing SFOBB East Span. *Chart 1-Schedule of Remaining Projects* shows the Baseline AB 144/SB 66 project schedule versus the projected completion schedules for the TBSRP projects currently under construction.

Chart 1-Schedule of Remaining Projects



Program Funding and Financing

AB 144 established a funding level of \$8.685 billion for the TBSRP. The bill specifies program funding sources, as shown in *Table 5-Program Budget*.

**Table 5-Program Budget
as of September, 2008 (\$ Millions)**

	Budgeted	Funding Available & Contributions
Financing		
Seismic Surcharge Revenue AB 1171	2,282.0	2,282.0
Seismic Surcharge Revenue AB 144	2,150.0	2,150.0
BATA Consolidation	820.0	820.0
Subtotal - Financing	5,252.0	5,252.0
Contributions		
Proposition 192	790.0	789.0
San Diego Coronado Toll Bridge Revenue Fund	33.0	33.0
Vincent Thomas Bridge	15.0	6.9
State Highway Account ⁽¹⁾⁽²⁾	745.0	745.0
Public Transportation Account ⁽¹⁾⁽³⁾	130.0	130.0
ITIP/SHOPP/Federal Contingency	448.0	-
Federal Highway Bridge Replacement and Rehabilitation (HBRR)	642.0	642.0
SHA - East Span Demolition	300.0	
SHA - "Efficiency Savings" ⁽⁴⁾	130.0	10.0
Redirect Spillover	125.0	125.0
Motor Vehicle Account	75.0	75.0
Subtotal - Contributions	3,433.0	2,555.9
Total Funding	8,685.0	7,807.9
Allocated to date		6,900.1
Remaining Unallocated		907.8
<p>⁽¹⁾ The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.</p> <p>⁽²⁾ To date, \$645 million has been transferred from the SHA to the TBSRP, including the full \$290 million transfer scheduled by the CTC to occur in 2005-06. An additional \$100 million has been expended directly from the account.</p> <p>⁽³⁾ To date, \$130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.</p> <p>⁽⁴⁾ To date, \$10 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" identified under AB 144. Approximately \$120 million remains to be distributed as scheduled by the CTC.</p> <p>Notes: Program budget includes \$900 million program contingency.</p>		

Funding Status

The program's financial status of revenues and expenditures is summarized in the table below, *Table 6-Toll Bridge Seismic Retrofit Program Financial Status*. The figures include the surcharge revenues collected, transfers from the SHA and the PTA, and expenditures from the Toll Bridge Seismic Retrofit Account (TBSRA) and the Seismic Retrofit Bond Act of 1996 (Proposition 192).

Table 6-Toll Bridge Seismic Retrofit Program Financial Status as of September 30, 2008 (\$ Millions)

Revenues:	
Toll Surcharge ⁽¹⁾	687.9
SMIF Interest	97.9
Bond Revenue (Seismic Bond of 1996)	789.0
Bond Revenue (Toll Revenue Bonds)	1,062.0
Commercial Paper ⁽²⁾	80.0
SANDAG	33.0
Vincent Thomas ⁽³⁾	6.9
Federal Highway Bridge Replacement and Rehabilitation	600.0
Transfers to TBSRA:	
Motor Vehicle Account	75.0
State Highway Account ⁽⁴⁾	745.0
Public Transportation Account ⁽⁵⁾	130.0
State Highway Account "Efficiency Savings" ⁽⁶⁾	10.0
Total Revenues and Transfers	4,316.7
Expenditures :	
Capital Outlay	4,201.5
State Operations	1,127.4
Total Expenditures	5,328.9
Encumbrances:	
Capital Outlay	1,557.5
State Operations	13.7
Total Encumbrances	1,571.2
Total Expenditures and Encumbrances	6,900.1
(1) The Toll Surcharge is dedicated to repayment of bonds beginning September 1, 2003. Toll Surcharge shown here is only toll revenue collected prior to that date.	
(2) \$80 Million in Commercial Paper issued on or about April 5, 2005.	
(3) No additional funding is expected from the Vincent Thomas Toll Revenue Account.	
(4) To date, \$645 million has been transferred from the SHA to the TBSRP, including the full \$290 million transfer scheduled by the CTC to occur in 2005-06. An additional \$100 million has been expended directly from the account.	
(5) To date, \$130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.	
(6) To date, \$10 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" identified under AB 144. Approximately \$120 million remains to be distributed as scheduled by the CTC.	

Program Financing

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

- administrative responsibility for collection and accounting of all toll revenues
- authorization to increase tolls on the state-owned bridges by \$1.00, effective January 1, 2007
- project level toll-setting authority as necessary to cover additional cost increases beyond the funded program contingency in order to complete the TBSRP
- assumption of funding all of the roadway and bridge structure maintenance from Caltrans once bridge seismic retrofit projects are completed

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

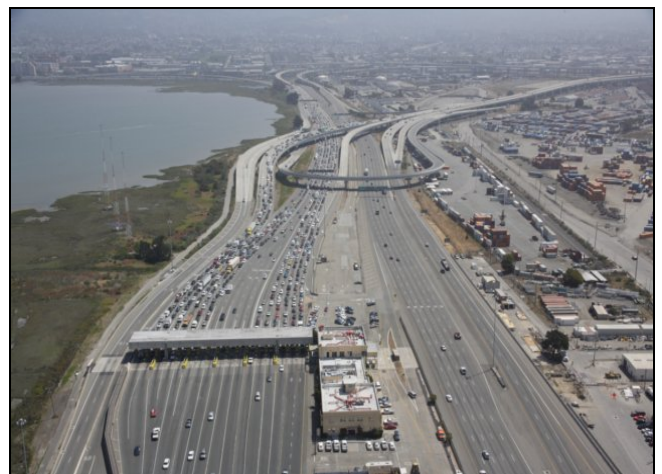
- issuing \$6.2 billion in debt, including defeasance of \$1.5 billion in outstanding State Infrastructure Bank (I-Bank) bonds and commercial paper
- increasing tolls on the state-owned bridges by \$1.00 (from \$3.00 to \$4.00 for two-axle vehicles), effective January 1, 2007
- securing the maximum amount of state funding early in the construction schedule to most efficiently use toll funds (see the following discussion concerning the California Transportation Commission (CTC) funding schedule)
- locking in current interest rates to the extent possible in order to improve the likelihood that the entire toll program construction and the operations and maintenance can be delivered within the \$4.00 auto toll level.

In March 2006, BATA approved the issuance of \$1.2 billion in bonds to defease the I-Bank bonds

approved in October 2005. Additionally, pursuant to the law, BATA held two public hearings - one in October and one in November 2005 - to receive public testimony regarding the proposed \$1.00 seismic surcharge toll increase that began on January 1, 2007 on the state-owned toll bridges in the Bay Area. BATA approved the toll increase on January 25, 2006.

Pursuant to AB 144, on September 29, 2005, the CTC adopted a schedule, revised in December 2005, for the transfer of state funds to BATA to fund the TBSRP. The schedule contains the timing and sources of the state contributions, which began in Fiscal Year (FY) 2005-06, and distributes the contributions over the years of project construction to ensure a timely balance between state sources and the contributions from toll funds. In December 2005, the CTC re-adopted the schedule to reflect opportunities maximizing the use of available PTA funds and correct prior transfer transactions. The CTC's December 2005 revised schedule for the transfer of funds allows BATA to pledge the state fund contribution to the financing of the TBSRP per BATA's adopted finance plan. The CTC schedule is included in Appendix C.

In June 2008, BATA refunded \$500 million of the Series 2006 XL Capital auction rate bonds and variable rate demand notes. In July 2008, BATA was requested to approve the refunding of \$715 million in Ambac-insured bonds. The bonds were reissued as uninsured fixed rate bonds. The BATA total debt portfolio is approximately \$5.2 billion.



The Bay Bridge Toll Plaza



The West Approach

Project Status

Ongoing Construction Projects

SFOBB West Approach

The SFOBB West Approach Seismic Retrofit Project will remove and replace the west approach to the SFOBB, which includes all of the westbound mainline and most of the eastbound mainline from 4th Street to the SFOBB west anchorage, and all of the connecting entrances and exit ramps in downtown San Francisco. Upon completion of the retrofit project, the west approach mainline and ramps will have the same number of traffic lanes as before, but with improved highway geometrics. The mainline eastbound and westbound structures will be adjacent to each other at 4th Street and transition to a double-deck configuration with their own independent support system from Rincon Hill to the anchorage in order to tie into the existing SFOBB.

Milestones Achieved

The San Francisco-Oakland Bay Bridge (SFOBB) West Approach Project is 95 percent

complete as of September 2, 2008 and is forecast for early completion in January 2009. The westbound traffic was shifted to the south on August 27, 2008 to allow for the start of the demolition of the temporary westbound upper deck widening. Major ongoing work during this quarter includes the continuation of the seismic retrofit work on frame 8L (lower deck anchorage spans).

Punchlist activities for the Fremont off-ramp area are ongoing. The permanent Sterling on-ramp is scheduled to open before the 2008 Thanksgiving holiday and the Harrison off-ramp should be open to traffic in December.

Project Funding

The TBPOC has forecast \$470.7 million and budgeted \$453.7 million to complete the West Approach Project. The higher forecast covers potential costs associated with achieving early project completion, minimizing impacts to the public and remaining construction risk. Savings from the sale of excess project right-of-way upon completion may reduce the forecast project costs.

The forecast cost of the project remains within the overall TBSRP program contingency capacity and will result in no change to the overall program budget. (See *Table 7- Current West Approach Project Budget and Forecast*).

Table 7-Current West Approach Project Budget and Forecast (\$ Millions)

	Current Approved Budget	3rd Quarter 2008 Forecast	Difference
COS	120.0	120.0	-
CO	333.7	350.7	17.0
Total	453.7	470.7	17.0

SFOBB East Span Seismic Replacement

The east span of the San Francisco-Oakland Bay Bridge (SFOBB) will be seismically retrofitted through the complete replacement of the existing span. The project is split into four distinct elements; the Oakland Touchdown Approach Structures (OTD), Skyway Structures, Self-Anchored Suspension Span (SAS), and Yerba Buena Island Transition Structures (YBITS).

To facilitate construction flow and acceleration of work off the critical path for project completion, the OTD, SAS, and YBITS elements have been split into multiple contracts.

Including contracts for the interim retrofit and final demolition of the existing east span, the SFOBB East Span Seismic Safety Project now consists of 21 contracts.

Twelve contracts are **complete**:

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

Three contracts are under **construction**:

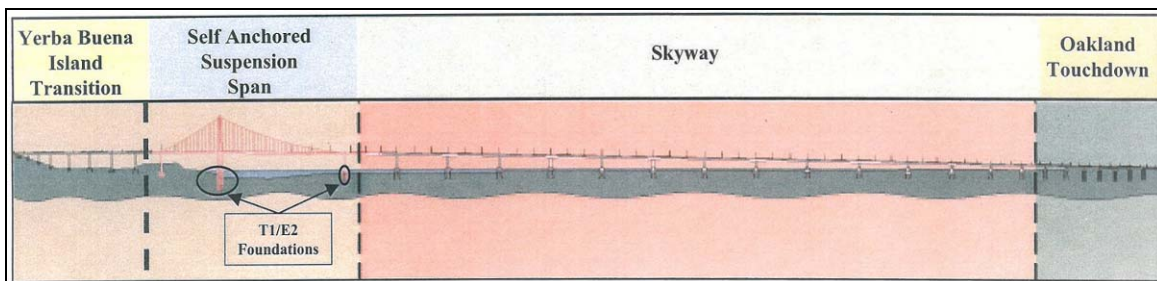
- YBID
- SAS Superstructure
- OTD #1

Six contracts are in **design**:

- YBITS #1: The contract has been advertised
- YBITS #2: (design 80 percent complete to date)
- YBITS #3 landscaping contract
- OTD #2 contract: The contract is planned to be advertised in summer 2010
- OTD portions of the corridor electrical contract: This scope may be executed as a separate contract, or alternatively, may be included within the OTD #2 contract and/or the other contracts within the east span corridor. A 35 percent PS&E package will be ready for review by late 2008, at which point an informed decision can be made on whether to include the corridor electrical work into the OTD contract, or to have it as a separate contract.
- Existing Bridge Demolition design (10 percent complete to date)

The forecast completion date as compared to the AB 144/SB 66 baseline completion date for each of the major components of the SFOBB East Span Seismic Replacement project is shown in *Table 8-SFOBB East Span Seismic Replacement Project Schedule Summary* below.

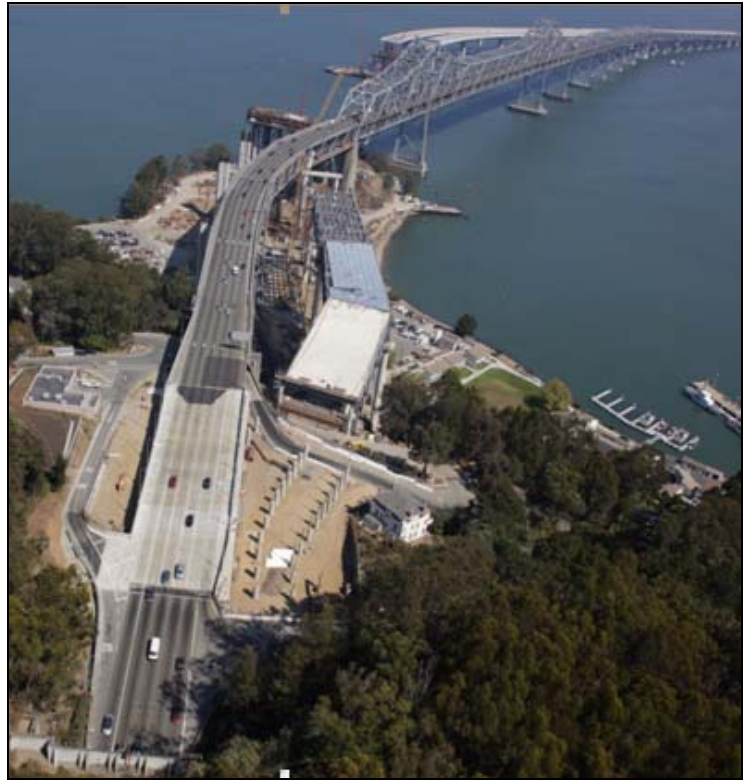
The approved east span opening date has been extended by 12 months by the TBPOC through an addendum issued on the SAS contract based on



SFOBB East Span Replacement Project

bidder inquiries received during advertisement. The current approved schedule does not include the potential for schedule reduction based on an early completion incentive on the SAS contract of six months that was also included in the addendum.

Similarly, the schedule for the YBID contract was extended to take into account the 12-month change to the SAS contract schedule and the incorporation of additional work scope from the YBITS contract. This extension is not expected to affect the new east span open-to-traffic date.



SFOBB East Span Replacement Project

Table 8-SFOBB East Span Seismic Replacement Project Schedule Summary

Contract	AB 144/SB 66 Baseline Pro	Approved Changes	Current Approved Schedule	3rd Quarter 2008 Forecast Project Completion Date	Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	January 2008	(2)
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-
Oakland Touchdown (OTD)	December 2013	12	December 2014	December 2014	-
OTD Submarine Cable	n/a		January 2008	January 2008	-
OTD No. 1 (Westbound)	n/a		January 2010	January 2010	-
OTD No. 2 (Eastbound)	n/a		November 2014	November 2014	-
YBI Transition Structure*	December 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-

Note: The new east span forecast to be fully open to traffic in September 2013. Construction activities will continue beyond that date to complete the project, including demolition of the existing structure.

Milestones Achieved – East Span Contracts

Skyway Contract

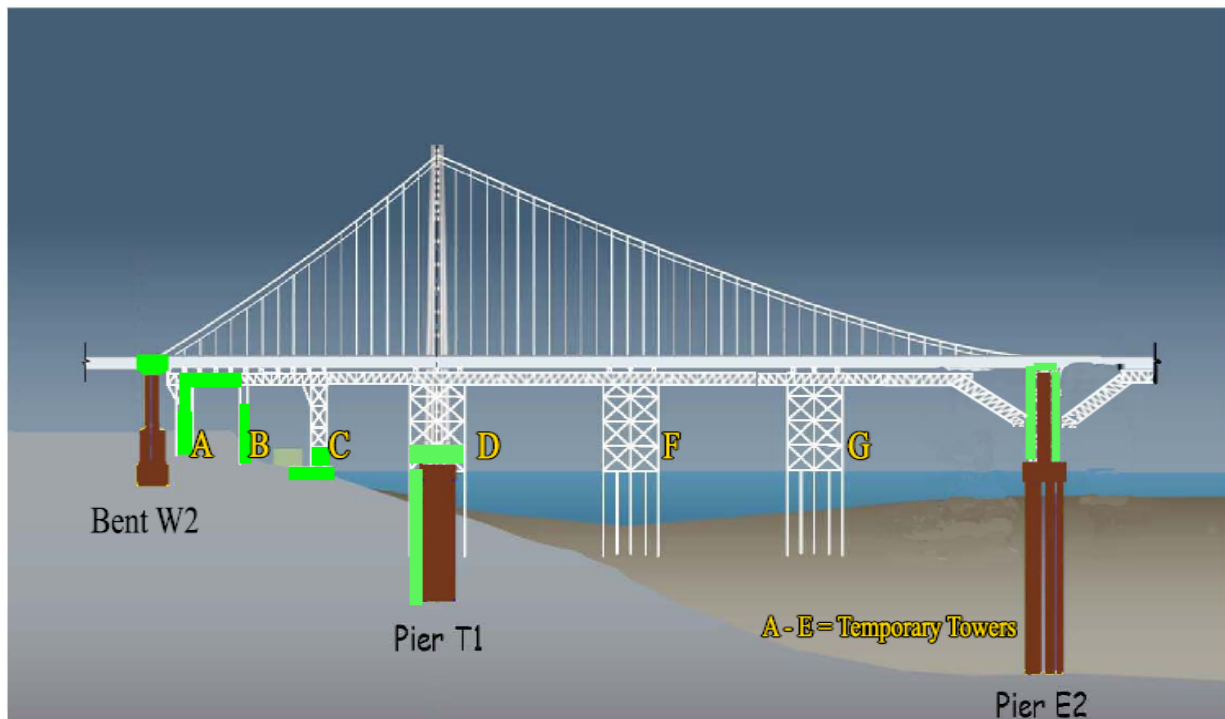
- The Skyway Contract constructed a pair of 1.3-mile long pre-cast segmental concrete bridges that will each carry five lanes of traffic with shoulders. The eastbound structure (to the south) also features a pedestrian/bike path. Substantially completed by the end of 2007, Caltrans accepted the contract on March 24, 2008 upon completion of final punchlist items. The TBPOC has revised the contract budget to close out at \$38.9 million in project savings at a final budget of \$1,254.1 million.

Self-Anchored Suspension Bridge Contracts

- The Self-Anchored Suspension span is being constructed under three separate contracts. The foundations to the span were constructed by the W2 Land and E2/T1 Marine contracts. Both contracts are now complete. The SAS span, which features a single 525-foot steel tower supporting two parallel steel roadway decks over the shipping channel, is being constructed under a single contract by American Bridge/Fluor (ABF).
- The SFOBB East Span Seismic Replacement Project SAS Superstructure contract is 33 percent complete based on payments to the contractor as of September 2008.

In the Bay Area, ABF is working to complete the W2 Cap Beam and E2 Crossbeam and constructing the temporary tower supports for the SAS superstructure. Temporary tower

SAS Superstructure Construction Progress



- SAS field work to be completed
- SAS field work in progress
- Completed field work under prior W2 and E2/T1 contracts



SAS – Tower Leg

organized resources in China that will ensure an effective owner’s presence in the steel fabrication shops operated by ZPMC. ZPMC is also completing the fabrication for the shearleg crane for the custom barge. Japan Steel Works is fabricating the tower and deviation saddles that will hold the main cable in place.

The SAS Superstructure contractor has submitted a schedule update that shows fabrication of the deck and tower to be about six months behind schedule. Caltrans and the contractor are developing options to mitigate the fabrication delays. See “Risk Management Program” on page 25 for more information.)

support foundation piles and falsework erection continues on the Yerba Buena Island. Fabrication of the hinge K pipe beam is ongoing at Oregon Iron Works.

Various portions of the bridge are under fabrication around the world. Zhenhua Port Machinery Company (ZPMC), of Shanghai, China, has been subcontracted to supply and fabricate all the major steel elements of the SAS. Caltrans has set up facilities and has

- All foundations for the SAS were completed in January 2008 with the acceptance of the E2/T1 SAS Marine Foundation contract. The E2/T1 contract completed the main tower foundation at T1 and the foundations and columns at the first pier east of main tower at E2. The TBPOC has revised the contract budget to close out at \$32.6 million in project savings that can be returned to the program.



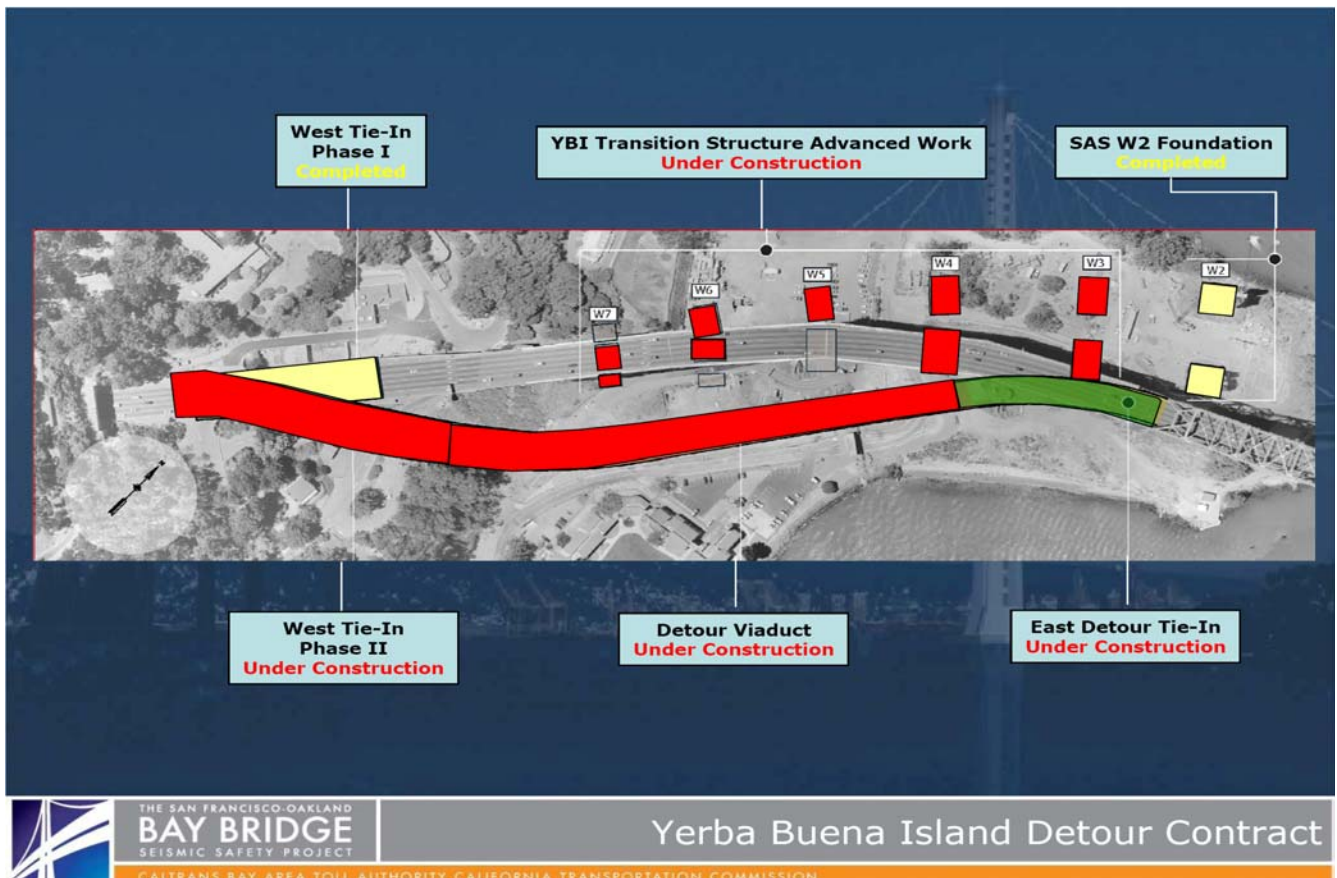
SAS - Deck Panel Fabrication

Yerba Buena Island Contracts

- The Yerba Buena Island contract involves constructing a temporary detour from the tunnel to the existing east span to be followed by the construction of new transition approach structures from the SAS to the YBI tunnel. The work is being constructed under four separate contracts: YBI Detour (YBID), YBI Transition Structures (YBITS) #1 Mainline Structures, YBITS #2 Post Traffic Switch, and YBITS #3, Landscaping.
- The YBID contract was awarded in early 2004 to CC Myers to construct a temporary detour structure providing for, at that time, the SAS to open in 2006. Due to the re-advertisement of the SAS superstructure contract in 2005, the bridge opening was rescheduled to 2013, which necessitated a temporary suspension of the YBI Detour contract and significant design changes. The required suspension of work and design revisions have resulted in increased costs for the YBID contract.

In 2006, the TBPOC approved a plan to pace work on the project, to have Caltrans assume design responsibility over the east and west tie-ins, and to make changes to the detour structures to allow it to stand in place alone for a longer duration than originally intended. The YBID contract is now forecast to be completed in 2010 consistent with the planned westbound opening date of 2012 for the new bridge.

In addition to the revised contract completion date, the TBPOC approved to advance some foundation and retrofit work from the YBITS contracts to the YBID contract on February 15, 2007. Advancing the work will reduce overall project schedule risk by taking work off the critical path for the East Span project, while making more effective use of the extended YBID contract duration, and will enable potential acceleration of the SAS construction pending negotiation with the contractor, ABF.



As part of the YBI advanced work, the W3, W4 and W6 L & R foundations and columns are in various stages of construction. Fabrication of the temporary viaduct detour structural steel has been completed in Pohang, Korea, and all components have arrived in the Bay Area. Viaduct bent caps construction is complete, and steel erection and viaduct roadway is ongoing.

The contractor, CC Myers, has completed the relocation of the existing pump station and is currently constructing the skid bent foundations for the East Tie-in support, columns and falsework for the West Tie-in structure, and foundations and columns for the future Yerba Buena Island Transitions Structures. Fabrication of the roll-in structures, including the skid beams and truss, has started in Arizona and Washington.

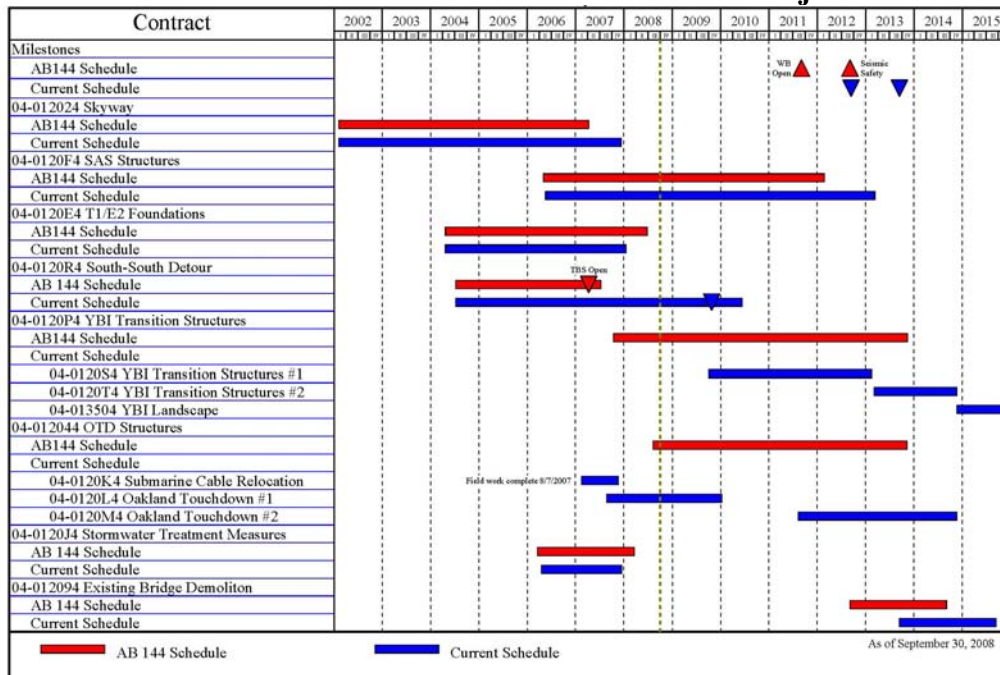
Significant construction risks have been identified that required additional funds to be budgeted for the project. In June 2008, the TBPOC approved a revised project budget of



Aerial Photo of SAS W2 Cap Beam and YBID Viaduct

\$442.2 million for the project that is \$107.8 million higher than the previously approved budget. The revised forecast for the project is \$461.2 million, which includes additional contingencies to cover the potential project risks. The budget change will be funded from the TBSRP program contingency and redirected project savings from the E2/T1, Skyway, Richmond-San Rafael Bridge contracts.

Chart 2-San Francisco-Oakland Bay Bridge East Span Corridor Schedule Baseline AB 144/SB 66 vs. Current Projected





YBID - East Tie-In Skid Bents Columns 52A North and South

- The YBITS #1 contract will construct the approach structures necessary to connect the new SAS to the existing YBI tunnel. To minimize schedule and construction risk, the TBPOC approved the option to accelerate portions of YBITS #1 work by shifting critical foundation work to the YBID contractor. The remaining YBITS #1 contract was advertised in August 2008.
- The YBITS #2 contract includes demolition of the YBID temporary structure, completion of the new eastbound on-ramp, completion of the bike path section on YBI and reconstruction of local and affected facilities at YBI. The majority of the design work is complete. Preparation of detailed plans and quantity calculations is in progress.
- The YBITS #3 contract is for landscaping, and includes slope restoration, vegetation restoration and plant maintenance for the areas affected by YBI construction. A planting concept and preliminary plans have been developed for a majority of the area.

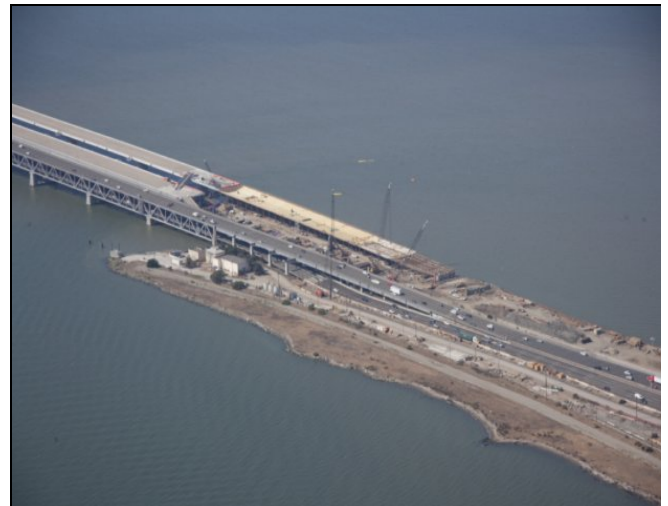
Oakland Touchdown Contracts

- The Oakland Touchdown (OTD) contracts will construct the twin approach structures from just west of the metering lights at the toll plaza to the Skyway. The work is being constructed under two separate contracts – OTD #1 and OTD #2.

The OTD #1 will construct the complete northern westbound approach structure and most of the substructure to the southern eastbound approach structure. The completion of the eastbound structure will not occur until the westbound traffic is switched to the SAS in 2012 due to the existing structure overlapping the new eastbound alignment. The eastbound structure will be completed as part of the OTD #2 contract.

- Caltrans awarded the OTD #1 contract to MCM Construction on July 17, 2007. The work started on the contract on August 22, 2007. Overall construction is scheduled to be completed by November 2009.

The project is approximately 57 percent complete based on expended value of the contract as of September 20, 2008. The temporary trestle used for construction of the westbound portion of the bridge is substantially complete, while the temporary trestle for the



Oakland Touchdown

eastbound portion of the bridge is still under construction. Work on the superstructure of the westbound bridge structure and the substructure work at the eastbound bridge are ongoing.

The detailed progress status of the project can be viewed on the OTD #1 progress diagram on page 38, Appendix F.

- The OTD #2 contract involves constructing the remaining eastbound bridge section from the new Skyway to the roadway west of the Oakland Toll Plaza. This work will occur once the westbound traffic is shifted onto the new SAS. Design work for the structures portion of the OTD #2 contract is substantially complete. Design work on the roadway portion is ongoing.

Other Major Ongoing Contracts

- Design of the Existing Bridge Demolition contract is 10 percent complete. Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension.



Aerial Photo of SAS W2 Cap Beam and the YBID Viaduct

Project Funding

The AB 144/SB 66 baseline budget for the SFOBB East Span is \$5.487 billion. The current approved budget for SFOBB East Span is \$5,702.1 billion. See *Table 9-SFOBB East Span Replacement Cost Summary*.

The TBPOC reevaluates project and contract cost forecasts on a continual basis. The current third quarter 2008 forecast of \$5,730.0 billion for the project, based upon the risk management effort and other project information, includes the following revisions:

- A budgeted \$38.9 million decrease for the Skyway contract from project savings after contract closeout.
- A budgeted \$32.6 million decrease for the SAS E2/T1 Foundations contract from project savings after contract closeout.
- A budgeted \$310.2 million and a forecasted \$19 million increase for the YBID contract for construction risks and contingencies identified for the contract based on the fourth quarter 2007 risk management effort. These risks are focused on higher construction costs to tie in the detour viaduct to the existing east spans and schedule risks.
- A forecast increase in the cost of Capital Outlay Support (COS) to \$17.8 million, as a result of a detailed staffing and consultant contract cost forecast review.
- A forecast \$13.7 million increase for the SAS superstructure contract to cover actions taken to encourage additional bidders for the project, including the bidders' stipend for the lowest three responsive bidders.
- A forecast \$13.7 million increase for the SAS superstructure contract to cover some delay risks and other challenges as identified in the second quarter 2008 risk management effort.

The SAS Superstructure contractor has submitted a schedule update that shows fabrication of the deck and tower to be about six months behind schedule. Caltrans and the contractor are developing options to mitigate the fabrication delays. If mitigation of the SAS delays does not occur, the 6-month delay reported by the SAS Contractor may increase and result in additional cross-impacts to the corridor schedule. This issue has been incorporated in the risk register and is likely to result in additional risks being identified in upcoming quarters. This potential cost and schedule risks have not yet been incorporated into the project forecast pending further risk mitigation evaluation. The cost of this risk is significant and could have cross-impacts other contracts.

- A forecast \$17.2 million decrease for the Bridge Demolition Contract due to a reevaluation of the cost escalation rates for the project.
- All of the variances discussed above can be funded from a combination of other budgeted capital and Toll Bridge Seismic Retrofit Program Contingency.

Project Schedule

The current schedule calls for achieving seismic safety and opening the SFOBB new east span to traffic in 2013. The 12 months of schedule extension from the AB144 baseline schedule was granted by addenda to the SFOBB East Span Seismic Replacement Project SAS contract based on bidder inquiries received during advertisements.

While the 12-month schedule extension for the SAS has also extended the schedules for YBITS and OTD contracts accordingly, the TBPOC is scheduling the contracts to accommodate the possibility of opening the SAS earlier than currently forecast.

It is estimated that all of the construction activities for the SFOBB East Span Seismic Replacement project will be completed by 2015.

The comparison of the AB 144/SB 66 baseline schedule and the current projected schedule is shown in *Chart 2-SFOBB East Span Corridor Schedule Baseline AB 144/SB 66 vs. Current Projected* on page 18. It should be noted that the schedules shown in *Chart 2* do not at this time account for the potential risks that may affect the schedule identified in the SFOBB East Span Seismic Retrofit Project Risk Register.

Major Risk Issues

SFOBB East Span Project Replacement Risk Management Plan

Caltrans continues to implement comprehensive risk management on all SFOBB East Span Seismic Replacement Project contracts in accordance with AB 144. Currently, Caltrans BATA, and CTC have embarked on an initiative to manage risk jointly.

Risk response efforts continue to focus on encouraging responsive bids for future contracts and mitigating the estimated cost/schedule impact



Aerial Photo of SFOBB Looking towards Oakland

of identified risks. (See “Risk Management Program” on page 25 for more information.)

Table 9-SFOBB East Span Replacement Cost Summary (\$ Millions)

Contract	AB 144/SB 66 Budget	Approved Changes	Current Approved Budget	Cost To Date (09/2008)	3rd Quarter 2008 Forecast	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.3	-	959.3	646.6	977.1	17.8
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	(38.9)	1,254.1	1,236.5	1,254.1	-
SAS E2/T1 Foundations	313.5	(32.6)	280.9	274.5	280.9	-
SAS Superstructure	1,753.7	-	1,753.7	528.9	1,767.4	13.7
YBI Detour	132.0	310.2	442.2	233.2	461.2	19.0
YBI Transition Structures	299.3	(23.2)	276.1	-	276.1	-
* YBITS 1				-	214.3	
* YBITS 2				-	58.5	
* YBITS 3 - Landscape				-	3.3	
Oakland Touchdown	283.8	-	283.8	123.0	302.5	18.7
* OTD Submarine Cable				7.9	9.6	
* OTD Westbound				115.2	226.5	
* OTD Eastbound				-	62.0	
* OTD Electrical Systems				-	4.4	
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	16.6	18.3	-
East Span Completed Projects	90.3	-	90.3	89.2	90.3	-
Right-of-Way and Environmental	72.4	-	72.4	39.3	72.4	-
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
TOTAL	5,486.6	215.5	5,702.1	3,188.5	5,730.0	27.9

Quarterly Environmental Compliance Highlights

Overall environmental compliance for the SFOBB East Span project has been a success. All weekly, monthly and annual compliance reports to resource agencies have been delivered on time. There are no comments from receiving agencies. The tasks for the current quarters are focused on mitigation monitoring. Key successes in this quarter are as follows:

- Bird monitoring was conducted weekly in the active construction areas.
- Turbidity monitoring was conducted without incident during pier construction at Oakland Touchdown and also during Temporary Tower C construction for the Self-Anchored Suspension Superstructure contract.
- Buoys identifying Environmentally Sensitive Areas (ESAs) were inspected and repaired as needed.
- Marine mammal, hydro-acoustic and bird predation monitoring were conducted at Temporary Tower D, for the SAS contract.
- Fish monitoring was conducted during the installation of the silt curtains and the placement of fill at Temporary Tower C for the SAS contract. Seventy-four fish were removed from the area encompassed by the silt curtains. Fish monitoring continued during the installation of the silt curtains and the fill placement at Temporary Tower C.
- A plant monitoring survey was conducted in the Emeryville Crescent Marsh.
- Bay Conservation and Development Commission Permit Amendment Request No. 22 was submitted. A request for concurrence of the proposed construction of a crane runway platform on Yerba Buena Island for the YBI Detour contract has been

made to the National Oceanic and Atmospheric Administration (NOAA) Fisheries.

Accomplishments

- On August 21, environmental staff discovered and reported the presence of an emaciated female sea lion at the Oakland Touchdown. The sea lion was transported to the Marine Mammal Center in Sausalito and subsequently rehabilitated. The sea lion was successfully nursed back to health, which made it possible for her release on September 16, at the Point Reyes National Seashore.
- On September 16, Caltrans hosted an interagency meeting with the San Francisco Bay Conservation and Development Commission, the Regional Water Quality Control Board, NOAA Fisheries and the California Department of Fish and Game. The meeting provided an opportunity for agency staff to communicate their concerns and recommendations. It is anticipated that the outcome of these meetings will result in improved channels of communication and the fostering of cooperation and trust between Caltrans and the agencies.



Turbidity Curtain and Water Quality Monitoring Boats

Completed Projects

Seismic retrofits and project closeout have been completed on the Richmond-San Rafael, Benicia-Martinez, Carquinez, San Mateo-Hayward, Vincent Thomas, San Diego-Coronado toll bridges and on the west span of the SFOBB. (See Table 10-Cost Comparison AB 144/SB 66, Third Quarter 2008 Forecast and Expenditures through September 2008 for Completed Projects below.)

The TBPOC is forecasting additional project savings on the Richmond-San Rafael Bridge Seismic Retrofit Project with the completion of the public access project and resolution of final negotiations with regulatory agencies regarding the cost of pile driving mitigation and impact to fisheries. An additional \$8.5 million in project savings can be returned to the program, for a total project savings of \$97.5 million.

Table 10-Cost Comparison AB 144/SB 66, Third Quarter 2008 Forecast and Expenditures through September 30, 2008 for Completed Projects (\$ Millions)

Project	AB 144/ SB 66 Budget	Approved Changes	Current Approved	Cost To Date (09/2008)	3rd Quarter Forecast	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	302.0	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Richmond-San Rafael Bridge Retrofit Project	914.0	(97.5)	816.5	794.8	816.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
TOTAL	1,839.4	(97.5)	1,741.9	1,713.2	1,741.9	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined. Although seismic retrofit of the Richmond-San Rafael and San Diego-Coronado bridges are complete, environmental mitigation/monitoring work is ongoing.

Risk Management Program

Caltrans, CTC, and BATA continue to implement a comprehensive risk management effort to identify and mitigate potential cost and schedule risks on all the projects in the TBSRP. Risk registers for each project in the program are regularly updated to identify, assess and develop risk response strategies for potential project issues. Based on those registers, a potential draw on the program contingency can be quantified.

Risk Identification and Risk Response

The risk management effort has identified a number of risk areas that are critical to the successful delivery of the program. Caltrans has formed focus teams to formulate and implement opportunity and risk response strategies in each of these areas. Risk response priorities are focused on the current status of the SAS contract which is driving the corridor schedule. The following is a

summary of the most critical risk areas currently identified by the risk management:

1. Self-Anchored Suspension (SAS) Tower and Deck Fabrication

A number of challenges have been identified that could impact the timely delivery of the steel tower and deck section of the new bridge, including dimensional control/fit-up issues, constructability and resource challenges. The Fabrication Focus Team is developing strategies to mitigate risk and to accelerate fabrication, while meeting specified quality.

2. Schedule Delays and Cost Escalation

The Corridor Schedule Team is tasked with identifying schedule opportunities to mitigate potential schedule delays. The East Span Seismic Replacement Project is being constructed under a number of separate but interrelated contracts. Delays to any one contract may result in

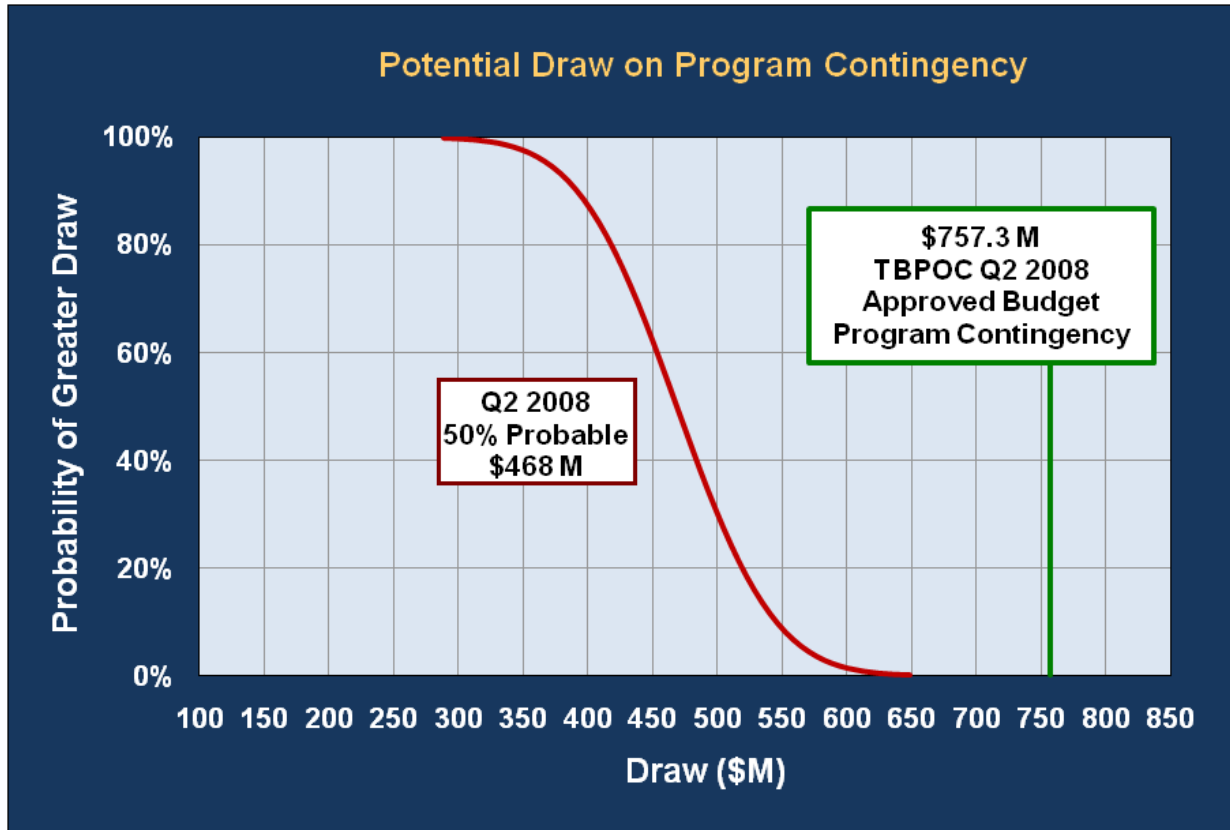


Figure 1. Potential Draw on Program Contingency

additional cross-impacts to other contracts resulting in further delays and/or cost escalations.

For example, the YBI Transition Structures (YBITS) contract depends on the SAS Phase 1 completion when the area around W2 is returned to the YBITS contractor to complete Frame 2 and perform the closure at Hinge K. A focus team is looking at options to bring the YBITS schedule in line with SAS Phase 1 completion and ways to keep Frame 2 on falsework for an extended time until the W2 area is cleared by the SAS Contractor.

3. Corridor Mechanical/Electrical/Piping Systems Integration

The mechanical/electrical/piping (MEP) systems on the new east span include the traffic operations, supervisory control and data acquisition, air, plumbing and 15 kV power distribution systems that run longitudinally across the 2.2-mile long bridge. In addition to those systems, additional security and architectural lighting may need to be integrated into the project. With the segregation of the project among the different contracts, system functionality, completeness, and integration has been identified as a major risk. An MEP team has been formed to develop an integration strategy for the project.

4. Capital Outlay Support

Capital outlay support costs have been identified as a major cost risk due to the potential for additional and escalating costs from possible schedule delays and extensions. Additional cost pressures have also resulted from the global nature of the project that has fabrication spread across three continents.

Updates to Risk Registers

The following is a summary of major risk management developments that have resulted in significant changes to the potential draw on program contingency, specifically during the second quarter of 2008:

- The SAS Superstructure contractor has submitted a schedule update that shows fabrication of the deck and tower to be about six months behind schedule. Caltrans and the contractor are developing options to mitigate the fabrication delays. If mitigation of the SAS delays does not occur, the six-month delay reported by the SAS contractor may increase and result in additional cross-impacts to the corridor schedule. This issue has been incorporated into the risk register and is likely to result in additional risks being identified in upcoming quarters. These potential cost and schedule risks have not yet been incorporated into the project forecast pending further risk mitigation evaluation. The cost of this risk is significant and could cross-impact other contracts.
- The price of construction materials, energy and commodities rose significantly in the second quarter. Moreover, the value of the United States dollar against foreign currency has dropped quite a bit. Operating cost volatility has also increased due to significant fuel price escalation. The risk registers were updated to reflect these market conditions. Prices are being monitored for any significant changes due to the current economic conditions and will be adjusted as new trends emerge.
- The Corridor Schedule Team identified opportunities to increase the likelihood that the traffic switch onto the YBI Detour will occur during the Labor Day weekend in 2009.

Adequacy of Program Reserves

AB 144 states that Caltrans must “regularly reassess its reserves for potential claims and unknown risks, incorporating information related to risks identified and quantified through its risk assessment processes.”

Each contract has a contingency allowance within its budget. The sum of these contingency allowances is compared to the total of CO, COS and program risks. Any excess of the risks over the contingency allowances represents a potential draw on the program contingency (the reserve). As of the end of the second quarter 2008, the potential draw on program contingency ranges from about \$300 million to \$650 million, as shown in the diagram below.

Figure 2 shows the trend of Program Contingency and the range of potential draw over the last six quarters.

The Program Contingency is currently at \$757.3 million according to the TBPOC Q2 2008 Approved Budget, down from \$785.1 million in the previous quarter. The budget of YBI Detour was increased, partially offset by funds were recovered from the completed Skyway and E2-T1 contracts.

The ranges depicted by the blue bars represent the uncertainty in the potential draw on Program

Contingency and are derived from the quantitative risk analyses results for each quarter.

The Program Contingency is currently sufficient to cover identified risks but the top end of the range of potential draw is getting closer to the Program Contingency balance in the second quarter of 2008.

Ongoing risk mitigation actions are being developed to reduce the potential draw on the Program Contingency.

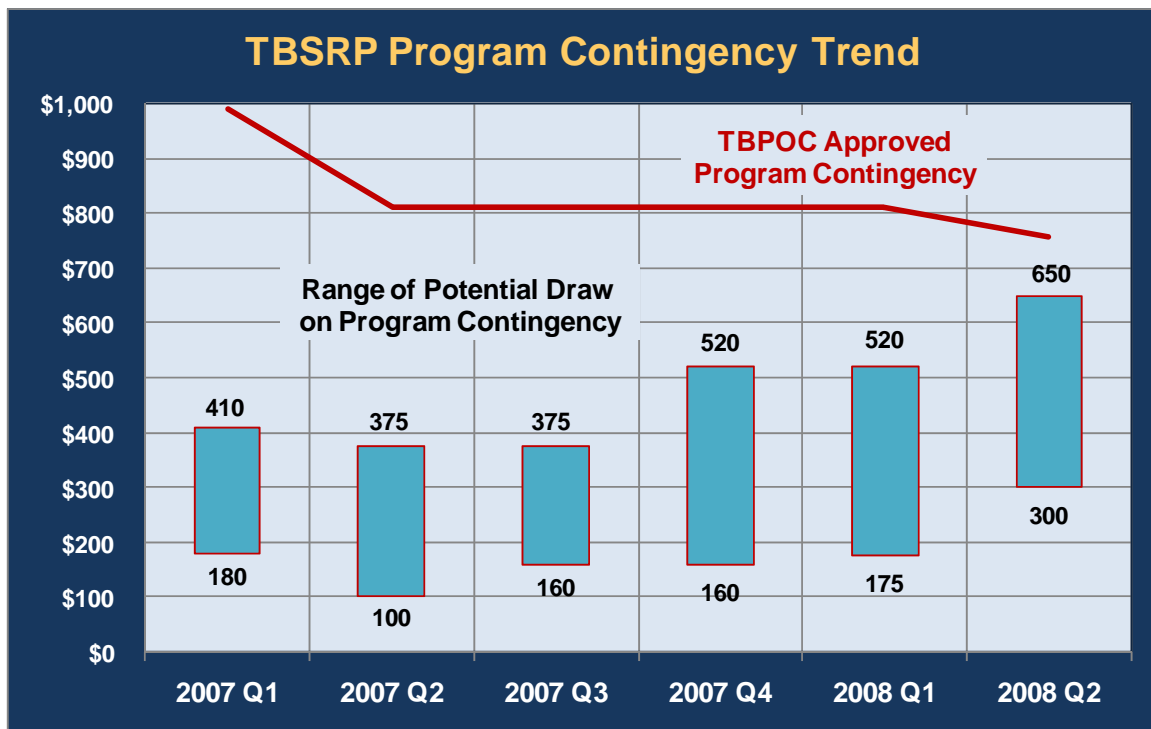


Figure 2. Program Contingency Trend

Other Toll Bridges

The Dumbarton Bridge

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west. The route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The annual average daily traffic (AADT) of the route is near 60,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults. The United States Geological Survey (USGS) reports that the San Andreas Fault, some nine miles to the west of the bridge, and the Hayward Fault, some eight miles to the east of the bridge, pose most of the significant seismic threat to the San Francisco Bay Area.

The Antioch Bridge

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge. The bridge carries a single lane of traffic in each direction. The AADT for the route is slightly over 10,000 vehicles per day. This bridge is threatened by the Bird's Landing Seismic Zone, Coast Range/Sierra Nevada Boundary Zone and the San Andreas Fault.

Cost and Schedule

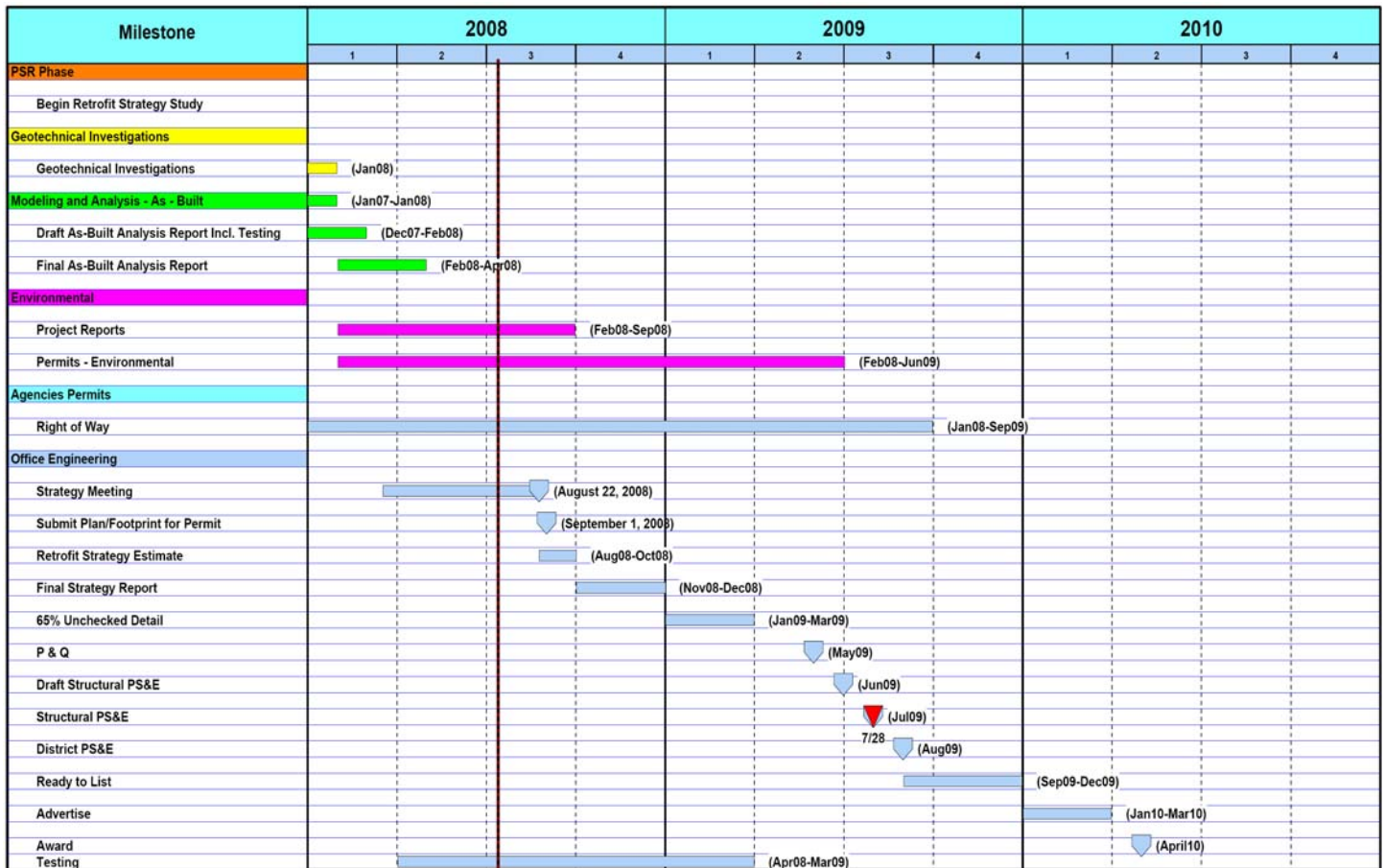
In late 2004, Caltrans initiated limited vulnerability studies of the Antioch Bridge and the Dumbarton Bridge. These studies were completed in May 2005. Based on the vulnerability studies and a follow-up sensitivity analysis, Caltrans and BATA developed a work plan to refine the seismic analysis and to assess the required performance levels of each structure, including new geotechnical analysis. In June 2006, BATA approved \$17.8 million in toll bridge rehabilitation funding to proceed with the comprehensive seismic analysis of the bridges. In September 2006, BATA entered into a consultant contract to conduct geotechnical and geophysical

investigations, which have been ongoing since December 2006. Based on the analysis, Caltrans has determined that the Dumbarton and Antioch bridges require seismic retrofit.

Work in the area of bridge structural engineering continues for both bridges. A strategy meeting took place on August 22, 2008 for both projects and consensus by the project teams recommended retrofit strategies for both bridges. Both the Dumbarton and Antioch Bridge seismic retrofit strategies include installation of isolation bearings and strengthening of the piers above the water line. The Dumbarton Bridge retrofit strategy also includes superstructure and deck modifications and additional strengthening of the over-land approach slab structures. The Antioch Bridge retrofit strategy includes relatively minor modifications to the approach structure on Sherman Island. It was concluded at this meeting that foundation retrofit is not required for either bridge. The design teams presented their proposed strategy schemes and the results of their analysis to the Toll Bridge Seismic Safety Peer Review Panel on September 24, 2008. The design teams are currently preparing draft estimates based on the above retrofit strategies. The design teams met with the regulatory agencies to discuss the scope of work and the schedules, as well as the environmental issues affecting both bridges.

Risk management meetings were held on September 23, 2008 to discuss the risks associated with the retrofit strategy for each bridge. Once the design/retrofit strategy is completed, all the permit applications will be submitted to the appropriate agencies for their approval (**see schedule in Chart 3 on following page**).

**Chart 3 – Dumbarton and Antioch Bridges
Summary Schedule**



Summary of TBPOC Expenses

Pursuant to Streets and Highways Code Section 30952.1 (d), expenses incurred by Caltrans, BATA, and the California Transportation Commission (CTC) for costs directly related to the duties associated with the TBPOC are to be reimbursed by toll revenues. *Table 11-Toll Bridge Program Oversight Committee Estimated Expenses: July 1, 2005 through September 30, 2008* shows expenses through September 30, 2008 for TBPOC functioning, support, and monthly and quarterly reporting.

Table 11-Toll Bridge Program Oversight Committee

Estimated Expenses: July 1, 2005 through September 30, 2008 (\$ Millions)

Agency/Program Activity	Expenses
BATA	0.5
Caltrans	1.3
CTC	0.7
Reporting	2.3
Total Program	4.8

Appendices

- A. TBSRP All Bridges AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures through September 30, 2008 (A-1 and A-2)
- B. TBSRP East Span Only AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures through September 30, 2008
- C. CTC Third Quarter Schedule
- D. SFOBB West Approach Retrofit Progress Diagram/Mainline Eastbound 80 Rebuilding
- E. SFOBB Seismic Retrofit Project YBITS Progress Diagram
- F. SFOBB Seismic Retrofit Project Oakland Touchdown #1
- G. Project/Contract Photographs and Artist Renderings

Appendix A-1.

Toll Bridge Seismic Retrofit Program						
AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures Through September 30, 2008						
(\$ millions)						
Bridge	AB 144/SB 66 Baseline	TBPOC Current Approved Budget	Second Quarter 2008 Forecast	Third Quarter 2008 Forecast	Variance (3rd Q08-2nd Q08)	Expenditures Through Sep 2008
Benicia-Martinez						
Capital Outlay Support	38.1	38.1	38.1	38.1	-	38.1
Capital Outlay	139.7	139.7	139.7	139.7	-	139.7
Total	177.8	177.8	177.8	177.8	-	177.8
Carquinez						
Capital Outlay Support	28.7	28.7	28.7	28.7	-	28.8
Capital Outlay	85.5	85.5	85.5	85.5	-	85.4
Total	114.2	114.2	114.2	114.2	-	114.2
San Mateo-Hayward						
Capital Outlay Support	28.1	28.1	28.1	28.1	-	28.1
Capital Outlay	135.4	135.4	135.4	135.4	-	135.3
Total	163.5	163.5	163.5	163.5	-	163.4
Vincent Thomas						
Capital Outlay Support	16.4	16.4	16.4	16.4	-	16.4
Capital Outlay	42.1	42.1	42.1	42.1	-	42.0
Total	58.5	58.5	58.5	58.5	-	58.4
San Diego-Coronado						
Capital Outlay Support	33.5	33.5	33.5	33.5	-	33.2
Capital Outlay	70.0	70.0	70.0	70.0	-	69.4
Total	103.5	103.5	103.5	103.5	-	102.6
Richmond-San Rafael						
Capital Outlay Support	134.0	127.0	127.0	127.0	-	126.7
Capital Outlay	780.0	689.5	689.5	689.5	-	668.1 *
Total	914.0	816.5	816.5	816.5	-	794.8
West Span Retrofit						
Capital Outlay Support	75.0	75.0	75.0	75.0	-	74.8
Capital Outlay	232.9	232.9	232.9	232.9	-	227.2
Total	307.9	307.9	307.9	307.9	-	302.0
West Approach						
Capital Outlay Support	120.0	120.0	120.0	120.0	-	110.0
Capital Outlay	309.0	333.7	350.7	350.7	-	292.5
Total	429.0	453.7	470.7	470.7	-	402.5
SFOBB East Span						
Capital Outlay Support	959.3	959.3	977.1	977.1	-	646.6
Capital Outlay	4,492.2	4,711.0	4,745.2	4,745.2	-	2,541.2
Other Budgeted Capital	35.1	31.8	7.7	7.7	-	0.7
Total	5,486.6	5,702.1	5,730.0	5,730.0	-	3,188.5
Miscellaneous Program Costs	30.0	30.0	30.0	30.0	-	24.7
Subtotal Capital Outlay Support	1,463.1	1,456.1	1,473.9	1,473.9	-	1,127.4
Subtotal Capital Outlay	6,321.9	6,471.6	6,498.7	6,498.7	-	4,201.5
Subtotal Toll Seismic Retrofit	7,785.0	7,927.7	7,972.6	7,972.6	-	5,328.9
Program Contingency	900.0	757.3	712.4	712.4	-	-
Total Toll Seismic Retrofit Program	8,685.0	8,685.0	8,685.0	8,685.0	-	5,328.9

Notes: * Budget for Richmond-San Rafael Bridge include \$16.9 million of deck joint rehabilitation work that's considered to be eligible for seismic retrofit program funding. (Due to the rounding of numbers, the totals above are shown within \$0.1).

Appendix A-2.

**Toll Bridge Seismic Retrofit Program - SAS Alternative
AB 144 Baseline Budget, Forecasts and Expenditures Through September 30, 2008**

(\$ in millions)

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of Sep 2008 See Note (1)	Estimated Costs not yet Spent or Encumbered as of Sep 2008	Total Forecast as of Sep 2008 (Columns C +D)
Other Completed Projects					
Capital Outlay Support	144.9	144.9	144.6	0.3	144.9
Capital Outlay	472.6	472.6	472.6	0.1	472.7
Total	617.5	617.5	617.2	0.4	617.6
Richmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.7	0.3	127.0
Capital Outlay	698.0	689.5	674.8	14.7	689.5
Project Reserves	82.0	-	-	-	-
Total	914.0	816.5	801.5	15.0	816.5
West Span Retrofit					
Capital Outlay Support	75.0	75.0	74.8	0.2	75.0
Capital Outlay	232.9	232.9	232.8	0.1	232.9
Total	307.9	307.9	307.6	0.3	307.9
West Approach					
Capital Outlay Support	120.0	120.0	111.3	8.7	120.0
Capital Outlay	309.0	333.7	324.8	25.9	350.7
Total	429.0	453.7	436.1	34.6	470.7
SFOBB East Span -Skyway					
Capital Outlay Support	197.0	181.0	181.4	(0.4)	181.0
Capital Outlay	1,293.0	1,254.1	1,400.0	(145.9)	1,254.1
Total	1,490.0	1,435.1	1,581.4	(146.3)	1,435.1
SFOBB East Span -SAS- Superstructure					
Capital Outlay Support	214.6	214.6	111.6	103.0	214.6
Capital Outlay	1,753.7	1,753.7	1,649.6	117.8	1,767.4
Total	1,968.3	1,968.3	1,761.2	220.8	1,982.0
SFOBB East Span -SAS- Foundations					
Capital Outlay Support	62.5	41.0	37.6	3.4	41.0
Capital Outlay	339.9	307.3	308.7	(1.4)	307.3
Total	402.4	348.3	346.3	2.0	348.3
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.2	0.4	10.6
Capital Outlay	15.6	15.6	16.2	(0.5)	15.7
Total	26.2	26.2	26.4	(0.1)	26.3
YBI Detour					
Capital Outlay Support	29.5	66.0	51.9	14.1	66.0
Capital Outlay	131.9	442.2	367.2	94.0	461.2
Total	161.4	508.2	419.1	108.1	527.2
YBI - Transition Structures					
Capital Outlay Support	78.7	78.7	16.4	62.3	78.7
Capital Outlay	299.4	276.1	0.1	276.0	276.1
Total	378.1	354.8	16.5	338.3	354.8
Oakland Touchdown					
Capital Outlay Support	74.4	74.4	45.4	46.7	92.1
Capital Outlay	283.8	283.8	219.1	83.4	302.5
Total	358.2	358.2	264.5	130.1	394.6
East Span Other Small Project					
Capital Outlay Support	212.3	213.3	202.8	10.5	213.3
Capital Outlay	170.8	170.8	93.0	53.6	146.6
Total	383.1	384.1	295.8	64.1	359.9
Existing Bridge Demolition					
Capital Outlay Support	79.7	79.7	0.4	79.3	79.7
Capital Outlay	239.2	239.2	-	222.0	222.0
Total	318.9	318.9	0.4	301.3	301.7
Miscellaneous Program Costs					
Total Capital Outlay Support (2)	30.0	30.0	26.1	3.9	30.0
Total Capital Outlay	1,463.2	1,456.2	1,141.2	332.7	1,473.9
Total Capital Outlay	6,321.8	6,471.5	5,758.9	739.8	6,498.7
Program Total	7,785.0	7,927.7	6,900.1	1,072.5	7,972.6

Appendix B.

Toll Bridge Seismic Retrofit Program - SFOBB East Span Only AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures Through September 30, 2008

East Span Contract	(\$ millions)					
	AB 144/SB 66 Baseline	TBPOC Current Approved Budget See Note (1)	Second Quarter 2008 Forecast	Third Quarter 2008 Forecast	Variance 3rd Q08 - 2nd Q08	Expenditures Through Sep 2008
SFOBB East Span -Skyway						
Capital Outlay Support	197.0	181.0	181.0	181.0	-	180.8
Capital Outlay	1,293.0	1,254.1	1,254.1	1,254.1	-	1,236.5
Total	1,490.0	1,435.1	1,435.1	1,435.1	-	1,417.3
SFOBB East Span -SAS- E2/T1 Foundations						
Capital Outlay Support	52.5	31.0	31.0	31.0	-	28.3
Capital Outlay	313.5	280.9	280.9	280.9	-	274.5
Total	366.0	311.9	311.9	311.9	-	302.8
SFOBB East Span -SAS- Superstructure						
Capital Outlay Support	214.6	214.6	214.6	214.6	-	105.6
Capital Outlay	1,753.7	1,753.7	1,767.4	1,767.4	-	528.9
Total	1,968.3	1,968.3	1,982.0	1,982.0	-	634.5
SFOBB East Span -SAS- W2 Foundations						
Capital Outlay Support	10.0	10.0	10.0	10.0	-	9.2
Capital Outlay	26.4	26.4	26.4	26.4	-	25.8
Total	36.4	36.4	36.4	36.4	-	35.0
YBI Detour						
Capital Outlay Support	29.4	66.0	66.0	66.0	-	49.8
Capital Outlay	132.0	442.2	461.2	461.2	-	233.2
Total	161.4	508.2	527.2	527.2	-	283.0
YBI - Transition Structures (Total, including the following split contracts and prior-to-split expenses)						
Capital Outlay Support	78.7	78.7	78.7	78.7	-	21.5
Capital Outlay	299.3	276.1	276.1	276.1	-	-
Total	378.0	354.8	354.8	354.8	-	21.5
YBI- Transition Structures Contract No. 1						
Capital Outlay Support			45.0	45.0		3.4
Capital Outlay			214.3	214.3		-
Total			259.3	259.3		3.4
YBI- Transition Structures Contract No. 2						
Capital Outlay Support			16.0	16.0		1.7
Capital Outlay			58.5	58.5		-
Total			74.5	74.5		1.7
YBI- Transition Structures Contract No. 3 - Landscape						
Capital Outlay Support			1.0	1.0		-
Capital Outlay			3.3	3.3		-
Total			4.3	4.3		-
Oakland Touchdown (Total, including the following split contracts and prior-to-split expenses)						
Capital Outlay Support	74.4	74.4	92.1	92.1	-	43.3
Capital Outlay	283.8	283.8	302.5	302.5	-	123.0
Total	358.2	358.2	394.6	394.6	-	166.3
Oakland Touchdown Contract - Submarine Cable						
Capital Outlay Support	-	-	3.0	3.0	-	0.9
Capital Outlay	-	-	9.6	9.6	-	7.9
Total	-	-	12.6	12.6	-	8.8
Oakland Touchdown Contract No. 1 (Westbound)						
Capital Outlay Support	-	-	49.9	49.9	-	20.7
Capital Outlay	-	-	226.5	226.5	-	115.2
Total	-	-	276.4	276.4	-	135.9
Oakland Touchdown Contract No. 2 (Eastbound)						
Capital Outlay Support	-	-	15.8	15.8	-	1.2
Capital Outlay	-	-	62.0	62.0	-	-
Total	-	-	77.8	77.8	-	1.2
Oakland Touchdown Contract - Electrical Systems						
Capital Outlay Support	-	-	1.4	1.4	-	0.5
Capital Outlay	-	-	4.4	4.4	-	-
Total	-	-	5.8	5.8	-	0.5

Appendix B. (Cont'd.)

AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures Through June 30, 2008

(\$ millions)						
East Span Contract	AB 144/SB 66 Baseline	TBPOC Current Approved Budget See Note (1)	Second Quarter 2008 Forecast	Third Quarter 2008 Forecast	Variance (3rd Q08 - 2nd Q08)	Expenditures Through Sep 2008
YBI/SAS (Archeology)						
Capital Outlay Support	1.1	1.1	1.1	1.1	-	1.1
Capital Outlay	1.1	1.1	1.1	1.1	-	1.1
Total	2.2	2.2	2.2	2.2	-	2.2
YBI - USCG Rd Relocation						
Capital Outlay Support	3.0	3.0	3.0	3.0	-	2.7
Capital Outlay	3.0	3.0	3.0	3.0	-	2.8
Total	6.0	6.0	6.0	6.0	-	5.5
YBI - Substation and Viaduct						
Capital Outlay Support	6.5	6.5	6.5	6.5	-	6.4
Capital Outlay	11.6	11.6	11.6	11.6	-	11.3
Total	18.1	18.1	18.1	18.1	-	17.7
Oakland Geofill						
Capital Outlay Support	2.5	2.5	2.5	2.5	-	2.5
Capital Outlay	8.2	8.2	8.2	8.2	-	8.2
Total	10.7	10.7	10.7	10.7	-	10.7
Pile Installation Demonstration Project						
Capital Outlay Support	1.8	1.8	1.8	1.8	-	1.8
Capital Outlay	9.2	9.2	9.2	9.2	-	9.2
Total	11.0	11.0	11.0	11.0	-	11.0
Existing Bridge Demolition						
Capital Outlay Support	79.7	79.7	79.7	79.7	-	0.4
Capital Outlay	239.2	239.2	222.0	222.0	-	-
Total	318.9	318.9	301.7	301.7	-	0.4
Stormwater Treatment Measures						
Capital Outlay Support	6.0	8.0	8.0	8.0	-	7.9
Capital Outlay	15.0	18.3	18.3	18.3	-	16.6
Total	21.0	26.3	26.3	26.3	-	24.5
Right-of-way and Environmental Mitigation						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay	72.4	72.4	72.4	72.4	-	39.3
Total	72.4	72.4	72.4	72.4	-	39.3
Sunk Cost - Existing East Span Retrofit						
Capital Outlay Support	39.5	39.5	39.5	39.5	-	39.5
Capital Outlay	30.8	30.8	30.8	30.8	-	30.8
Total	70.3	70.3	70.3	70.3	-	70.3
Environmental Phase (Expended)						
Capital Outlay Support	97.7	97.7	97.7	97.7	-	97.7
Project Expenditures, Pre-splits						
Capital Outlay Support	44.9	44.9	44.9	44.9	-	44.9
Non-project Specific Costs						
Capital Outlay Support	20.0	19.0	19.0	19.0	-	3.2
Subtotal East Span Capital Outlay Support	959.3	959.3	977.1	977.1	-	646.6
Subtotal East Span Capital Outlay and Sunk Costs	4,492.2	4,711.0	4,745.2	4,745.2	-	2,541.2
Other Budgeted Capital	35.1	31.8	7.7	7.7	-	0.7
Total SFOBB East Span	5,486.6	5,702.1	5,730.0	5,730.0	-	3,188.5

(1) Current contract allotment to install two submarine electrical cables is \$11.5 million. Additional non-program funding to support this allocation beyond the \$9.6 million of available programs funds has been made available by the Treasure Island Development Authority.

(Due to the rounding of numbers, the totals above are shown within \$0.1).

Appendix C.

**CTC TBSRP Contributions
Adopted December 2005**

Schedule of Contributions to the Toll Bridge Seismic Retrofit Program (\$ Millions)

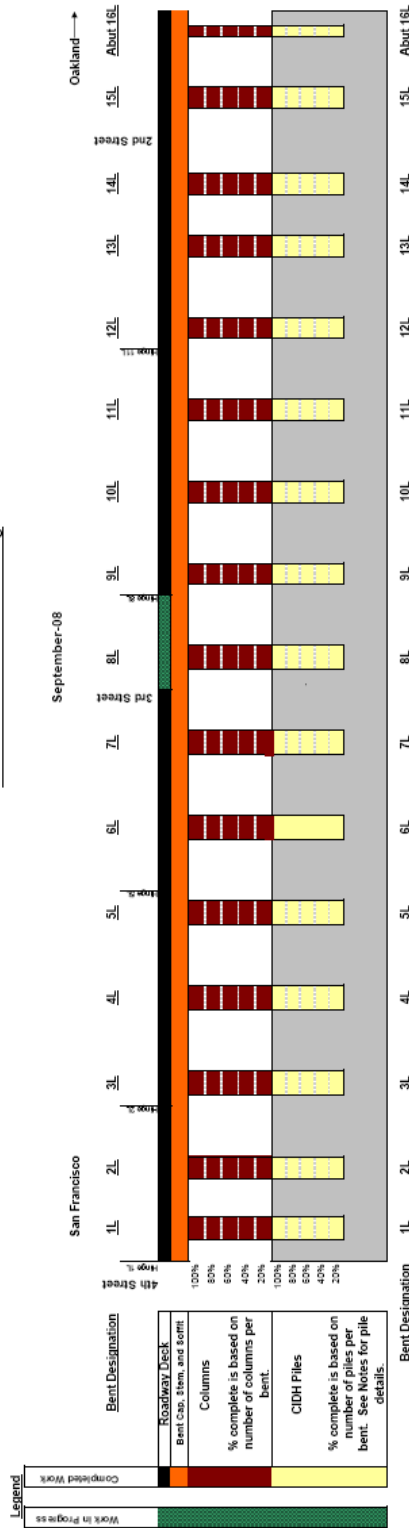
Source	Description	2005-06 (Actual)	2006-07 (Actual)	2007-08 (Actual)	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	Total
AB 1171	SHA	290									290
	PTA	80	40								120
	Highway Bridge Replacement and Rehabilitation (HBRR)	100	100	100	42						342
	Contingency				1	99	100	100	148		448
AB 144	SHA*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

* Caltrans Efficiency Savings

** SFOBB East Span Demolition Cost

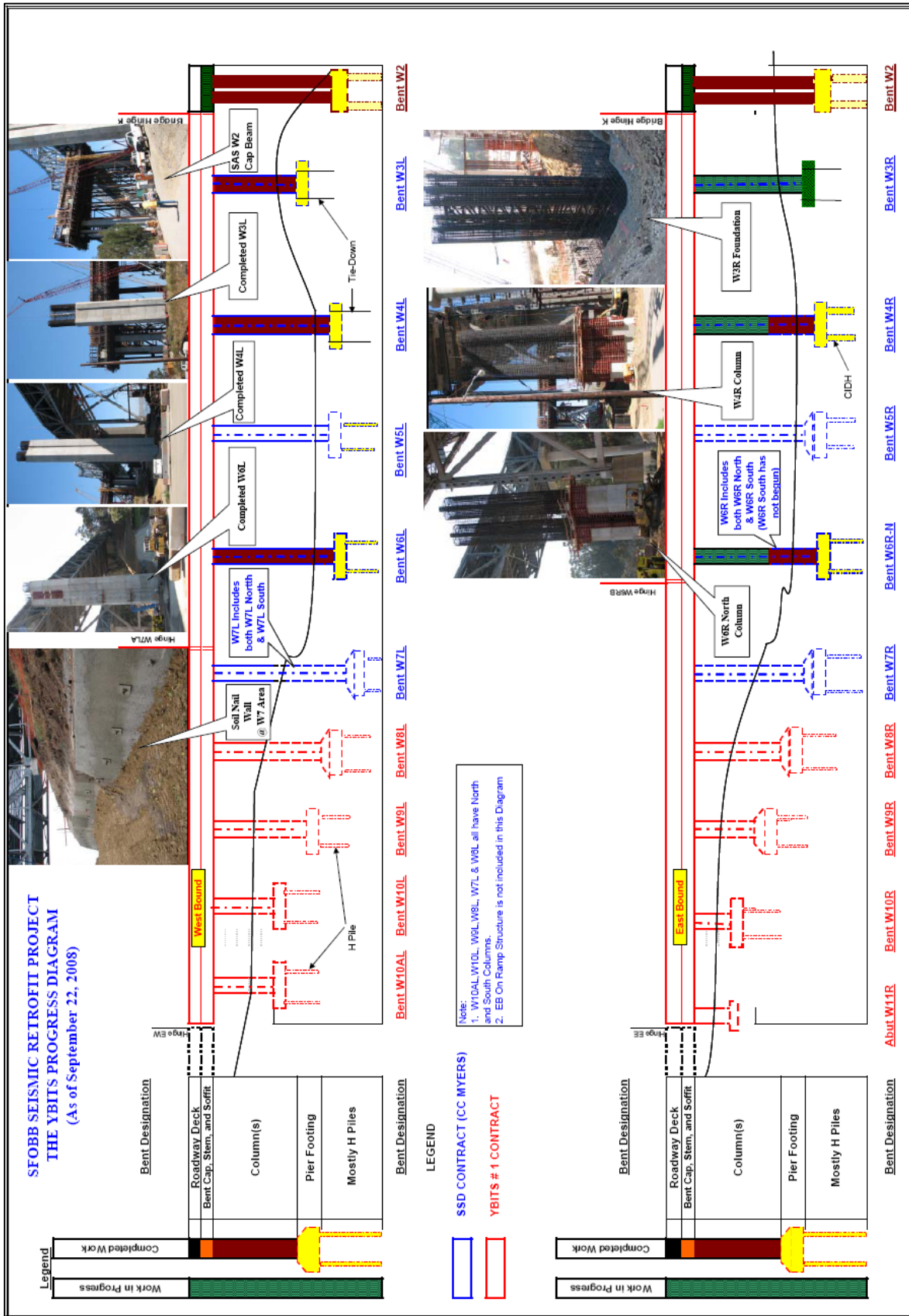
Appendix D.

**SFOBB West Approach Retrofit Progress Diagram
Mainline Eastbound 80 Rebuilding**

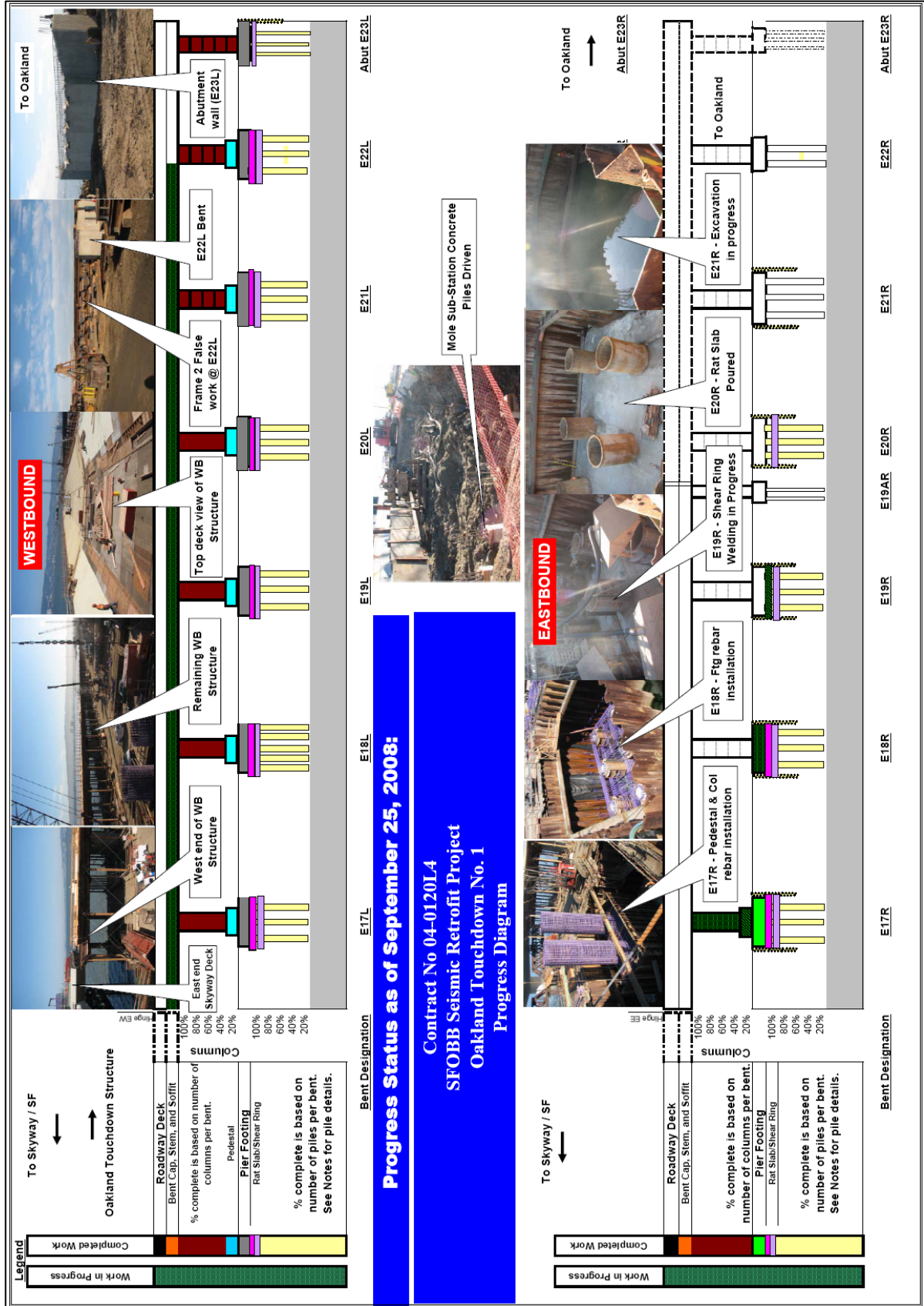


- Notes:**
1. Bents 1L and 2L each have 5 - 84" Cast in Drilled Hole (CIDH) piles.
 2. Bents 3L through 6L each have 6 - 80" Cast in Drilled Hole (CIDH) piles.
 3. Bents 8L through 10L each have 4 - 80" Cast in Drilled Hole (CIDH) piles.
 4. Bents 9L through 15L each have 3 - 72" Cast in Drilled Hole (CIDH) piles.
 5. Abutment 10L has 16 - 30" Cast in Drilled Hole (CIDH) piles.
 6. Average bridge spans follows:
Bent 1L through 3L = 60'.
Bent 4L = 75'.
Bent 5L = 80'.
Bents 6L through 8L = 75'.
Bent 9L = 60'.
Bent 10L = 70'.
Bents 11L and 12L = 75'.
Bent 13L = 70'.
Bents 14L and 15L = 67'.
Abutment 10L = 40'.
 7. Items of work this chart does not include:
Lower Deck Retrofit
Sterling on-ramp reconstruction
- Legend:**
- Completed Work
 - Work in Progress

Appendix E.



Appendix F.



Appendix G. Project/Contract Photographs

SFOBB East Span Replacement Project



East Span Overview



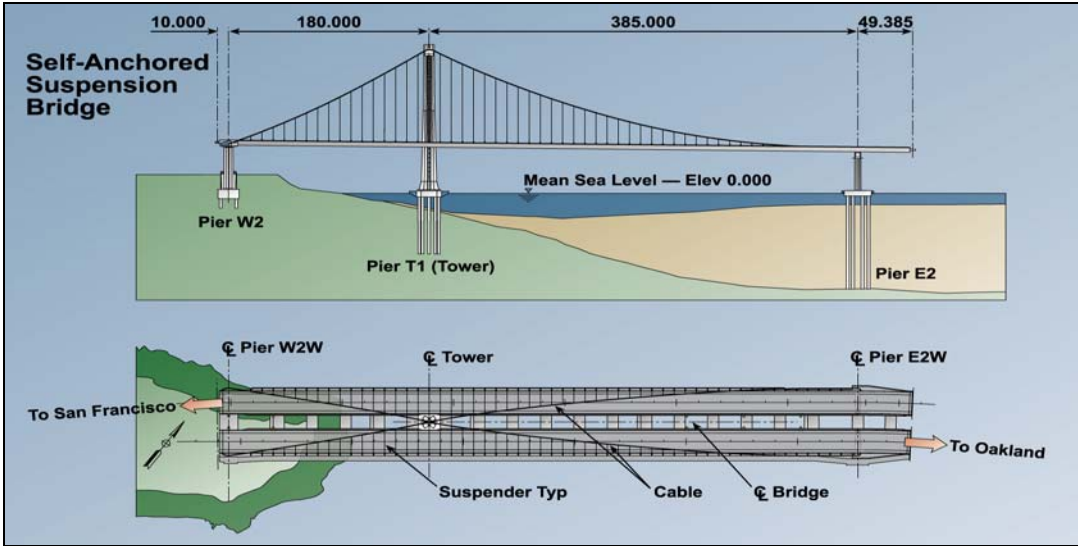
YBITS Advanced Work Columns W3, W4 & W6L

Appendix G. Project/Contract Photographs (cont.)

SAS Superstructure Contract



SAS Superstructure Artist Rendition



Appendix G. Project/Contract Photographs (cont.)

SAS Contract Photographs from Changxing Island, China SAS Superstructure Contract



SAS - Deck Panel at the Zhenhua Port Machinery Company in China



SAS – Box Girder Cross Section at the Zhenhua Port Machinery Company in China

Appendix G. Project/Contract Photographs (cont.)

SAS Superstructure Contract (Cont'd.)



OBG (Orthotropic Box Girder) and Temporary Work



Shearleg Barge Crane Boom



Temporary Trestle



SAS Deck Panel Fabrication



Tower Leg



Shearleg Crane Barge

Appendix G. Project/Contract Photographs (cont.)

SAS E2/T1 Foundations Contract



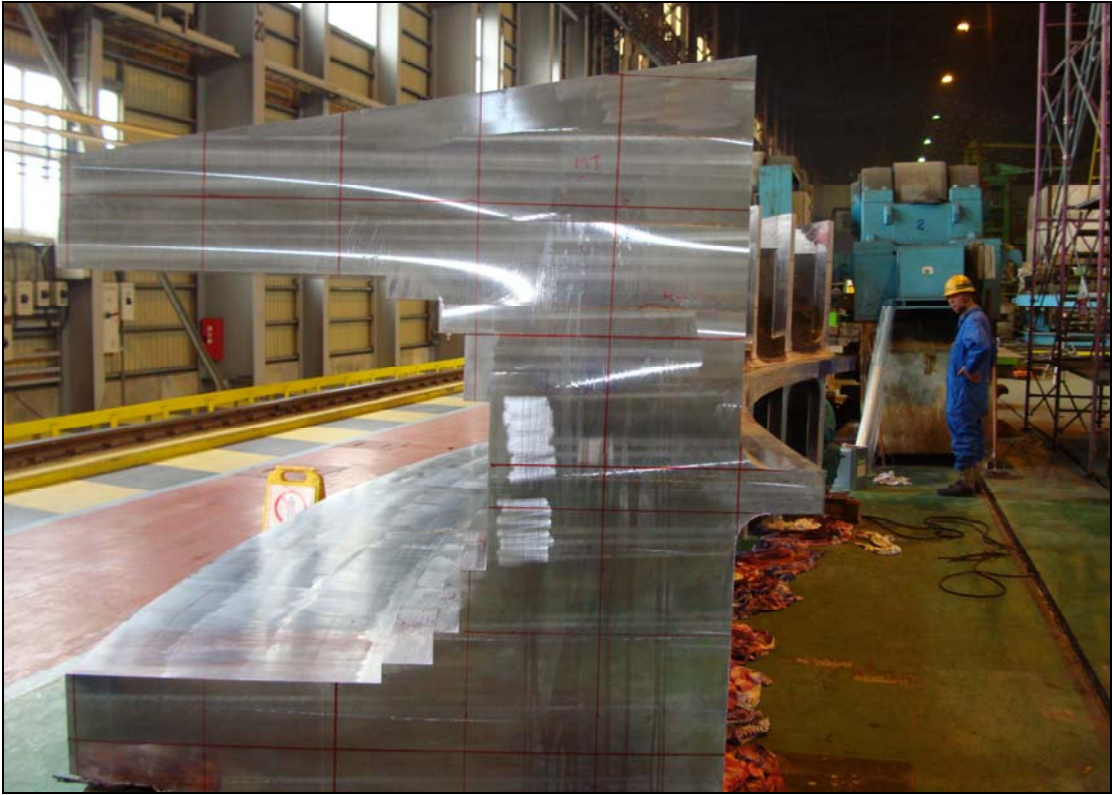
*T1 = Foundation for the 530-foot steel tower
E2 = Eastern Support of the suspension roadway
W2 = Western Support of the suspension roadway*



SAS – E2 Crossbeam Temporary Work

Appendix G. Project/Contract Photographs (cont.)

Saddle Fabrication, Muroran, Japan



W2/E3 Saddle Fabrication Ultrasonic Testing



W2/E3 Saddle Fabrication during Ultrasonic Testing

Appendix G. Project/Contract Photographs (cont.)

Saddle Fabrication, Muroran, Japan (cont.)



W2/E3 Saddle Milling



W2/E3 Saddle Fabrication Facility at Japan Steel Works

Appendix G. Project/Contract Photographs (cont.)



YBI Advanced Work



Aerial View of East Span of the SFOBB

Appendix G. Project/Contract Photographs (cont.)

Artist Simulations of Completed East Span

