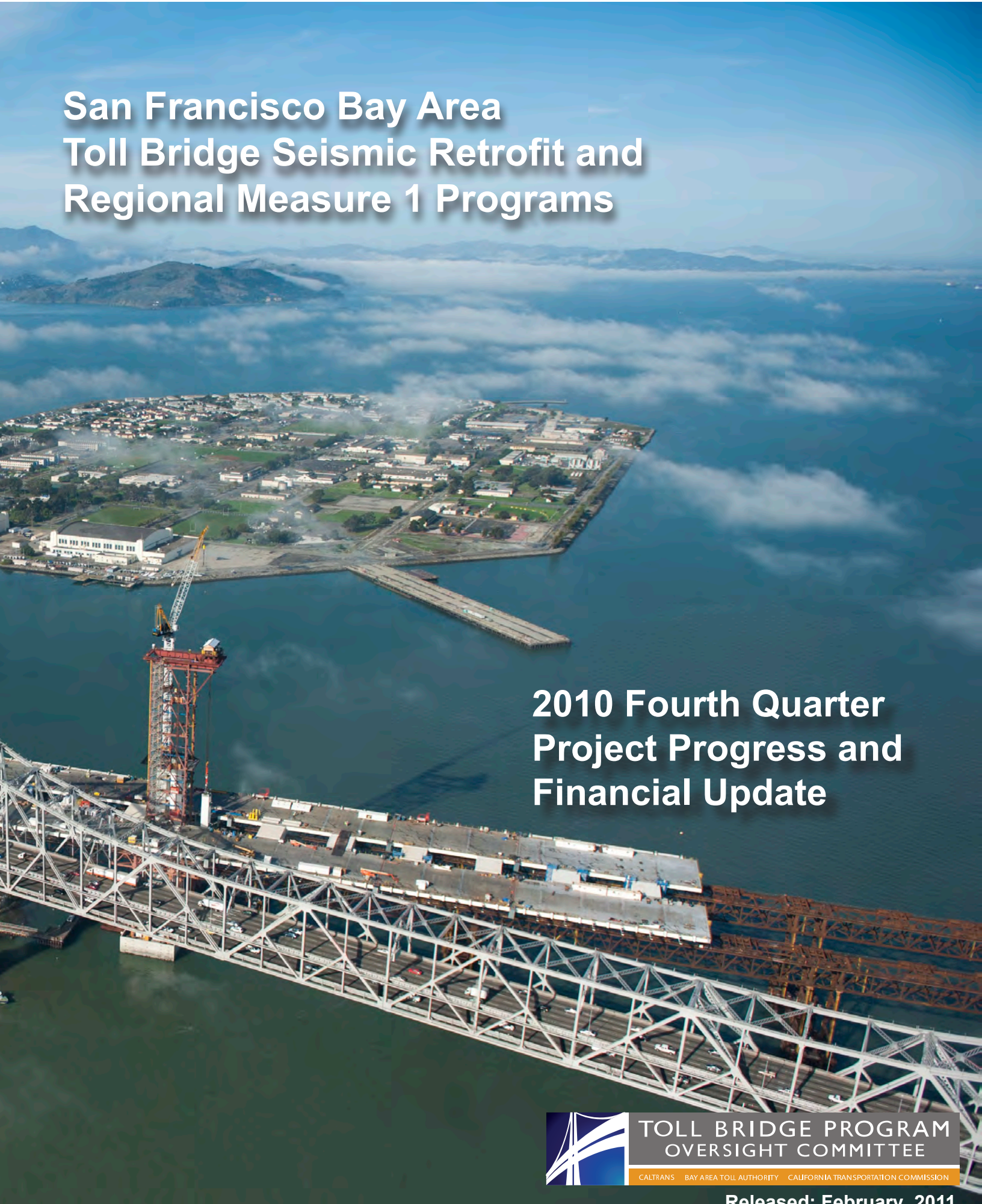
San Francisco Bay Area Toll Bridge Seismic Retrofit and Regional Measure 1 Programs



2010 Fourth Quarter Project Progress and Financial Update

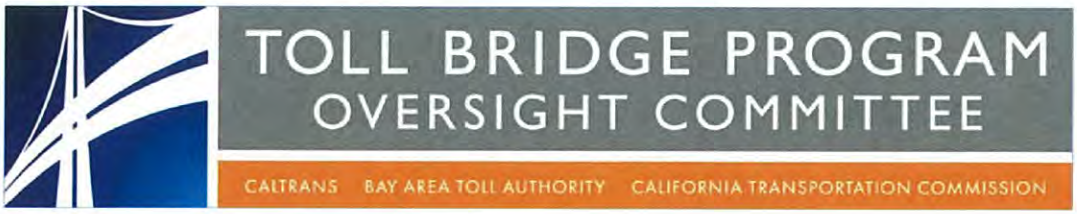
TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: February 2011


ENERPAC

Jack Strand Housing atop Tower Lift Frame at Dusk



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

February 4, 2010

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

Dear Messrs. Schmidt and Wilson:

The Toll Bridge Program Oversight Committee (TBPOC) is pleased to submit the 2010 Fourth Quarter Toll Bridge Seismic Retrofit Program Report, prepared pursuant to California Streets and Highways Code Section 30952.

The TBPOC is tasked to perform project oversight and control over the Toll Bridge Seismic Retrofit Program (TBSRP) and is comprised of the Director of the Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA), and the Executive Director of the California Transportation Commission (CTC). This fourth quarter report includes project progress and activities for the Toll Bridge Seismic Retrofit Program through December 31, 2010.

Significant progress continues to be made on the San Francisco-Oakland Bay Bridge East Span Replacement Project, including the arrival in December 2010 and installation in January 2011 of the 19th and 20th steel roadway boxes and the third lift of steel tower boxes for the Self-Anchored Suspension Span (SAS). Our next shipment is scheduled to arrive in February 2011. While each installed segment represents a major step forward, we continue to be mindful of the challenges that remain and of our goal to open the new bridge to traffic as soon as possible.

Towards those ends, we have put in place incentives and disincentives to accelerate the completion of the bridge, including an allowance for a "seismic safety opening" of the bridge to traffic as soon as possible before non-essential systems like architectural lighting or removal of unneeded temporary support structures are completed. With this allowance, we will maintain our goal of getting traffic onto the new bridge by the end of 2013.

Furthermore, we are implementing an acceleration option to complete the eastbound Oakland touchdown structure that currently is in conflict with the existing bridge. This option will require temporary lane realignments and widening of the eastern end of the existing bridge in Oakland and will allow for both eastbound and westbound directions of the new bridge to open to traffic when the self-anchored suspension bridge is ready.

Seismic retrofit work on the Dumbarton and Antioch bridges is also ongoing. On the Antioch Bridge, new seismic isolation bearings are now being installed to give the bridge more flexibility during an earthquake and new steel cross bracing is being fabricated and delivered to the job site. On the Dumbarton Bridge, 48-inch diameter steel piles are being driven into the ground along the eastern approach to the bridge.

As of the end of the fourth quarter of 2010, the 50 percent probable draw on the remaining $415 million program contingency is $218 million. The potential draw ranges from about $20 million to $280 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.

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

Sincerely,

STEVE HEMINGER
TBPOC Chair
Executive Director
Bay Area Toll Authority

BIMLA G. RHINEHART
TBPOC Vice-Chair
Executive Director
California Transportation
Commission

CINDY McKIM
Director
California Department of Transportation

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

February 4, 2010

Mr. James Earp, Chair
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

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

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Commission

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Director
California Department of Transportation

View from under the Roadway Boxes Looking at Tower Lifts 1 and 2

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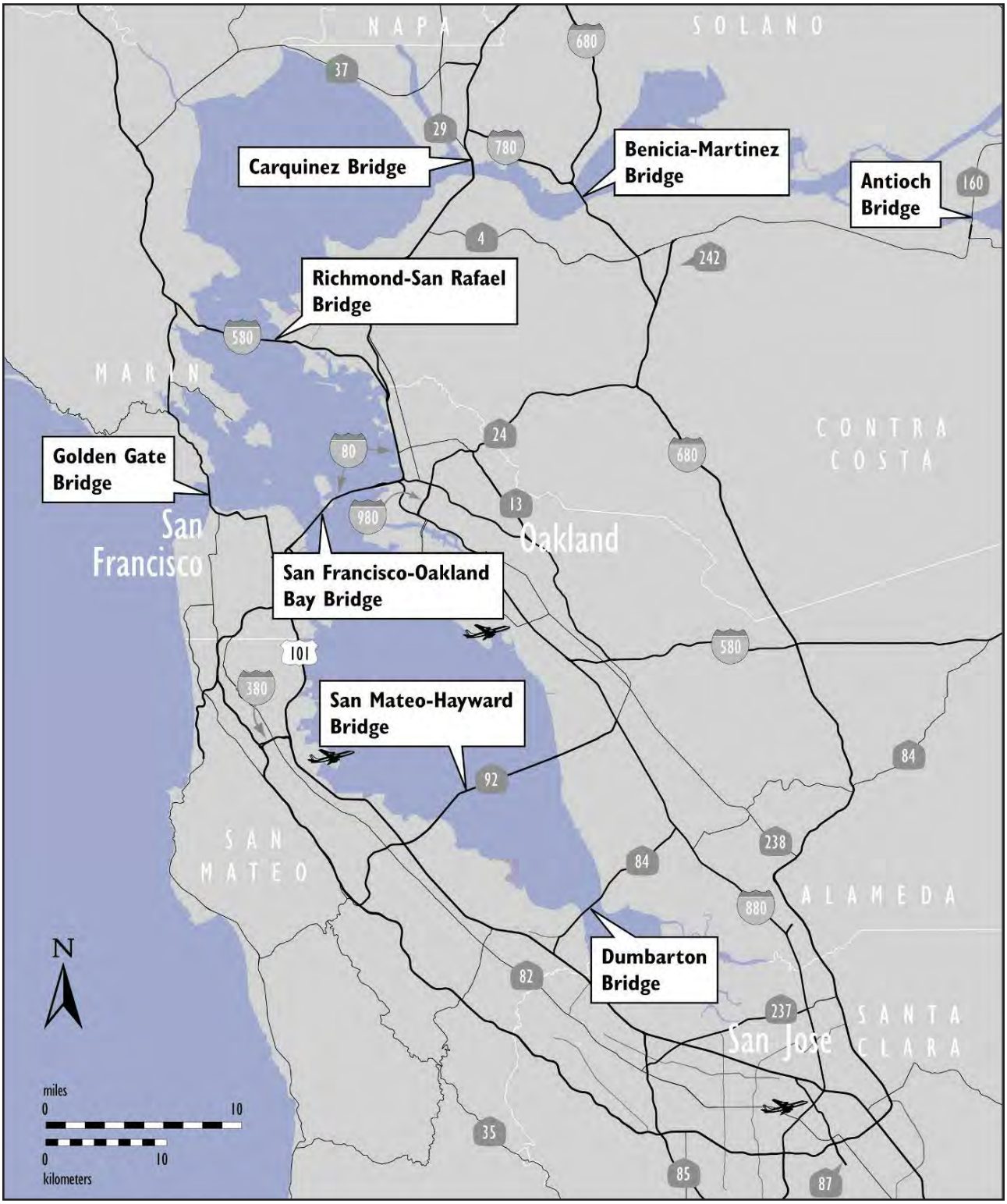
Map of Bay Area Toll Bridges



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

Introduction

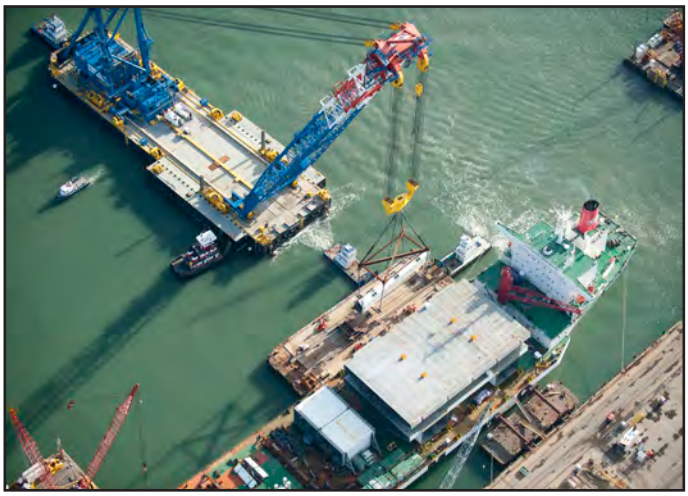
In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the new Benicia-Martinez Bridge and State Toll Bridge Seismic Retrofit Program projects. The TBPOC consists of the Director of Caltrans, the Executive Director of the Bay Area Toll Authority (BATA) 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, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the Committee), and keeping the Legislature and others of current project progress and status. In January 2010, Assembly Bill (AB) 1175 (Torlakson) amended the TBSRP to include the Antioch and Dumbarton Bridges 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



Shear-Leg Barge Crane Preparing to Offload Crossbeams and Roadway Boxes 10 East and West

The Existing Bridge on right and Completed Skyway on left Looking East toward Oakland

Aerial View of Tower Lift 3 Being Erected and Installed Roadway Boxes 1 through 9

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 fourth quarter of 2010, the 50 percent probable draw on the current $415 million budgeted program contingency is $218 million. The potential draw ranges from $20 million to $280 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.

On December 13, 2010, roadway boxes 10 east and 10 west and tower lift three shafts arrived in Oakland. As of the end of December 2010, the first 19 of 28 steel roadway boxes and first three of five lifts of tower shafts have been installed. In January 2011, two more roadway boxes and the fourth and fifth lifts of tower shafts are scheduled to be shipped.

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 fabricator, ABF, and Caltrans to ensure that only

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

bridge components that have been built in accordance to the specifications will be shipped. The three remaining roadway boxes are in fabrication. Roadway boxes 12 east and west will ship in May 2011 and roadway boxes 13 and 14 east and west will ship in July 2011. In September 2010, the TBPOC negotiated a change to the contract with the contractor to address past challenges, mitigate delays, and to accelerate the remaining work, through incentives and disincentives, 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, like architectural lighting or removal of unneeded temporary support structures, are completed. In October 2010, ABF presented a schedule to Caltrans that meets the incentivized bridge-opening date at the end of 2013.

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 did not require any change to the overall Toll Bridge Seismic Retrofit Program budget because adequate program contingency funds are available to cover this budget change for the SAS contract.

Yerba Buena Island Detour Contract

The YBI temporary detour structure contract was completed in October 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 in September 2010, and has had total access to the area since October 1, 2010. The MCM contract includes completing the remaining foundations and the bridge deck structure from the Yerba Buena Island Tunnel to the self-anchored suspension bridge.

MCM Construction, Inc. is currently constructing an access trestle to the remaining foundations and columns near the tunnel end of the bridge structure.

Yerba Buena Island Transition Westbound Falsework

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

Oakland Touchdown Bike Path and Hand Railing

Oakland Touchdown Service Platforms Installed

Hinge K Pipe Beams on Pier W2

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.

Oakland Detour

With the incentives and disincentives put into place to accelerate the completion of the SAS before the end of 2013, the TBPOC is exploring similar acceleration options on the OTD #2 contract to insure a simultaneous eastbound and westbound opening of the bridge as soon as possible. Similar to an earlier TBPOC decision to advance construction off the critical path, the TBPOC is implementing an acceleration option to complete the eastbound Oakland Touchdown structure that is currently in conflict with the existing bridge. This option will require temporary lane realignments and widening of the western end of the existing bridge and will allow for both eastbound and westbound directions of the new bridge to open to traffic at the same time as the self-anchored suspension bridge.

Antioch Bridge Seismic Retrofit

The Antioch Bridge serves the Delta region of the Bay Area. The current 1.8-mile-long steel plate girder bridge was opened in 1978 with one lane in each direction. The major retrofit strategy 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. See project progress on page 32.

Dumbarton Bridge Seismic Retrofit

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. See project progress on page 34.

Antioch Bridge - Steel Cross Bracing Delivered to Site

Dumbarton Bridge - Concrete Removal Operation at East Approach Slab

92/880 NWCONN Bridge Construction in Progress

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.

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.

Toll Bridge Seismic Retrofit Program Cost Summary

	Contract Status	AB 144/SB 66 Budget (July 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (December 2010)	Cost to Date (December 2010)	Current Cost Forecast (December 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	1,401.4	2,074.7	27.9	●
YBI Detour	Completed	131.9	360.9	492.8	466.3	488.8	(4.0)	●
YBI Transition Structures (YBITS)		299.3	(93.0)	206.3	18.1	253.1	46.8	●
YBITS 1	Construction			*144.0*	*18.1*	*185.4*	*41.4*	●
YBITS 2	Design			*59.0*	-	*64.4*	*5.4*	●
YBITS Landscaping	Design			*3.3*	-	*3.3*	-	●
Oakland Touchdown (OTD)		283.8	4.2	288.0	209.6	335.3	47.3	●
OTD 1	Completed			*212.0*	*201.7*	*204.4*	*(7.6)*	●
OTD 2	Design			*62.0*	-	*65.9*	*3.9*	●
Oakland Detour	Design			-	-	*51.0*	*51.0*	
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	912.1	1,284.2	121.9	●
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.3	80.4	8.0	●
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**	**4,677.8**	**6,400.9**	**217.8**	
Antioch Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Construction		70.0	70.0	14.2	62.0	(8.0)	●
Capital Outlay Support			31.0	31.0	17.5	35.7	4.7	●
Total Antioch Bridge Seismic Retrofit		**-**	**101.0**	**101.0**	**31.7**	**97.7**	**(3.3)**	
Dumbarton Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Construction		92.7	92.7	5.2	96.8	4.1	●
Capital Outlay Support			56.0	56.0	23.6	55.7	(0.3)	●
Total Dumbarton Bridge Seismic Retrofit		**-**	**148.7**	**148.7**	**28.8**	**152.5**	**3.8**	
Other Program Projects		**2,268.4**	**(64.6)**	**2,203.8**	**2,159.0**	**2,191.7**	**(12.1)**	●
Miscellaneous Program Costs		**30.0**	**-**	**30.0**	**25.5**	**30.0**	**-**	●
Net Programmatic Risks		**-**	**-**	**-**	**-**	**11.8**	**11.8**	●
Program Contingency		**900.0**	**(484.6)**	**415.4**	**-**	**197.4**	**(218.0)**	●
Total Toll Bridge Seismic Retrofit Program [2]		**8,685.0**	**397.0**	**9,082.0**	**6,922.8**	**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
[2] Figures may not sum up to totals due to rounding effects.

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 (December 2010)	Current Completion Forecast (December 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	Nov 2014	-		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

Regional Measure 1 Program Cost Summary

	Contract Status	BATA Baseline Budget (July 2005)	BATA Approved Changes	Current BATA Approved Budget (December 2010)	Cost to Date (December 2010)	Current Cost Forecast (December 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	117.6	161.0	-	●
Capital Outlay Support		28.8	34.6	63.4	56.9	63.4	-	●
Capital Outlay Right-of-Way		9.9	7.0	16.9	12.3	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**	**186.8**	**245.0**	-	
Other Completed Program Projects		**1,978.8**	**182.6**	**2,161.4**	**2,087.6**	**2,161.4**	-	
Total Regional Measure 1 Toll Bridge Program [1]		**2,112.6**	**293.8**	**2,406.4**	**2,274.4**	**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 (December 2010)	Current Completion Forecast (December 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 48

View from Treasure Island Looking East at Third Lift of the Self-Anchored Suspension Bridge Tower

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

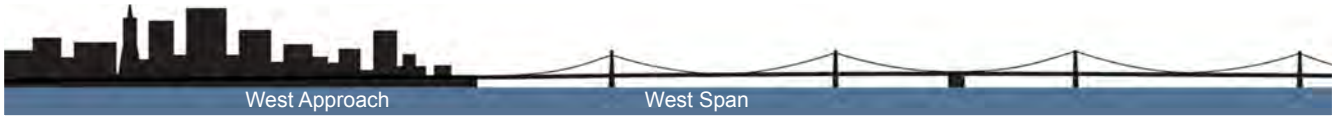
West Approach Seismic Replacement Project
Project Status: Completed 2009

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

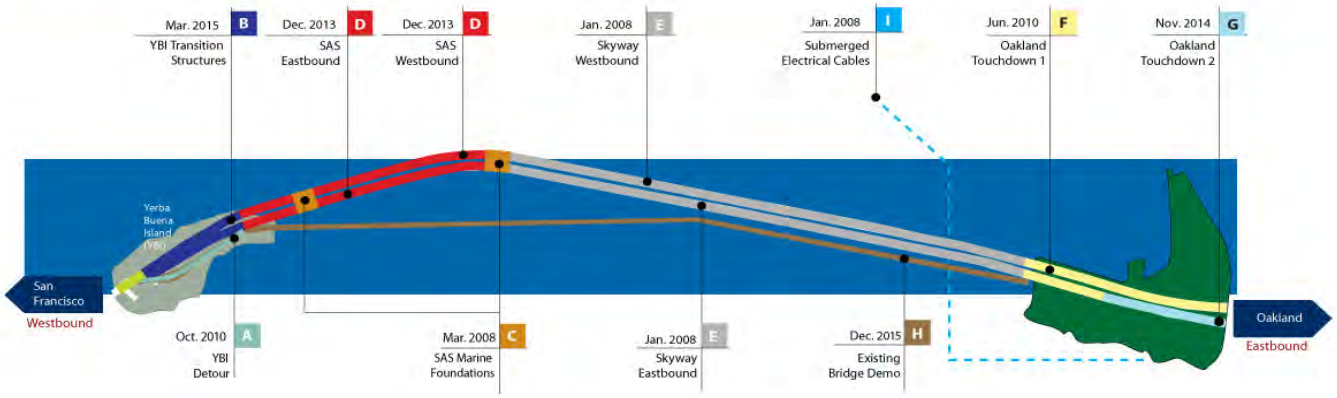
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

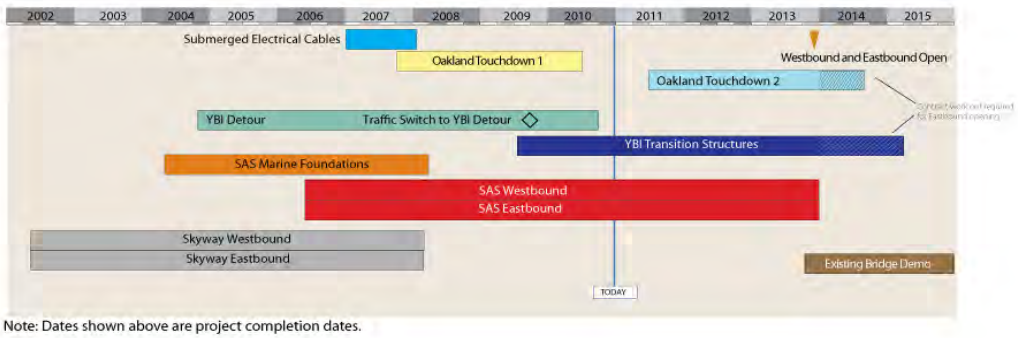
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

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 to reduce schedule risk.

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





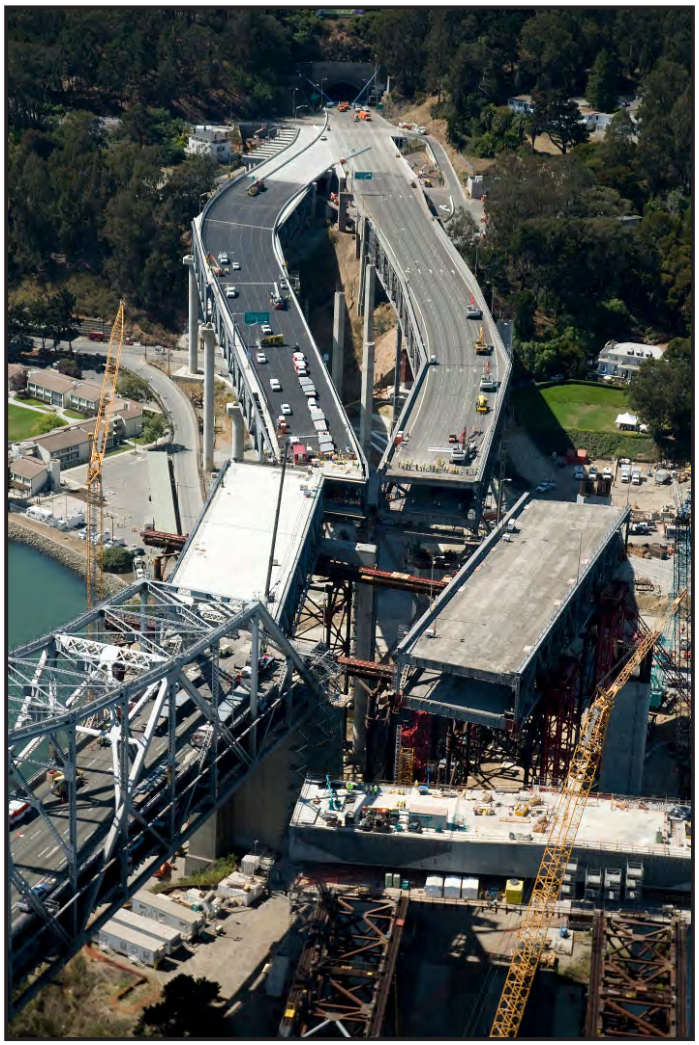
Note: Dates shown above are project completion dates.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

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: Completed 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 reduce project risks.

Status: Completed.

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.

YBITS #1 Access Trestle and Footing Shoring

B YBITS #1 Contract

Contractor: MCM Construction, Inc.

Approved Capital Outlay Budget: $144.0 M

Status: 17% Complete as of December 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: MCM Construction, Inc., continues to work on the installation of the access trestle and eastbound and westbound footings and columns. Westbound frame #2 falsework is scheduled to start in early January 2011.

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: The YBID contractor completed the YBITS advanced substructure work in October 2010.

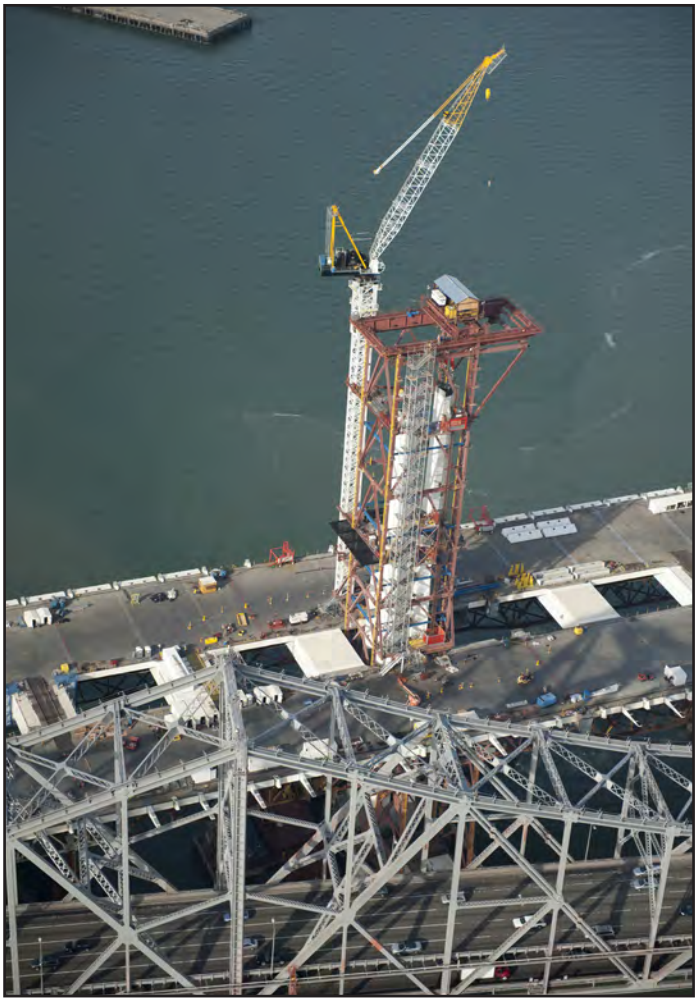
Yerba Buena Island Transition Structures #1 Contract Falsework and Trestle Erection

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.



Erecting Tower Lift 3 Shaft 2

SAS Land Foundation Contract

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

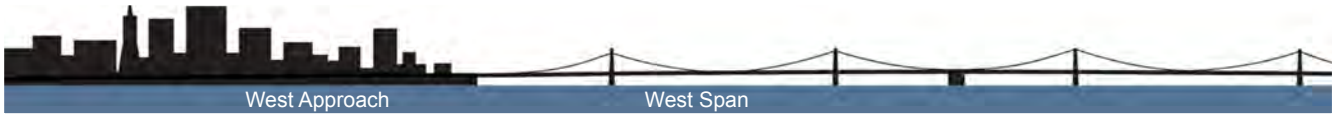
The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge, where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts 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: 66% Complete as of December 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. 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

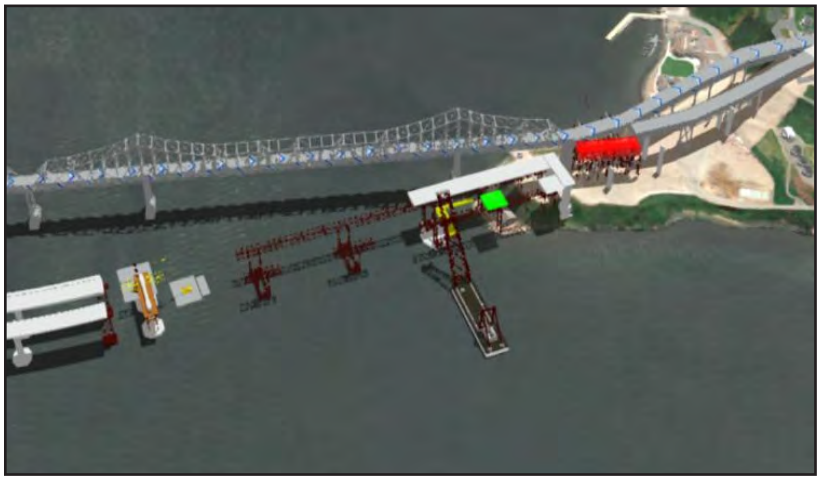
Temporary support structures will need to be erected from the Skyway to Yerba Buena Island to support the new SAS bridge during construction.

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 boxes 10 east and west arrived on December 13, 2010 and roadway box 10 east was lifted into place on December 18, 2010. Eleven crossbeams have been erected between the roadway boxes. Roadway boxes 11 east and west and Crossbeam 16 are forecast for shipment in January 2011.



STEP 3 - INSTALL TOWER

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

Status: As of mid-November 2010, the first two tower lifts have been shipped and erected. The third tower shafts shipped on November 15, 2010, arrived at Pier 7 in Oakland on December 13, 2010, and erected between December 15 through 18, 2010. The fourth and fifth tower lifts are scheduled for shipment in January 2011.

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 completion of 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

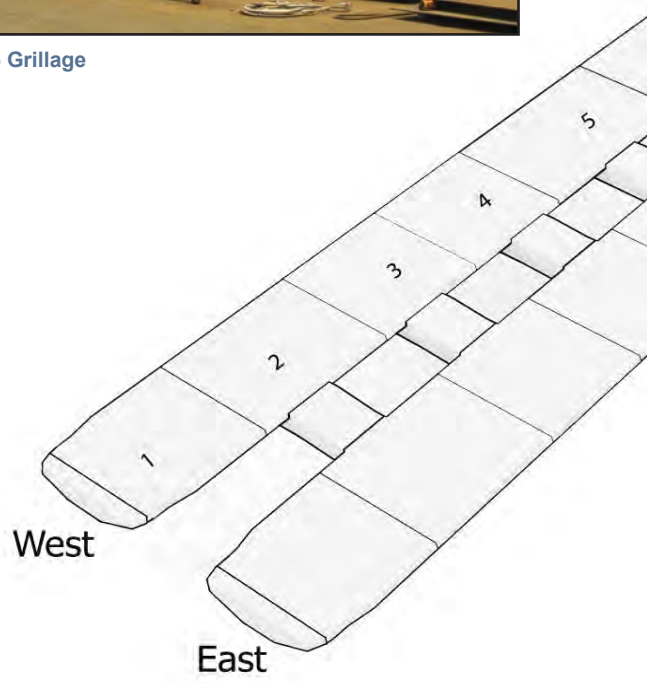
Like giant three-dimensional jigsaw puzzles, the roadway and tower lifts of the SAS bridge are hollow steel shells that are internally strengthened and stiffened by a highly engineered network of welded steel ribs and diaphragms. The use of steel in this manner allows for a flexible yet relatively light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

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 10 east and west have been fabricated and shipped to the Bay Area. Roadway box 11 is forecast to ship in January 2011. Fabrication of sub-assemblies for roadway boxes 12, 13 and 14 are ongoing and are forecast to be shipped between May and July 2011.

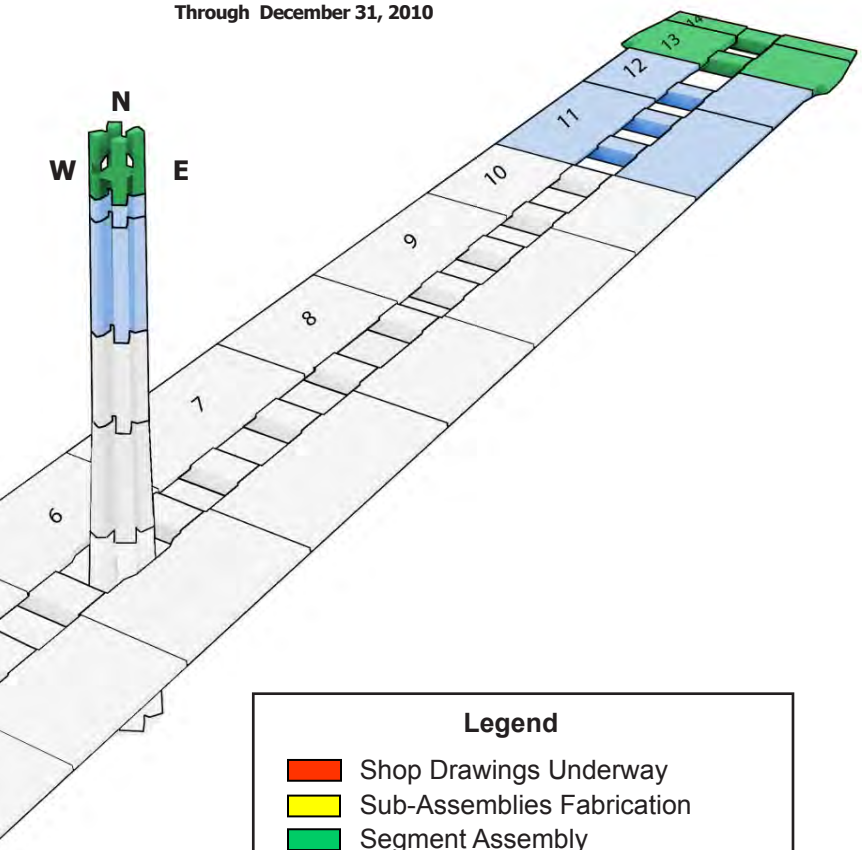
Tower Fabrication Status: Each of the four legs of the tower is composed of five separate lifts. The first two lifts were erected by the end of October, 2010. The third lift of the tower arrived and was erected in December 2010. Lifts four and five are scheduled for shipment in January 2011. Remaining to be completed is the final tower head facade. The tower head is scheduled to be shipped in May 2011.

Tower Lift 5 Grillage



Fabrication Progress Diagram

Through December 31, 2010



Legend

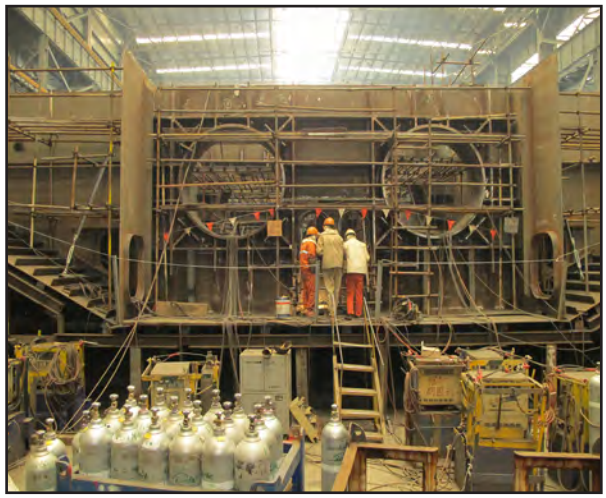
- Shop Drawings Underway
- Sub-Assemblies Fabrication
- Segment Assembly
- Blast, Paint & Fit Up
- Ready To Ship/In Transit
- On Site/In Place

Through December 31, 2010

Tower Head

Looking East at 14 East

Tower Lift 4 Loaded onto Ship



Roadway Box Lift 14

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 in Oakland. All cable bands are forecast to be completed and shipped to the job site by February 2011 and the suspender ropes were completed in December 2010. The hand ropes are scheduled for fabrication in January 2011.

Cable Bands Ready for Painting

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.

Bronze Kettle for Casting Spherical Bearing Components

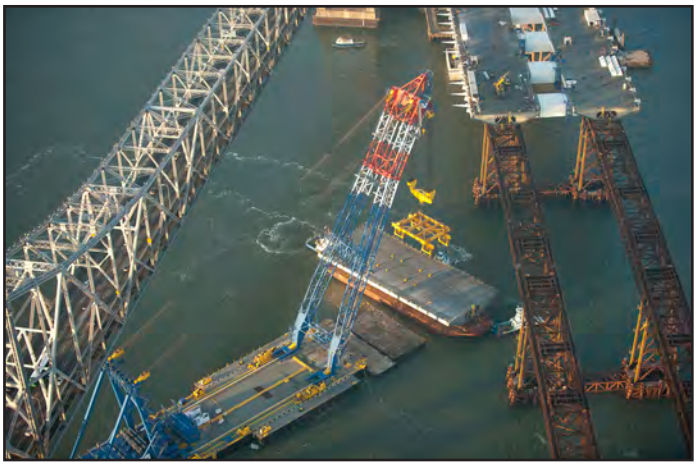
The bridge bearings and hinges that support, connect, and transfer loads from the self-anchored suspension (SAS) span to the adjoining sections of the new east span are being fabricated in a number of locations. Work on the bearings is being performed in Pennsylvania, USA and Hochang, South Korea, while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

Status: The west and east deviation cable saddles and hinge K have been fabricated and erected on W2 cap beam. Hinge A pipe beams fabrication started in December and projected completion is November 2011.

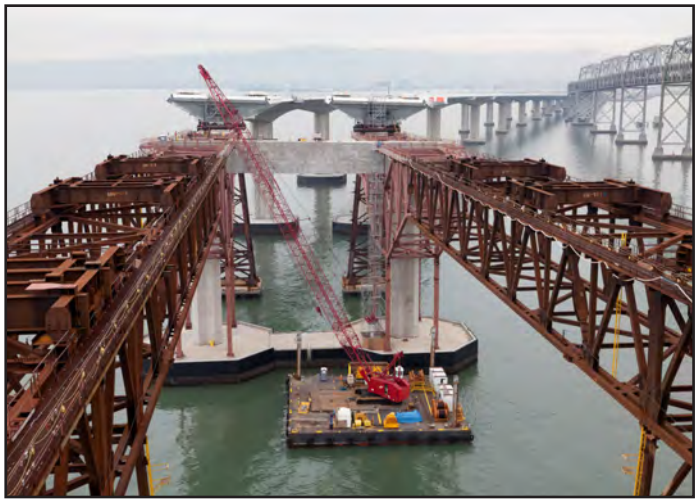
Tower Saddle Fabricated and on Site

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Field Activities



Shear-Leg Crane Barge



Temporary Support Structures with E2 Cap Beam and Completed Skyway in background

Pier W2

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 in March 2009

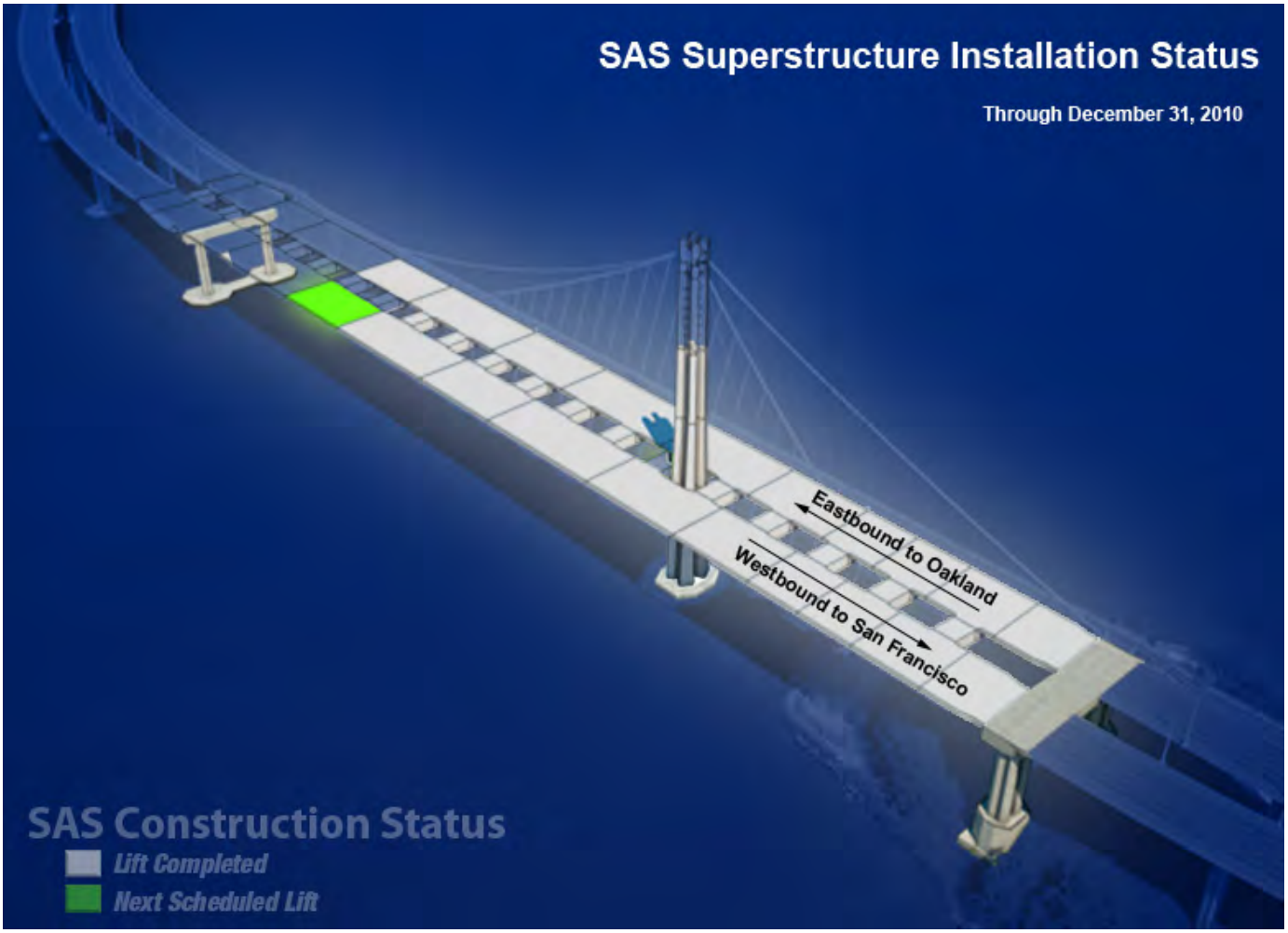
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Roadway and Tower Box 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: On the roadway boxes, 19 of 28 (1 through 10 east and west) have been placed on top of temporary support structures to form a continuous roadway. Tower lift 3 shafts have been lifted into place and are being welded and bolted together. Roadway boxes 11 east and west and tower lift four and five shafts are scheduled for shipment in January 2011. All other remaining tower sections will be completed and shipped by May 2011. Fabrication of roadway boxes 12 east and west will be completed and will ship in May 2011. Roadway boxes 13 and 14 east and west will be completed by the end of July 2011 and are expected to arrive at the job site in Oakland in August 2011.



Overview of Progress of Roadway Boxes and Tower Lift 3 Partially Erected

Overview of Progress of Roadway Boxes and Tower Lift 3 Partially Erected

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

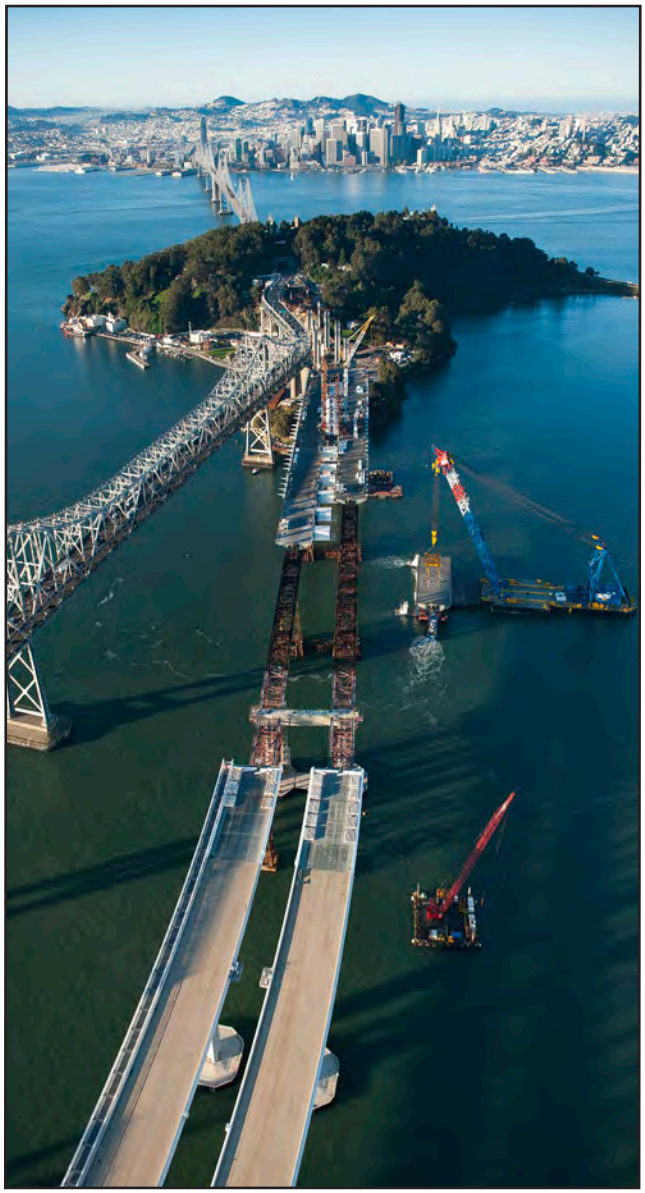
Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $1.25 B
Status: Completed March 2008

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.

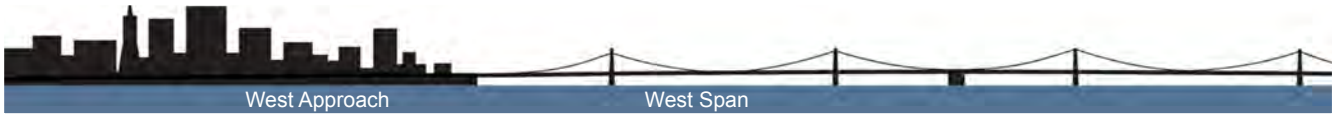
The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), containing approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest 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 and New Roadway Box Installments 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.

Oakland Detour

With the incentives and disincentives put into place to accelerate the completion of the SAS before the end of 2013, the TBPOC is exploring similar acceleration options for the OTD #2 contract to insure a simultaneous opening of the bridge as soon as possible. Similar to earlier TBPOC decisions to advance construction off the critical path, the TBPOC is implementing an acceleration option to complete the eastbound Oakland touchdown structure that currently is in conflict with the existing bridge. This option will require temporary lane realignments and widening of the western end of the existing bridge and will allow for both eastbound and westbound directions of the new bridge to open to traffic when the self-anchored suspension bridge is ready for opening to traffic by December 2013.

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.

Status: The TBPOC evaluated options to expedite construction of portions of OTD #2 in order to have both east and west bound approaches ready for traffic as soon as the SAS is ready for traffic. The remaining portions of OTD #2 are in design.

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

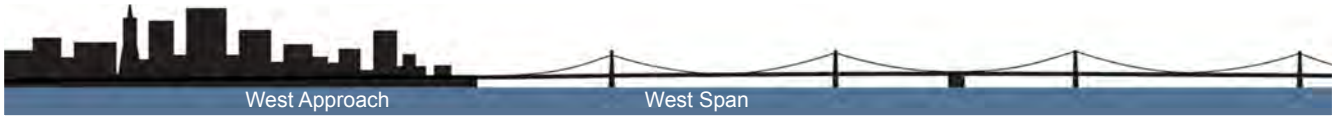
Contractor: Diablo Construction, Inc.

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

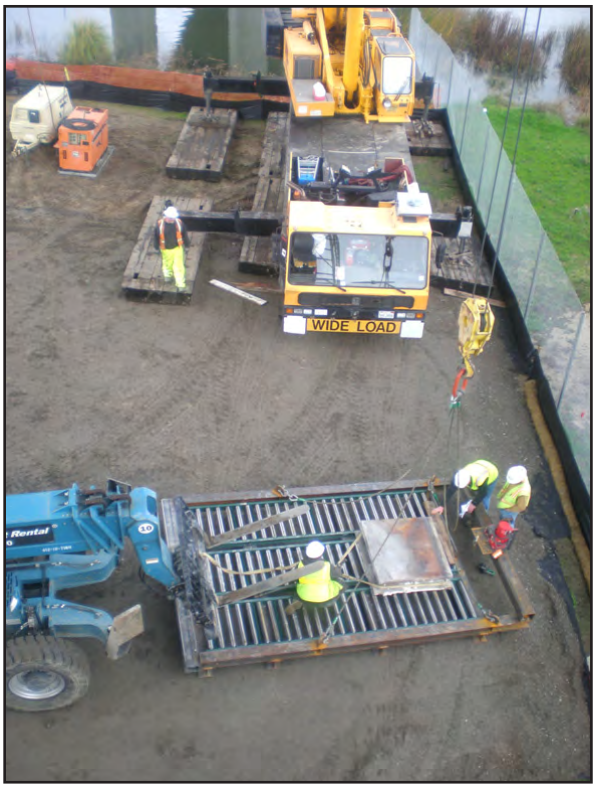
Contractor: California Engineering Contractors, Inc.

Approved Capital Outlay Budget: $70.0 M

Status:33% Complete as of December 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: Bearing replacement work continues on the Antioch side of the Bridge. Six of 82 new isolation bearings are currently installed. 22 bearings have been fabricated at the EPS facility in Mare Island. Cross-brace fabrication continues at Brooklyn Ironworks in Washington State. Three of 12 cross braces are completed. Eighty five out of 116 column casings have been fabricated and are in the painting process at the Trade Winds facility in Daegu, South Korea.



Existing Bearing Removed from Pier No. 7

Piers Being Fitted for Construction Access Scaffolding to Allow for Drilling and Bonding of Reinforcing Steel at Cross-Frame Pedestals

Work Platforms at Pier 7 and Jacks Installed under Girder Prior to Jacking

Jacking Pins at Pier 7 Prior to Setting Jacks

Dumbarton Bridge Seismic Retrofit Project

Contractor: Shimmick Construction Company, Inc.

Approved Capital Outlay Budget: $92.7 M

Status: 14% Complete as of December 2010

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.

Dumbarton Bridge

Status: Pre-stressed concrete piles have been driven for the new Belvedere lookout. Retrofit of the curtain wall hangers is ongoing at the east approach slab structure. The 48-inch steel piles have been driven adjacent to the east approach slab structure. Fabrication has begun on the rebar cages for the concrete infill in the 48-inch piles and the orthogonal column.

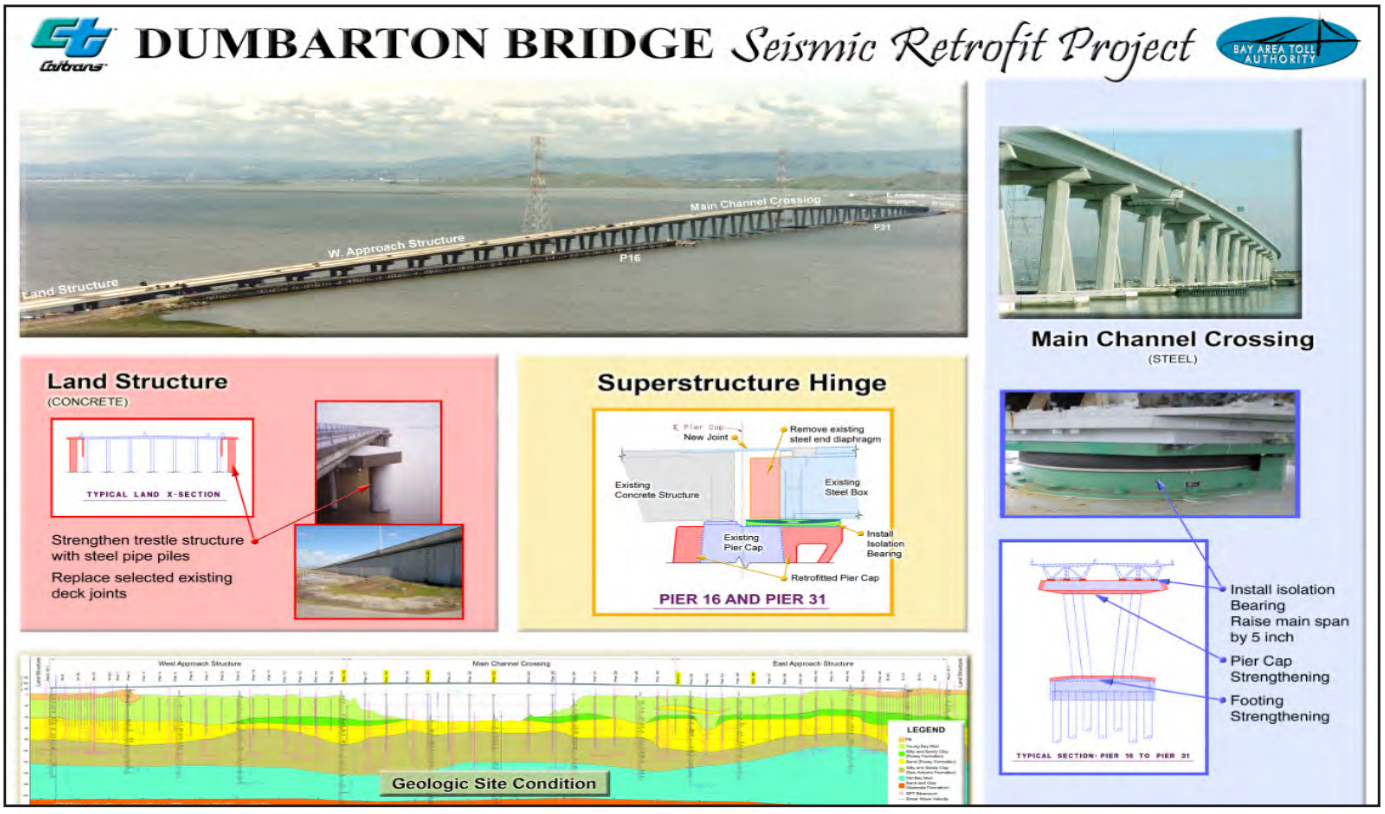


Diagram of Proposed Retrofit Work on the Dumbarton Bridge

Curtain Walls Removed along West Approach for Preparation of Driving 48-Inch Diameter Piles

Crane Positioning 48-inch Pile at East Approach Prior to Driving Pile

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

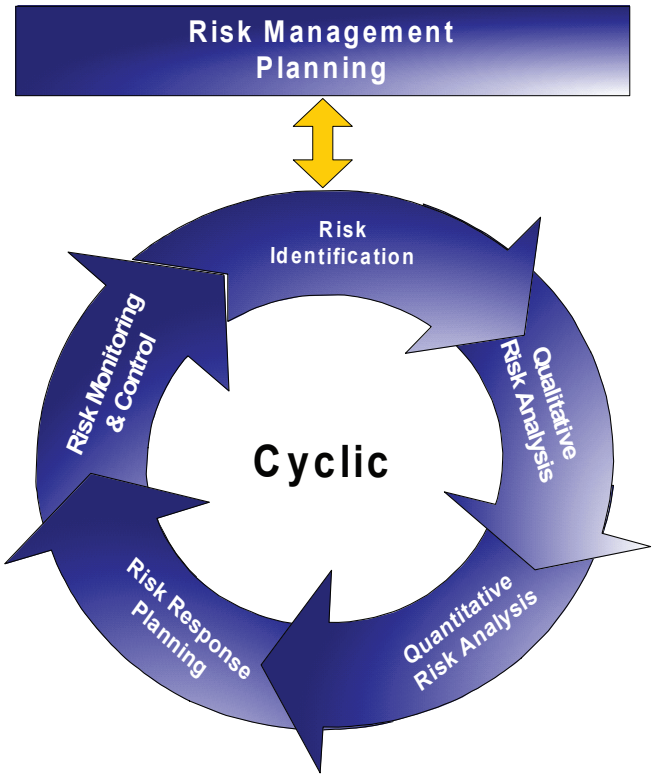
The San Diego-Coronado Bridge crosses over San Diego Bay and links the cities of San Diego and Coronado. Opened in 1969, the 2.1-mile long bridge was seismically retrofitted as part of the Toll Bridge Seismic Retrofit Project in 2002.

San Diego-Coronado Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management Program Update

Potential Draw On Program Reserve (Program Contingency)



Assembly Bill (AB) 144 provides that Caltrans "regularly reassess its reserves for potential claims and unknown risks, incorporating information related to risks identified and quantified through its risk assessment processes."

AB 144 set a $900 million Program Reserve (also referred to as the Program Contingency). On October 11, 2009, Governor Schwarzenegger approved Assembly Bill No. 1175 that added the Dumbarton and Antioch Bridges to the Toll Bridge Seismic Retrofit Program and this resulted in changes to Program Contingency. The Program Contingency is currently $415 million according to the TBPOC Approved Budget.

The approved TBSRP Risk Management Plan provides for the determination of the estimated potential draw on Program Contingency each quarter based on the total of all risks and the contingencies remaining from the contracts. Each contract in design has an assigned contingency allowance. A contract in construction has a remaining contingency, which is the difference between its budget and the sum of bid items, state-furnished materials, contract change orders and remaining supplemental work. Capital outlay support has no identified contingency allowance. The total of the contingencies is the amount that is available to cover the risks of all contracts, program-level risks (the risks not assigned to a particular contract), and capital outlay support risks. The amount by which the sum of all risks may exceed the total of all contingencies would represent a potential draw on the Program Contingency (i.e., Program Reserve).

The approved TBSRP Risk Management Plan provides for the determination of the estimated potential draw on Program Contingency each quarter, and compares it to the current balance in the Program Contingency. The fourth quarter of 2010 potential draw curve is shown in Figure 1. In the fourth quarter of 2010, the project team, with approval of the TBPOC, began development of an alternate Oakland detour alignment at the Oakland Touchdown end of the bridge. An alternate Oakland detour alignment proposal was subsequently approved by the TBPOC and provides for accelerated completion of the OTD eastbound structure, which results in earlier seismic safety to the travelling public by allowing concurrent traffic openings in both the eastbound and westbound directions.

The risk management team analyzed the risks and uncertainties associated with the capital outlay, right-of-way, and capital outlay support estimates of the alternate Oakland detour work, and the preliminary costs and risk ranges are also shown in Figure 1. The schedule for implementation of the alternate Oakland detour work has been incorporated into the corridor schedule risk analysis this quarter. Consequently, the OTD 2 contract

is effectively moved off the critical path to seismic safety and the risk to the bridge-opening milestone has reduced considerably from the previous quarter. The cost and schedule risks associated with the alternate Oakland detour work will be updated next quarter, as the scope of work is currently being perfected to ensure its most efficient execution with the adjoining corridor construction contracts.

As of the end of the fourth quarter of 2010, the 50 percent probable draw on Program Contingency, including alternate Oakland detour costs and risks, is $218 million (see Figure 1). The potential draw, including alternate Oakland detour costs and risks, ranges from about $95 million to $350 million. Therefore, the current Program Contingency balance is sufficient to cover the cost of currently identified risks and the TBPOC-approved alternate Oakland detour work.

In accordance with the approved TBSRP Risk Management Plan, risk mitigation actions are continuously developed and implemented to reduce the potential draw on the Program Contingency.

RISK MANAGEMENT DEVELOPMENTS

The Risk Management Cost decreased by $59 million from the previous quarter, primarily due to the decreases in risks of the SAS, Antioch and Dumbarton Bridge contracts, and in capital outlay support risks.

The SAS contractor submitted a new schedule that meets the accelerated schedule milestones provided in the contract change order executed between Caltrans and the SAS contractor in the third quarter of 2010. The schedule is very aggressive and there are risks to the future

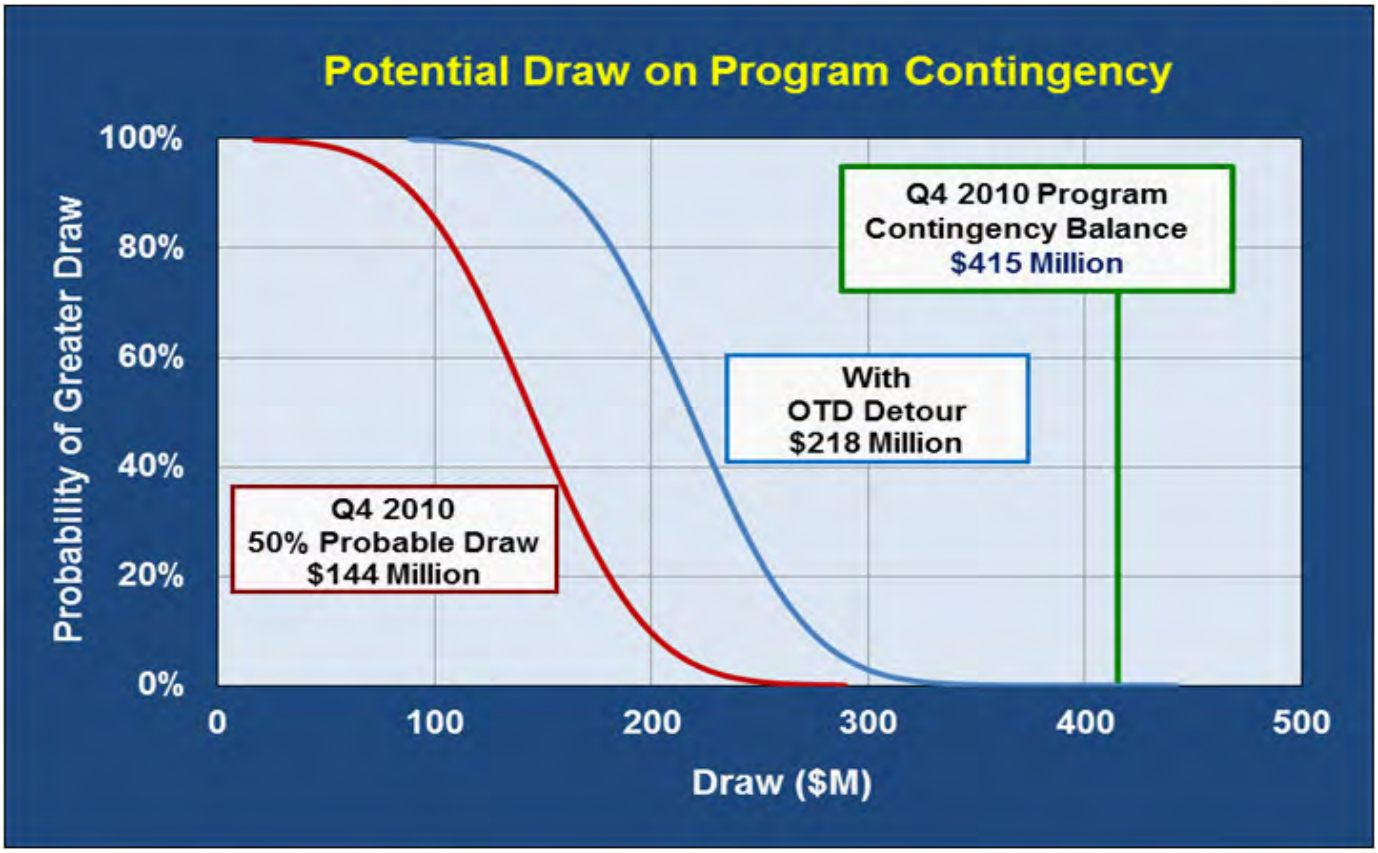


Figure 1 – Potential Draw on Program Contingency*

*Figure 1 Notes:
1. Potential out-of-scope program risks excluded.
2. Program Contingency may be used for other beneficial purposes than to cover risks. The potential draw chart should not be construed as a forecast of the future balance of Program Contingency funds.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management Program Update (cont.)

activities on the critical paths through bridge deck orthotropic box girder delivery and erection, cable installation, load transfer, and completion of Mechanical, Electrical, and Plumbing (MEP) systems required for the opening. Caltrans and the SAS contractor are implementing a plan to enhance mutual schedule management in order to proactively identify impending risks so that action can be taken swiftly to prevent or mitigate potential delays. The risk management team has assessed the risks and identified Caltrans activities that must align with the SAS contractor's incentivized milestones.

RISK MANAGEMENT LOOK AHEAD

An important aspect of the SAS schedule – and of all schedules for large projects – is that there may be multiple critical paths to the milestones. The most critical path to seismic safety opening contains the fabrication and erection of Lifts 13 and 14, and completion of the cable system and MEP systems required for seismic safety opening. Caltrans will be monitoring the critical paths and managing all corridor contract incentive and disincentive provisions to achieve the TBPOC's goal of opening the bridge in 2013. The Cable Engineering Risk Management (CERM) team continues to identify and resolve outstanding cable installation issues. The CERM team has recommended several modifications that have resolved potential spatial conflicts and issues related to cable rotation during installation of the cable bands and suspenders.

Hinge 'A' Floorbeams installed in Roadway Box 14 (East) at ZPMC in China

Temporary Tower Framing Structure Being Extended to Accommodate the Tower Lift Four Erection

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Program Funding Status

AB 144 established a funding level of $8.685 billion for the TBSRP. The bill specifies program funding sources as shown in Table 1-Program Budget.

Table 1—Program Budget as of December 31, 2010 ($ Millions)

		Budgeted	Funding Available & Contribution
Financing			
Seismic Surcharge Revenue AB 1171		2,282.0	2,282.0
Seismic Surcharge Revenue AB 144		2,150.0	2,150.0
Seismic Surcharge Revenue AB 1175[5]		750.0	750.0
BATA Consolidation		820.0	820.0
Subtotal - Financing		6,002.0	6,002.0
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	100.0
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 - Contribution		3,433.0	2,655.9
Total Funding		9,435.0	8,657.9
Encumbered to Date			7,987.5
Remaining Unallocated			670.4
Expenditures :			
Capital Outlay			5,479.8
State Operations			1,430.8
Antioch and Dumbarton Expenditures by BATA			12.2
	Total Expenditures		6,922.8
Encumbrances : [6]			
Capital Outlay			1,042.0
State Operations			22.7
	Total Encumbrances		1,064.7
Total Expenditures and Encumbrances			7,987.5

[1] The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.
[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.
[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.
[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.
[5] As of January 1, 2010, seismic retrofitting of Antioch and Dumbarton Bridges became part of the Toll Bridge Seismic Retrofit Program with the passage of AB 1175.

Summary of the Toll Bridge Oversight Committee (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 3 -Toll Bridge Program Oversight Committee Estimated Expenses: July 1, 2005 through December 31, 2010 shows expenses through December 30, 2010 for TBPOC functioning, support, and monthly and quarterly reporting.

Table 2—CTC Toll Bridge Seismic Retrofit Program 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 (Actual)	2009-10 (Actual)	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

Table 3—Toll Bridge Program Oversight Committee Estimated Expenses: July 1, 2005 through December 31, 2010 ($ Millions)

Agency/Program Activity	Expenses
BATA	**1.0**
Caltrans	**2.1**
CTC	**1.5**
Reporting	**3.8**
Total Program	**8.4**

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

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 quarter are focused on mitigation monitoring. Key successes in this quarter are as follows:

- Bird monitoring was conducted weekly in the active construction area. Monitors did not observe any indication that birds were disturbed due to the East Span construction activities.

- Peregrine falcon monitoring for the 2010/2011 nesting season began on December 3, 2010 and will continue through June 2011. Monitors have observed peregrines flying through and roosting within the project area.

- San Francisco-Oakland Bay Bridge (SFOBB) environmental compliance and storm water pollution prevention plan (SWPPP) inspections were conducted weekly at all active project sites. The project team continues to work closely with contractors to ensure compliance with environmental permits and regulations and improve SWPPP and best management practices.

- On December 1, 2010 Caltrans submitted a request for Amendment No. 29 to San Francisco Bay Conservation and Development Commission (BCDC) Permit No. 8-01 for the proposed repaving and temporary use of Burma Road, which is part of Phase 1 of the Temporary Oakland Touchdown (OTD) Detour for SFOBB Acceleration.

- On December 7, 2010 Caltrans received Amendment Nos. 27 and 28 to BCDC Permit No. 8-01. Amendment No. 27 authorized an extension of time to guarantee public access improvement at the Oakland Touchdown and on Yerba Buena Island. Amendment No. 27 also authorized the construction of a bus-turnaround which will improve public access to the new SFOBB. Amendment No. 28 extended permit deadline for the removal of temporary structures associated with the South-South Detour.

- Caltrans is working with agencies to explore options to meet requirements for shorebird roosting habitat mitigation.

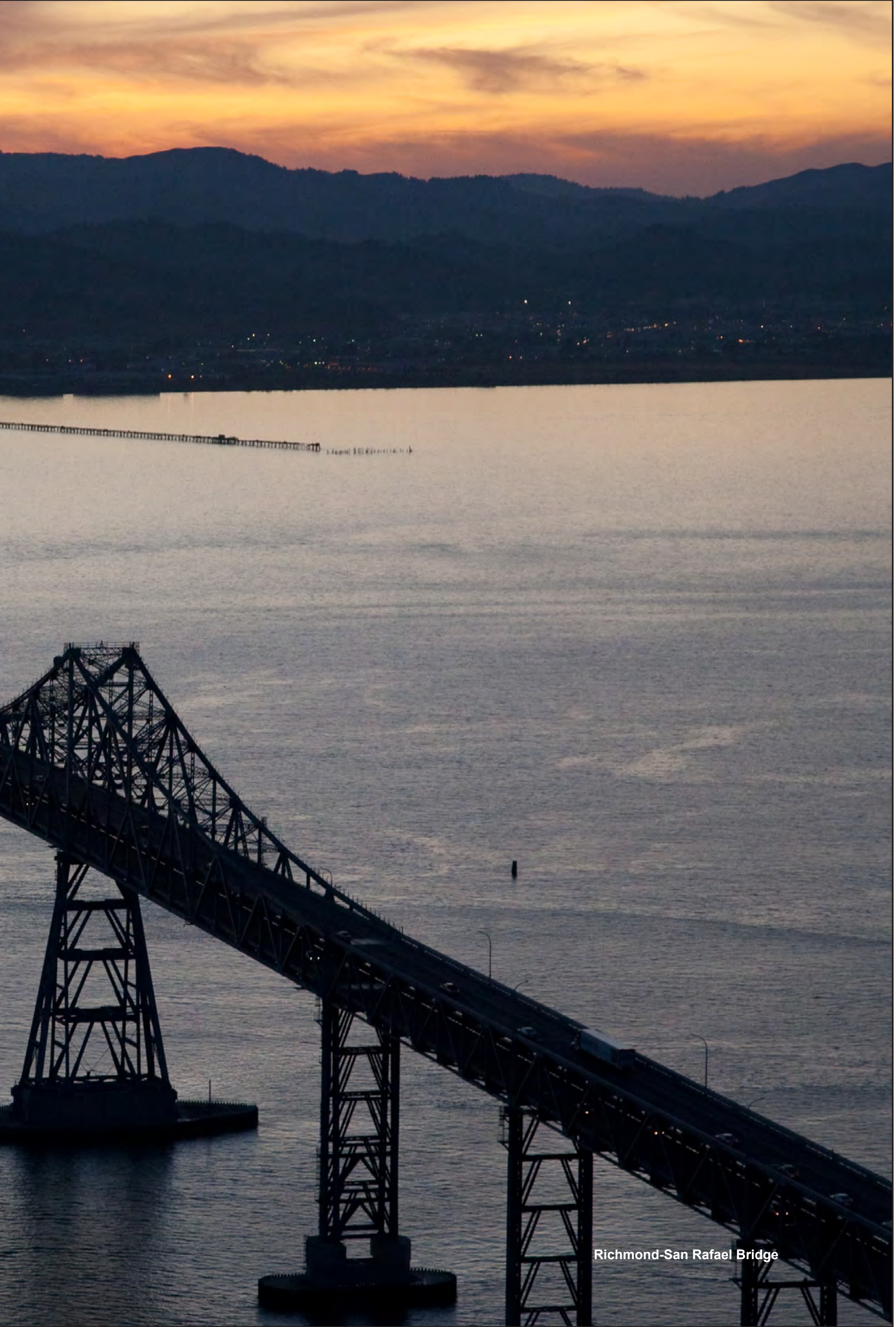
Peregrine Falcon Nesting Undisturbed

Silt Fencing Best Management Practices

Bonded Fiber Matrix Hydroseed Best Management Practices

First Shaft of the Third Lift of the Tower Being Lifted into Place

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM



Richmond-San Rafael Bridge

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.

Calaroga Bridge Work in Progress

Interstate 880/State Route 92 Interchange Reconstruction Contract

Contractor: Flatiron/Granite

Approved Capital Outlay Budget: $158.0 M

Status: 83% Complete as of December 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 74 and 75).

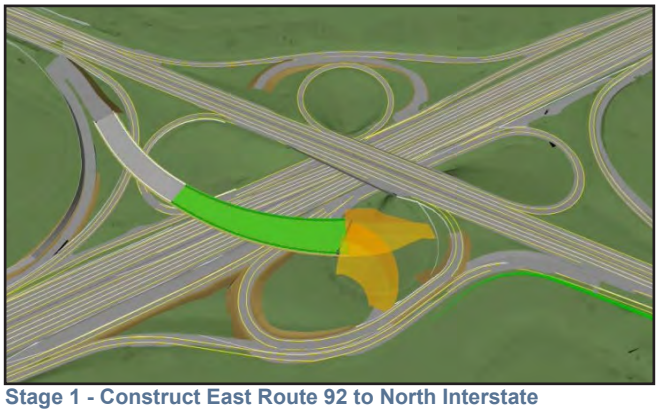
Looking Southwest at the New NWCONN Bridge

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.

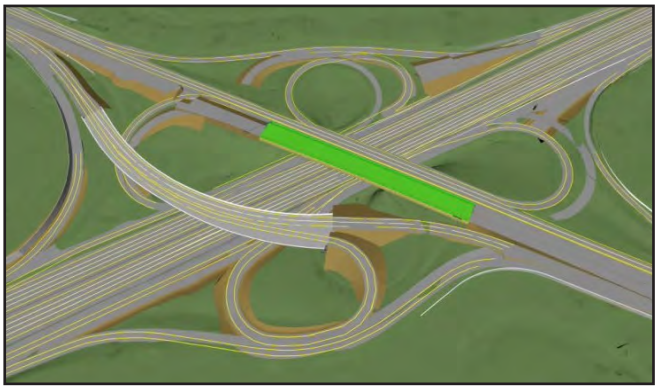


Stage 1 - Construct East Route 92 to North Interstate 880 Direct Connector

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.

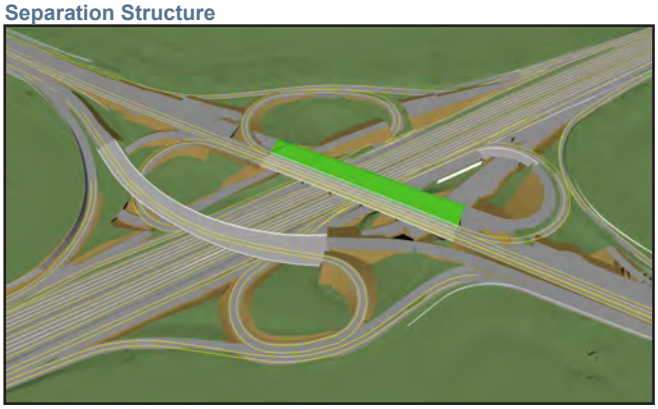


Stage 2 - Demolish and Replace South Side of Route 92 Separation Structure

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: The north side of the structure is scheduled to open to traffic in February, pending weather and construction progress.

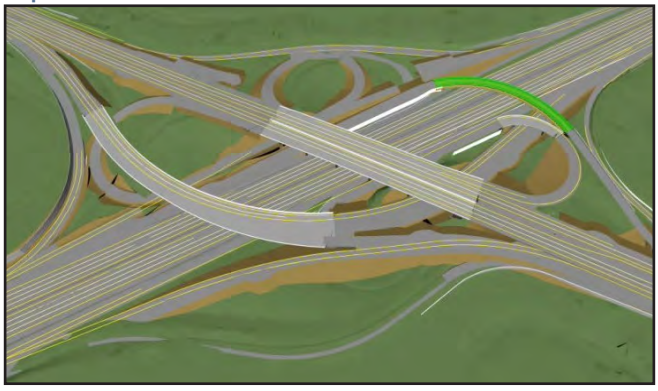


Stage 3 - Demolish and Replace North Side of Route 92 Separation Structure

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 opened to traffic in October 2010. The WSCONN structure is scheduled to be fully opened in June 2011, and will be followed soon after by the opening of the ENCONN structure in its final alignment in July 2011.



Stage 4 - Final Realignment and Other Work

REGIONAL MEASURE 1 PROGRAM
Other Completed Projects

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

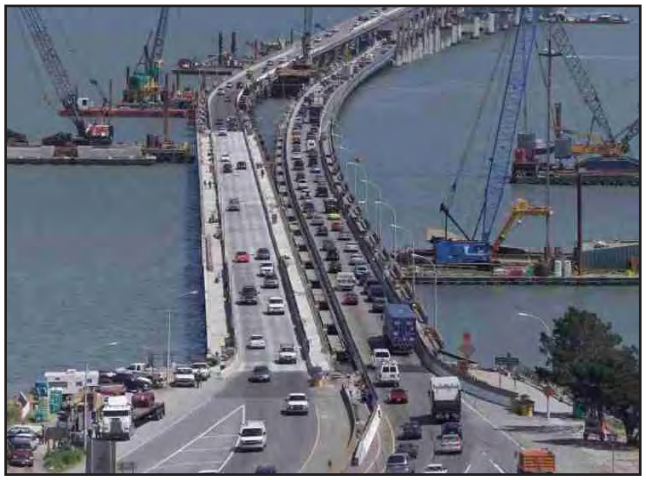
This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of the bridge.

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

View from under the Roadway Boxes Looking Toward Yerba Buena island

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through December 31, 2010 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (12/2010)	Cost to Date (12/2010)	Cost Forecast (12/2010)	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	912.1	1,284.2	121.9
Capital Outlay Construction	4,492.2	496.8	4,989.0	3,765.0	5,109.0	120.0
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	**5,486.6**	**696.5**	**6,183.1**	**4,677.8**	**6,400.9**	**217.8**
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	(2.0)	118.0	117.9	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**	**446.0**	**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 December 31, 2010 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (12/2010)	Cost to Date (12 /2010)	Cost Forecast (12/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Antioch Bridge						
Capital Outlay Support	-	31.0	31.0	11.4	35.7	4.7
Capital Outlay Support by BATA				6.1		
Capital Outlay Construction	-	70.0	70.0	14.2	62.0	(8.0)
Total	**-**	**101.0**	**101.0**	**31.7**	**97.7**	**(3.3)**
Dumbarton Bridge						
Capital Outlay Support	-	56.0	56.0	17.6	55.7	(0.3)
Capital Outlay Support by BATA				6.0		
Capital Outlay Construction	-	92.7	92.7	5.2	96.8	4.1
Total	**-**	**148.7**	**148.7**	**28.8**	**152.5**	**3.8**
Subtotal Capital Outlay Support	**1,433.1**	**280.6**	**1,713.7**	**1,417.4**	**1,840.5**	**126.8**
Subtotal Capital Outlay	**6,286.8**	**604.3**	**6,891.1**	**5,479.2**	**6,994.6**	**103.5**
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**	**6,922.8**	**8,872.8**	**206.2**
Net Programmatic Risks*	**-**	**-**	**-**	**-**	**11.8**	**11.8**
Program Contingency	**900.0**	**(484.6)**	**415.4**	**-**	**197.4**	**(218.0)**
Total Toll Bridge Seismic Retrofit Program [1]	**8,685.0**	**397.0**	**9,082.0**	**6,922.8**	**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 December 31, 2010 ($ Millions)

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of December 2010 see Note (1)	not yet spent or Encumbered as of December 2010	Total Forecast as of December 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	74.9	(0.1)	74.8
Capital Outlay	232.9	227.4	232.9	(5.5)	227.4
Total	**307.9**	**302.2**	**307.8**	**(5.6)**	**302.2**
West Approach					
Capital Outlay Support	120.0	118.0	118.2	0.3	118.5
Capital Outlay	309.0	350.7	345.3	(7.2)	338.1
Total	**429.0**	**468.7**	**463.5**	**(6.9)**	**456.6**
SFOBB East Span - Skyway					
Capital Outlay Support	197.0	181.2	181.4	(0.2)	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**	**1,549.7**	**(114.4)**	**1,435.3**
SFOBB East Span - SAS - Superstructure					
Capital Outlay Support	214.6	375.5	286.4	177.6	464.0
Capital Outlay	1,753.7	2,046.8	2,045.7	29.0	2,074.7
Total	**1,968.3**	**2,422.3**	**2,332.1**	**206.6**	**2,538.7**
SFOBB East Span - SAS - Foundations					
Capital Outlay Support	62.5	37.6	37.6	-	37.6
Capital Outlay	339.9	307.3	309.3	(2.0)	307.3
Total	**402.4**	**344.9**	**346.9**	**(2.0)**	**344.9**
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.2	0.4	10.6
Capital Outlay	15.6	15.6	15.5	0.2	15.7
Total	**26.2**	**26.2**	**25.7**	**0.6**	**26.3**
YBI Detour					
Capital Outlay Support	29.5	90.7	86.7	3.5	90.2
Capital Outlay	131.9	492.8	494.1	(5.3)	488.8
Total	**161.4**	**583.5**	**580.8**	**(1.8)**	**579.0**
YBI- Transition Structures					
Capital Outlay Support	78.7	106.4	40.8	73.5	114.3
Capital Outlay	299.4	206.3	126.9	126.2	253.1
Total	**378.1**	**312.7**	**167.7**	**199.7**	**367.4**

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through December 31, 2010 ($ Millions) Cont.

Contract	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of December 2010 see Note (1)	Estimated Costs not yet spent or Encumbered as of December 2010	Total Forecast as of December 2010
a	b	c	d	e	f = d + e
Oakland Touchdown					
Capital Outlay Support	74.4	93.9	84.0	34.3	118.3
Capital Outlay	283.8	288.0	217.3	118.0	335.3
Total	**358.2**	**381.9**	**301.3**	**152.3**	**453.6**
East Span Other Small Projects					
Capital Outlay Support	212.3	206.5	206.8	(0.2)	206.6
Capital Outlay	170.8	170.8	117.6	37.0	154.6
Total	**383.1**	**377.3**	**324.4**	**36.8**	**361.2**
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	11.5	18.0	29.5
Capital Outlay Support by BATA			6.2	-	6.2
Capital Outlay	-	70.0	47.0	15.0	62.0
Total	**-**	**101.0**	**64.7**	**33.0**	**97.7**
Dumbarton Bridge					
Capital Outlay Support	-	56.0	17.7	32.0	49.7
Capital Outlay Support by BATA			6.0	-	6.0
Capital Outlay	-	92.7	55.2	41.6	96.8
Total	**-**	**148.7**	**78.9**	**73.6**	**152.5**
Miscellaneous Program Costs	**30.0**	**30.0**	**25.5**	**4.5**	**30.0**
Total Capital Outlay Support	**1,463.2**	**1,743.7**	**1,465.7**	**404.8**	**1,870.5**
Total Capital Outlay	**6,321.8**	**6,923.0**	**6,521.8**	**480.5**	**7,002.3**
Program Total [1]	**7,785.0**	**8,666.7**	**7,987.5**	**885.3**	**8,872.8**

(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.

[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 December 31, 2010 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (12/2010)	Cost to Date (12/2010)	Cost Forecast (12/2010)	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	279.6	464.0	88.5
Capital Outlay Construction	1,753.7	293.1	2,046.8	1,401.4	2,074.7	27.9
Total	**1,968.3**	**454.0**	**2,422.3**	**1,681.0**	**2,538.7**	**116.4**
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	85.9	90.2	(0.5)
Capital Outlay Construction	131.9	360.9	492.8	466.3	488.8	(4.0)
Total	**161.3**	**422.2**	**583.5**	**552.2**	**579.0**	**(4.5)**
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	39.3	114.3	7.9
Capital Outlay Construction	299.3	(93.0)	206.3	18.1	253.1	46.8
Total	**378.0**	**(65.3)**	**312.7**	**57.4**	**367.4**	**54.7**
*** 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	16.6	64.6	7.6
Capital Outlay Construction			144.0	18.1	185.4	41.4
Total			**201.0**	**34.7**	**250.0**	**49.0**
*** YBI- Transition Structures Contract No. 2**						
Capital Outlay Support			32.0	6.4	32.2	0.2
Capital Outlay Construction			59.0	-	64.4	5.4
Total			**91.0**	**6.4**	**96.6**	**5.6**
*** 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 December 31, 2010 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (12/2010)	Cost to Date (12/2010)	Cost Forecast (12/2010)	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	80.1	118.3	24.4
Capital Outlay Construction	283.8	4.2	288.0	209.6	335.3	47.3
Total	**358.2**	**23.7**	**381.9**	**289.7**	**453.6**	**71.7**
***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	49.5	50.5	3.2
Capital Outlay Construction			212.0	201.7	204.4	(7.6)
Total			**259.3**	**251.2**	**254.9**	**(4.4)**
***OTD No.2 (Eastbound)**						
Capital Outlay Support			22.5	8.9	28.7	6.2
Capital Outlay Construction			62.0	-	65.9	3.9
Total			**84.5**	**8.9**	**94.6**	**10.1**
*** Oakland Detour**						
Capital Outlay Support			-	-	15.0	15.0
Capital Outlay Construction			-	-	51.0	51.0
Total			**-**	**-**	**66.0**	**66.0**
***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**	**-**

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through December 31, 2010 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (12/2010)	Cost to Date (12/2010)	Cost Forecast (12/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
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**	**-**
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	80.4	8.0
Total	**72.4**	**-**	**72.4**	**51.3**	**80.4**	**8.0**
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**	**912.1**	**1,284.2**	**121.9**
Subtotal Capital Outlay Construction	**4,492.2**	**496.8**	**4,989.0**	**3,765.0**	**5,109.0**	**120.0**
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**	**4,677.8**	**6,400.9**	**217.8**

[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 (12/2010)	Cost to Date (12/2010)	Cost Forecast (12/2010)	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	17.9	17.9	0.1
Non-Bata Funding	-	0.9	0.9	0.8	0.9	-
Subtotal	4.3	14.4	18.7	18.7	18.8	0.1
Capital Outlay Construction						
BATA Funding	17.2	32.8	50.0	37.1	50.0	-
Non-Bata Funding	-	9.5	9.5	-	9.5	-
Subtotal	17.2	42.3	59.5	37.1	59.5	-
Total	**21.5**	**56.7**	**78.2**	**55.8**	**78.3**	**0.1**
Other Contracts						
Capital Outlay Support	11.4	(2.3)	9.1	9.3	9.3	0.2
Capital Outlay Construction	20.3	3.3	23.6	18.4	23.6	-
Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Total	**52.1**	**0.9**	**53.0**	**44.7**	**53.2**	**0.2**

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

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (12/2010)	Cost to Date (12/2010)	Cost Forecast (12/2010)	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**	**185.1**	**185.1**	**0.5**
Subtotal BATA Capital Outlay Construction	**829.9**	**164.5**	**994.4**	**967.6**	**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**	**-**	**23.8**	**(0.6)**
Total New Benicia-Martinez Bridge Project	**1,059.9**	**212.6**	**1,272.5**	**1,208.7**	**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 (12/2010)	Cost to Date (12/2010)	Cost Forecast (12/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle. Fender, and Deck Joint Rehabilitation						
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	56.9	63.4	-
Capital Outlay Construction						
BATA Funding	85.2	66.2	151.4	117.6	151.4	-
Non-BATA Funding	9.6	-	9.6	-	9.6	-
Subtotal	94.8	66.2	161.0	117.6	161.0	-
Capital Outlay Right-of-Way	9.9	7.0	16.9	12.3	16.9	-
Project Reserves	0.3	3.4	3.7	-	3.7	-
Total	**133.8**	**111.2**	**245.0**	**186.8**	**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 (12/2010)	Cost to Date (12/2010)	Cost Forecast (12/2010)	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**	**413.3**	**420.5**	**0.6**
Subtotal BATA Capital Outlay Construction	**1,569.8**	**215.3**	**1,785.1**	**1,720.7**	**1,785.1**	**-**
Subtotal Capital Outlay Right-of-Way	**42.5**	**5.9**	**48.4**	**39.9**	**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**	**-**	**32.4**	**(0.7)**
Total RM1 Program	**2,112.6**	**293.8**	**2,406.4**	**2,274.4**	**2,406.4**	**-**

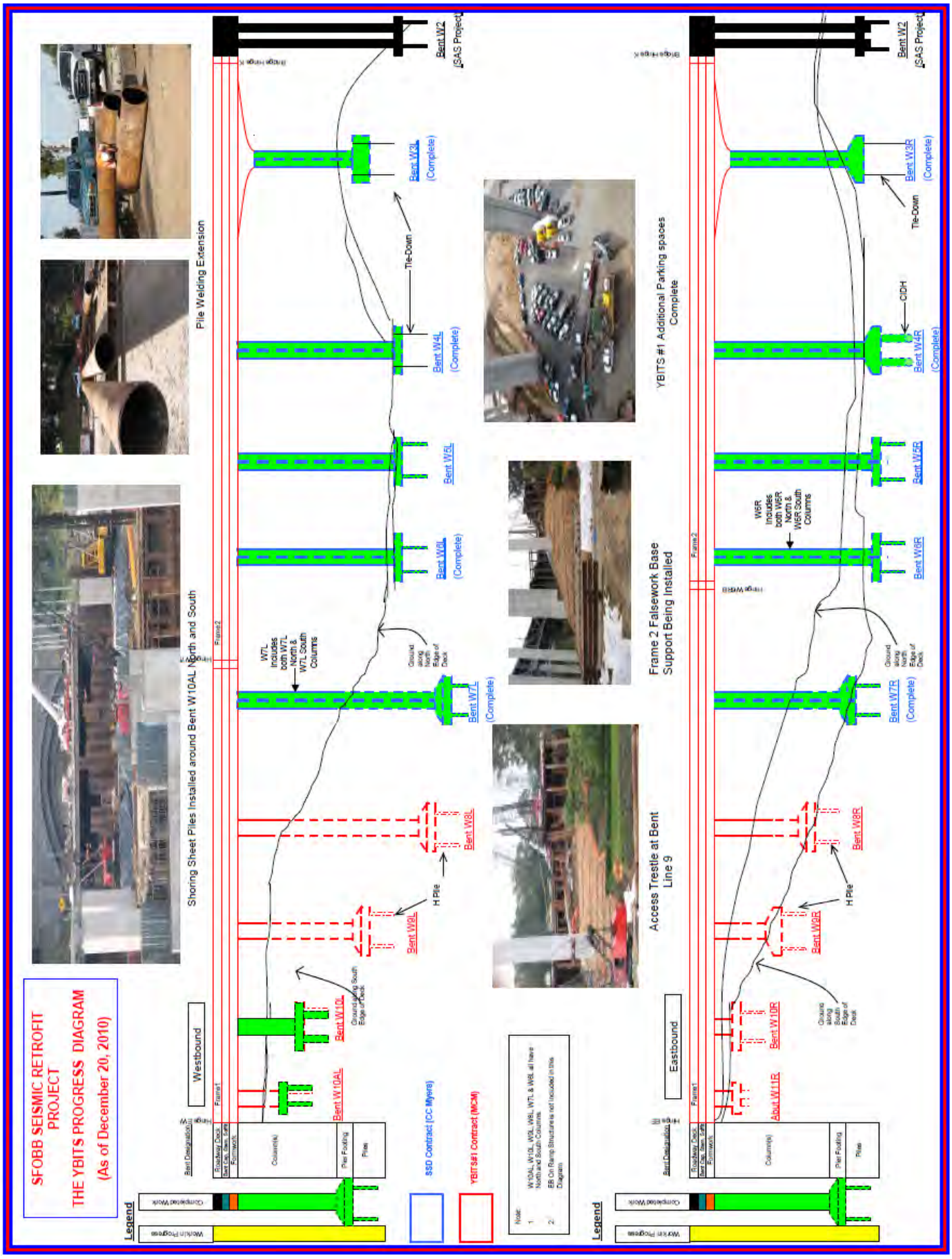
Notes:

1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

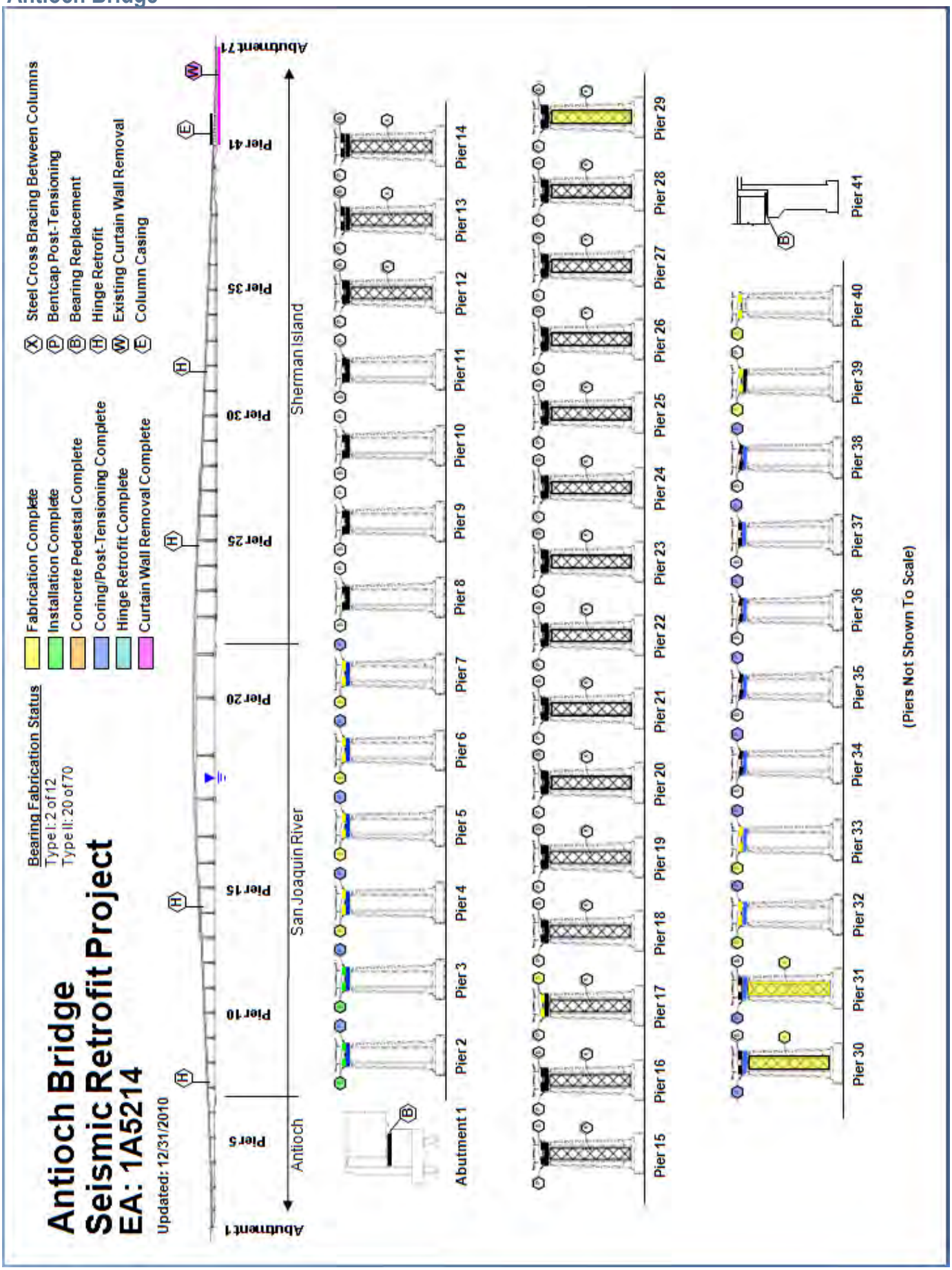
2 San Mateo-Hayward Bridge Widening includes EA's 00305_,04501_,04503_,04504_ ,04504_,04505_,04506_,04507_,04508_,04509_,27740_,27790_,04860_

View of the Newly Erected Tower from Under the Roadway Boxes

Appendix D: Progress Diagrams
Yerba Buena Island Transition Structures



Appendix D: Progress Diagrams (cont.)
Antioch Bridge



Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication

Roadway Boxes Being Prepared for Loading onto the Ship at ZPMC Heavy Duty Dock in China

Roadway Boxes 13 and 14 in Fabrication at ZPMC

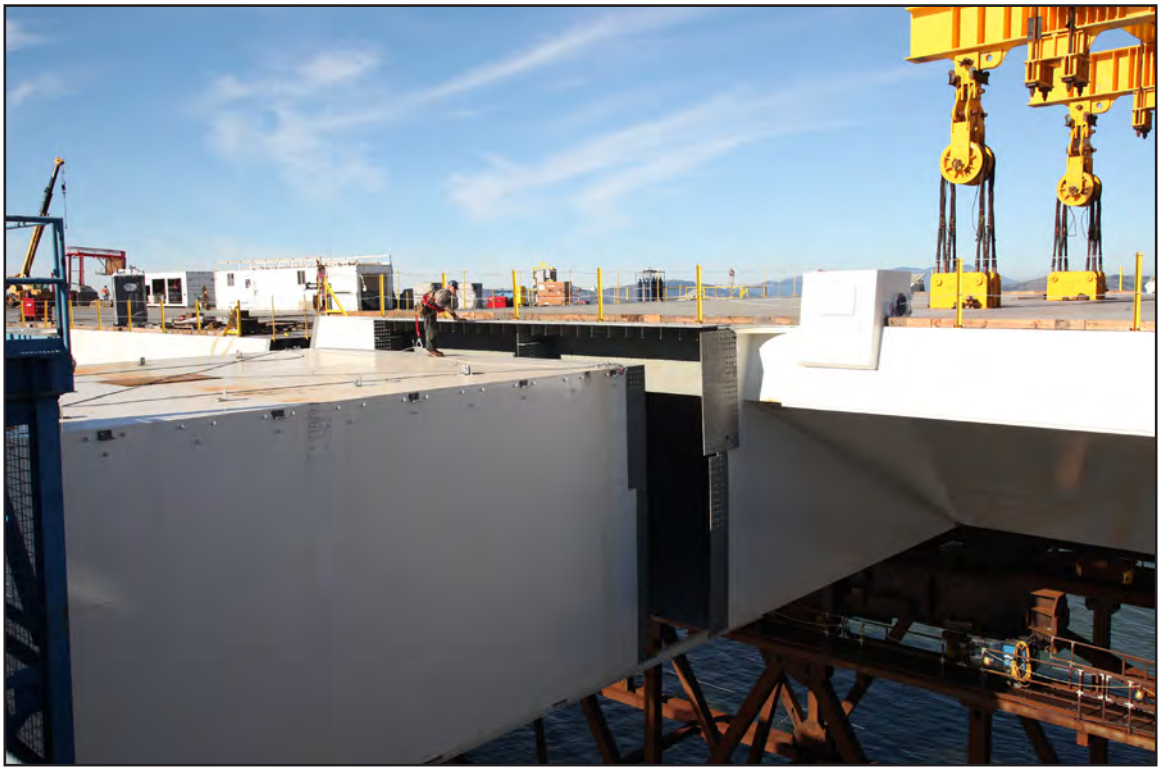
Roadway Box 14 in Sub Assembly

Bike Path Roadway and Cross Beam Being Prepared for Loading onto the Ship at ZPMC heavy Duty Dock in China

View from under the Roadway Boxes Looking East at Tower Erection Progress

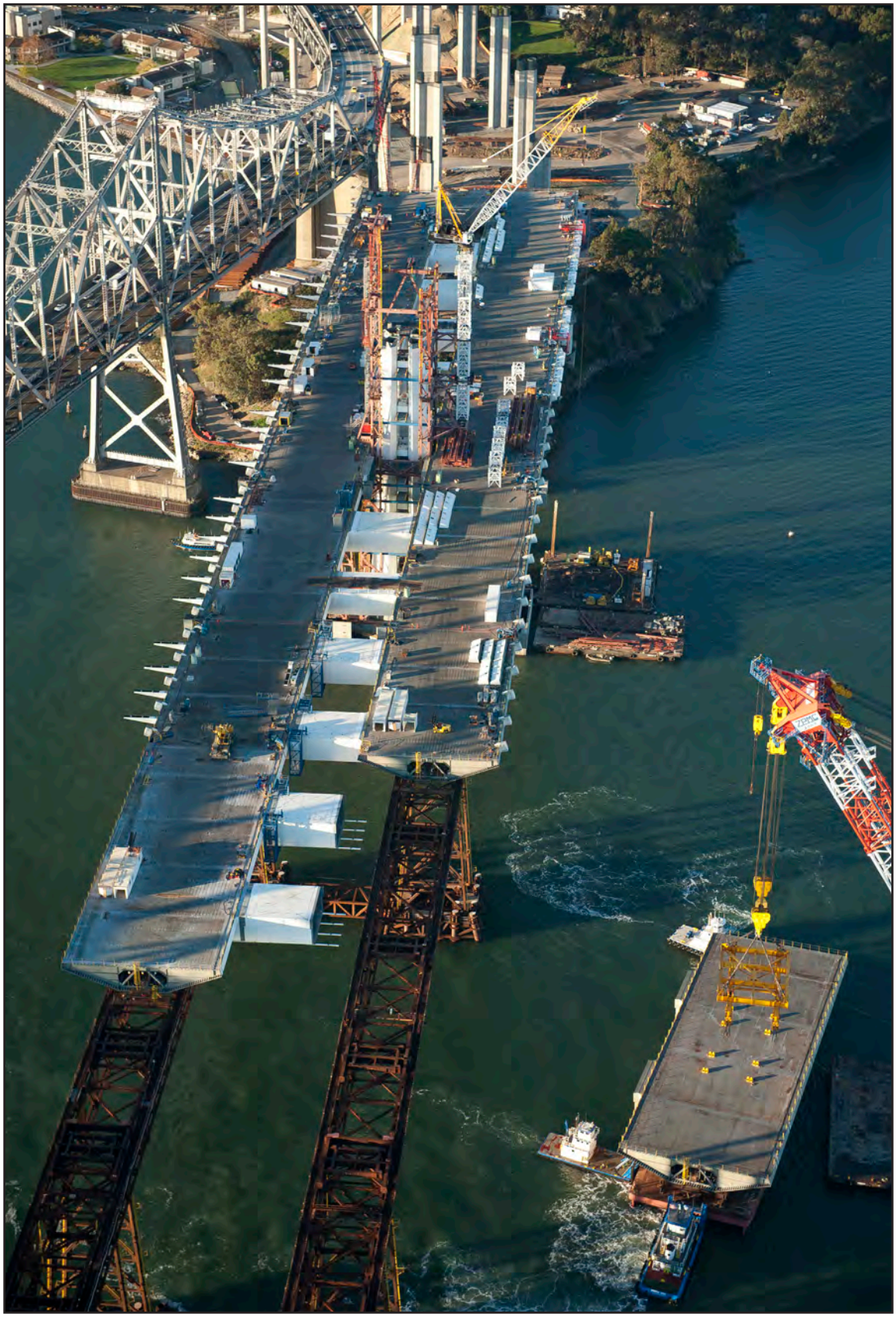
Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Field Work



Erecting Cross Beam 14

West Deviation Saddle Erected on W2

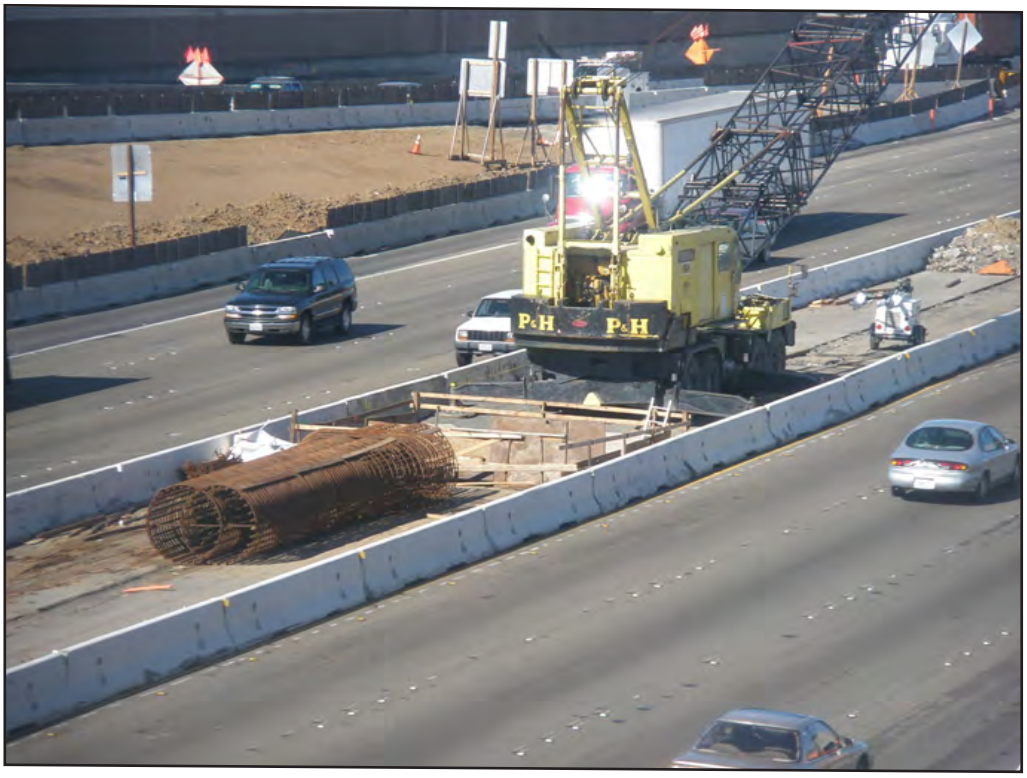


Roadway Box 10 Westbound Being Transported by Shear-Leg Crane Barge for Erection

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.

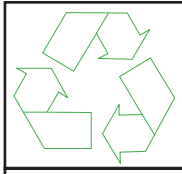
BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

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.

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Bay Area Management Consultants
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Tower Lift 3 Erection Progress