TO: Toll Bridge Program Oversight Committee (TBPOC)  

DATE: October 30, 2018

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – November 6, 2018

Herewith is the TBPOC Meeting Materials Packet for the November 6th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.
# Final Agenda

**Toll Bridge Program Oversight Committee (TBPOC) Meeting**  
**4:00 PM – 5:00 PM, November 6, 2018**  
**1120 N Street, Sacramento, CA (Caltrans Board Room)**

**Teleconference Location:**  
**Bay Area Metro Building**  
**375 Beale Street, San Francisco, CA**  
**Claremont Conference Room, 1st Floor**

<table>
<thead>
<tr>
<th>Item Number/ Topic</th>
<th>Presenter</th>
<th>Time</th>
<th>Desired Outcome</th>
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<tbody>
<tr>
<td>1. Roll Call</td>
<td>Steve Heminger</td>
<td>Information</td>
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<tr>
<td>2. Chair’s Report</td>
<td>Steve Heminger</td>
<td>Information</td>
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<tr>
<td>3. Consent Calendar - TBPOC October 22, 2018 Meeting Minutes</td>
<td>Andrew Fremier, BATA</td>
<td>1 min</td>
<td>Approval</td>
</tr>
</tbody>
</table>
| 4. San Francisco-Oakland Bay Bridge (SFOBB) Corridor Construction Finishing Work  
  - Staff to present TBPOC’s request for itemization of Pier Retention costs and options  
  - Request to approve funds to complete the remaining finishing work of the Pier Retention contract using current savings available in program funds. | Brian Maroney, Caltrans/ Deanna Vilcheck, Caltrans | 20 min | Approval |
| 5. Status of the Remediation of Yerba Buena Island (YBI) Contaminated Sites  
  - Department staff will present a status update of the remediation of the contaminated sites on YBI and a long term strategy plan for Caltrans/BATA working with the Navy for approval. | Hardeep Takhar, Caltrans/ Melanie Brent, Caltrans | 15 min | Approval |
| 6. TBPOC Closeout Strategy  
  - PMT will present a closeout strategy for the Toll Bridge Program Oversight Committee now with the overall program activities approaching a successful completion.  
  - Department staff will present an update on corridor construction closeout items as requested by the TBPOC. | Andrew Fremier, BATA/ Dan McElhinney, Caltrans | 10 min | Approval |
| 7. Presentation of the TBPOC approved Final 2018 Third Quarter Project Progress and Financial Update | Peter Lee, BATA | 5 min | Information |
| 8. Public Comment / Other Business | | |
| 9. Adjournment / Next Meeting  
The next meeting of the TBPOC will be held on December 10, 2018 at 2:30 p.m.-4:30p.m.  
Bay Area Metro Building, 375 Beale Street, San Francisco, CA, Conference Room TBD | | |
Accessibility and Title VI: TBPOC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Committee matters. For accommodations or translations assistance, please call the Metropolitan Transportation Commission (MTC) at 510.817.5757 or 510.817.5769 for TDD/TTY. We require three working days’ notice to accommodate your request.

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

Meeting Information and Conduct: Effective, January 1, 2016, the TBPOC is governed by the Bagley-Keene Open Meeting Act which requires the TBPOC to publish an agenda at least ten days in advance of any meeting. A copy of this meeting notice and agenda will be posted 10 days prior to the meeting and related book items will be posted 3 days prior to the meeting and on the TBPOC Website: www.baybridgeinfo.org Questions or inquiries about this meeting may be directed to TBPOC staff (Karen Wang, 510-208-4599, 1111 Broadway, Suite 900, Oakland, CA).

Furthermore, in the event that any public meeting conducted by TBPOC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue on matters appearing on the agenda.
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**TBPOC MEETING**  
November 6, 2018

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<th>INDEX TAB</th>
<th>AGENDA ITEM</th>
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<tr>
<td>N/A</td>
<td>1</td>
<td>Roll Call</td>
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<td>N/A</td>
<td>2</td>
<td>Chairs Report</td>
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<td>3</td>
<td>3</td>
<td>Consent Calendar - TBPOC October 22, 2018 Meeting Minutes</td>
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<td>4</td>
<td>4</td>
<td>San Francisco-Oakland Bay Bridge (SFOBB) Corridor Construction Finishing Work</td>
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<td>5</td>
<td>5</td>
<td>Status of the Remediation of Yerba Buena Island (YBI) Contaminated Sites</td>
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<td>6</td>
<td>6</td>
<td>TBPOC Closeout Strategy</td>
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<td>7</td>
<td>7</td>
<td>Presentation of the TBPOC approved Final 2018 Third Quarter Project Progress and Financial Update</td>
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TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: October 30, 2018

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

RE: Agenda No. - 3
    Item- Consent Calendar – TBPOC October 22, 2018 Meeting Minutes

Recommendation:
Approval

Cost:
NA

Schedule:
NA

Discussion:
The Program Management Team recommends TBPOC approval of the October 22, 2018 Meeting Minutes.
**TBPOC REGULAR MEETING MINUTES**

1:30 PM, October 22, 2018  
Caltrans Headquarters Office Building  
1120 N Street, Sacramento, CA (Caltrans Board Room)

**Attendees:**  
**TBPOC Members:** Steve Heminger (Chair), Laurie Berman, Susan Bransen  
**PMT Members:** Dan McElhinney, Andrew Fremier, Stephen Maller  
**Participants:** Tony Tavares, Brian Maroney, Steve Whipple, Bill Casey, Chris Traina, Deanna Vilcheck, Ernesto Ugarte, Stefan Galvez, Hardeep Takhar, Patrick Treacy, Peter Lee, Brian Gibbs, Marwan Nader, Anthony Traina and Karen Wang

Convened: 1:31 pm

<table>
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<th>Items</th>
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| **1.** Roll Call  
  - All TBPOC members were present. | NA |
| **2.** Chairs Report  
  - The Chair announced the news of his upcoming retirement. | |
| **3.** Consent Calendar -  
  TBPOC June 21, 2018 Meeting Minutes | The TBPOC approved the Consent Calendar.  
Motion by: Susan Bransen  
Second by: Laurie Berman  
Votes (3-0): Yes- Steve Heminger, Susan Bransen, Laurie Berman |
| **4.** Results of the California State Auditor (CSA) Report 2018-104 Concerning the Toll Bridge Seismic Retrofit Program  
  - Dan McElhinney, Chief Deputy Director of District 4 Bay Area, and Karen Wang of HNTB presented the results of the above-mentioned report. Highlights include:  
    - Oversight Committee decisions resulted in hundreds of millions of dollars in cost avoidance and savings.  
    - The comprehensive risk management implemented for the seismic program ultimately avoided more than $455 million in potential costs and seven years of potential delays.  
    - Expenses related to the repair or replacement of components accounted for a small portion of the Bay Bridge project’s overall cost.  
    - Identification of costs associated with remediation of defects does not indicate the presence of current safety issues on the bridge, as multiple panels of engineers and | No action. |
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<tr>
<th>Items</th>
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<tr>
<td>construction experts have concluded that critical components of the bridge are safe.</td>
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<tr>
<td>o To ensure that large transportation infrastructure projects throughout the State benefit from appropriate oversight, the Legislature should require that all publicly funded major transportation infrastructure construction projects estimated to cost $500 million or more, have oversight committees subject to open meeting laws - providing project direction; reviewing project status, costs, schedules, and staffing levels; resolving project issues and evaluating project changes; and Developing and regularly updating cost estimates, risk assessments, and cash-flow requirements.</td>
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<tr>
<td>o To ensure that oversight committees and the agencies involved in large transportation infrastructure projects engage in sufficient and appropriate risk management, the Legislature should require all publicly funded transportation infrastructure projects with a total estimated cost of $500 million or more to develop risk management plans that use both qualitative and quantitative risk analyses throughout the course of the projects.</td>
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<tr>
<td>o Dan thanked the support of Department staff that helped with the effort including: Brian Maroney, Patrick Treacy, Bill Casey and Ali Banani and Ken Brown.</td>
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5. San Francisco-Oakland Bay Bridge (SFOBB) Corridor Construction Finishing Work

- Deanna Vilcheck, Caltrans Construction Manager/Supervising Bridge Engineer, reported the progress of the pier retention construction work and presented the Department’s recommendation for TBPOC approval of the Pier Retention Contract Supplemental Funds Request of $19 million Capital Outlay and $6.5 million COS for a total Request of $25.5 million which includes $12.3 million in risk (90% Risk Confidence Level).

- Dan McElhinney clarified the supplemental funds request for Capital Outlay is $11.2 million (not including COS or risk budget).

- Deanna noted that the time to build the handrail is longer than anticipated and the additional design changes is resulting to additional time and costs including the

The TBPOC deferred action on the Department’s request to approve funds to complete the remaining finishing work of the Pier Retention contract using current savings available in program funds.

The TBPOC approved by a vote of 3-0 (3 votes yes, 0 no) for the team to develop and present the following items at the next TBPOC meeting (to be scheduled in 2 weeks):

1. Provide line item detail of scope and cost
2. Split the extra cost into required cost and discretionary cost
3. Look further into the rail design
4. Explore alternate contract strategies
5. Explore other sources of funding; if there are discretionary items that can be done later and funded by others
### Items

potential to pay for the contractor’s time related overhead. The current schedule shows that railing can be installed by August 2019 if CCO is issued to contractor before December 2018.

- Director Bransen noted that she did not support the initial budget request to construct the piers because it was more expensive than imploding the remaining foundations. It is not clear of why the team cannot work within the remaining budget to complete the work regardless of what got us here today. She asked staff to work within the remaining allotment. There’s a lot of interest in the Bay Area by their partners where staff can seek additional funding. Director Bransen concluded she could not support the budget request.

- In response to Director Berman’s questions about redesign and fabrication schedule, Deanna mentioned that changing the design to a cheaper railing could potentially extend the overall schedule. The fabrication of the railing has not started since additional funding is needed to complete the work.

- In response to the Chair’s question about eliminating the scope of the railing work from the contract and perform it by another contractor, Deanna responded with another contractor it would still take some time, longer than what the permit requirements allow.

- The Chair noted the memo request is lacking the line item detail. In response to cost questions, Deanna responded that $1.5 million was set aside for railing. The current estimate is now $4 million. Other required work driving the increase in cost is the plaza at YBI, electrical installation on YBI, and plaza at Oakland side. EBRPD is contributing $1 million to pay for some of the costs.

- The Chair asked if there were any items that were discretionary (ie too fancy). Deanna responded that some items could be cut out, however, it would not result to much savings. The biggest cost is in the handrail which is required for public access.

- The team discussed the permit “amenity” requirements and mitigations to maintain schedule that contributed to the cost increase:

### Action

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<td>6.</td>
<td>Temporary railing and/or gate to be installed prior to the permanent railing installation</td>
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<td>7.</td>
<td>Look into other means to complete the last remaining work by Caltrans and BATA</td>
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Motion by: Steve Heminger  
Second by: Susan Bransen  
Votes (3-o): Yes- Steve Heminger, Susan Bransen, Laurie Berman
(Continued)

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<th>Items</th>
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<tr>
<td>o There were delays since contract award of major marine work due to delayed receipt of the Biological Opinion and final permits, that have been partially mitigated for the structure work by CCO to keep on the original major structure marine work completion in December 2018.</td>
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<td>o The draft design package based on the permits for the architectural bridge railing and utility plans are being submitted at a late stage of the bridge building.</td>
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<td>o Project costs have changed as the design has continued to be delivered in part due to the permits came in with requirements that increased costs.</td>
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<td>o Outside of the major pier retention construction work, Site 11 soil analysis continues and agreements with the U.S. Navy, DTSC and the Water Board are underway but are yet to be established that continue to drive relatively higher COS costs.</td>
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<td>o Of the $3.1M in supplemental work funds, $2.5M in funding was allocated to furnishing and installing pier amenities comprised of 1,800 feet of railing, water and power feeds on the piers, benches and tables, architectural features to the pier decks, and improved access to the Pier E2 structure. Plans and detailed scope for these amenities were not fully developed at the time of the spring contract award pending permit discussions and further subcontractor fabricator development during the summer.</td>
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<td>• In response to a question on the railing design, Brian Maroney responded that the portions of the railing design incorporate old Bay Bridge steel and lighting. Contractor sent the original railing design drawings to 10 fabricators and they received a response from only 1 fabricator. It had been suggested to remove the lighting element from the railing design to simplify the fabrication and overall cost.</td>
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<td>Items</td>
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<td>• Deanna noted the Contractor would need to have a CCO to fabricate the railing by December 1st to make an August 2019 railing completion date. Contractor is done with the contract work and terms out by January 9, 2019. Department would need to extend the contract if they want to keep the contractor to build the railing. If not, security measures on the piers are required before the Contractor walks away. Additional expenses to be considered include temporary railing and/or gate.</td>
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<tr>
<td>• Director Bransen noted that she felt these additional permit-required amenities are outside the role of the TBPOC’s charge on the Toll Bridge Seismic Retrofit Program (TBSRP) which is to build a new bridge and take down the old. Is there another funding source that can help complete this last remaining work through the Caltrans/BATA approach instead of the TBSRP?</td>
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<td>• The Chair motioned to have the team return in 2 weeks to present new information on 6 specific tasks. Director Bransen seconded the motion with an additional 7th item to the list.</td>
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• Patrick Treacy, Caltrans District 4 Budget and Risk Manager Department staff reported the final program expenditures for COS FY 17-18, and presented a summary of the second quarter 2018 Risk Management developments.  
• Patrick Treacy presented the Department’s recommendation for TBPOC approval of the Department staff recommends TBPOC approval of the COS FY 18/19 Supplemental Allocation Request of $7.1 million funded from the approved COS Budget, noting that this amount supplements the $7.5 million COS Allocation previously approved for FY Q1 18/19 and will total an overall COS FY 18/19 Allocation of $14.6 million.  

The TBPOC approved by a vote of 2-0-1 (2 votes yes, 0 no, 1 abstain) a COS FY 18/19 supplemental allocation of $7.1 million. The supplemental allocation of $7.1 million will be added to the $7.5 million allocation approved on June 21, 2018, which results in $14.6 million total allocation for FY 18/19. The Approved TBPOC East Span COS budget will remain at $1,357.4 million.  

Motion by: Laurie Berman  
Second by: Steve Heminger  
Votes (2-0-1): Yes- Steve Heminger and Laurie Berman; No- 0; Abstain- Susan Bransen  

7. San Francisco-Oakland Bay Bridge (SFOBB) Self-Anchored Suspension (SAS) Span -T1 Tower Pile Cap Corrosion Potential Study  

The TBPOC approved by a vote of 3-0 (3 votes yes, 0 no) to accept the Potential Corrosion Survey Report and to transfer all further corrosion studies (as recommended by the report) to the Toll Bridge.
Caltrans Brian Maroney, Brian Gibbs (Deepwater) and Marwan Nader (TYLIN/MN JV) presented the results and recommendations of the T1 Tower Pile Cap Corrosion Potential Survey Report. The PMT recommended for TBPOC approval to accept the Potential Corrosion Survey Report and transfer all further corrosion studies (as recommended by the report) to the Toll Bridge Rehabilitation Program. Rehabilitation Program with the addition of Deepwater’s statement of not recommending adding cathodic protection or other additional mitigation strategies to what is already built into the SFOBB new East Span bridge. Motion by: Susan Bransen Second by: Laurie Berman Votes (3-0): Yes- Steve Heminger, Susan Bransen, Laurie Berman

8. TBPOC Closeout Strategy
   • Item deferred. The TBPOC deferred decision on this item due to the open action for Item 5 of this agenda.
   • The Chair requested for Brian Maroney to develop an exit memo that summarizes the history of the decisions that were made related to the SFOBB East Span. Include what was accepted as fit-for-purpose and the investigations performed on the project.
   • The TBPOC also requested the Department to put together an exit memo listing out all of the remaining outstanding permit requirements and mitigations.

9. Public Comment / Other Business
   • None. No action.

10. Adjournment / Next Meeting
   The next meeting of the TBPOC will be held on December 10, 2018 at 1:30 p.m. Bay Area Metro Building, 375 Beale Street, San Francisco (Conference Room TBD)
   Adjourned: 4:04 pm
(Continued)

TBPOC REGULAR MEETING MINUTES
1:30 PM, October 22, 2018

APPROVED BY:

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

Date

_________________________________________ ______________
SUSAN BRANSEN
Executive Director, California Transportation Commission

Date

_________________________________________ ______________
LAURIE BERMAN
Director, California Department of Transportation

Date
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  
DATE: October 30, 2018

FR: Deanna Vilcheck, Supervising Bridge Engineer, Caltrans Construction Manager

RE: Agenda No. - 4

Item- San Francisco-Oakland Bay Bridge (SFOBB) Corridor Construction Finishing Work

Recommendation:
APPROVAL

Cost:
The Department recommends TBPOC approval of one of the CCO scope options for the Pier Retention Contract. Depending on the option chosen, a Supplemental Funds Request of Capital Outlay may be approved.

Schedule Impacts:
Depending on option chosen (Note - BCDC Permit requires completion of work by December 2019)

Discussion:
During the TBPOC meeting on October 22, 2018 the Department recommended approval of the Pier Retention Contract Supplemental Funds Request of $19 million Capital Outlay and $6.5 million COS for a total Request of $25.5 million (90% Risk Confidence Level). In response, the TBPOC deferred action on the Department’s request to approve the funds and instead asked the team to develop and present the following items at the next TBPOC meeting, in two weeks.

1. Provide line item detail of scope and cost (Refer to Attachment 1)
2. Split the extra cost into required cost and discretionary cost (Refer to Attachment 1)
3. Look further into the rail design
4. Temporary railing and/or gate to be installed prior to the permanent railing installation
5. Explore alternate contract strategies
6. Look into other means to complete the last remaining work by Caltrans and BATA
7. Explore other sources of funding; if there are discretionary items that can be done later and funded by others
**Memorandum**

**Current Project Status:**
The Pier Retention Project includes the demolition of Piers E19 and E20, the public access bridge built to E2 at YBI and the public access bridge built from E23 to E21 at Oakland. The successful blast demolition of E19 and E20 occurred on September 8, 2018. Clean up of the debris from the demolition is complete. For the pedestrian access bridges, the Oakland girder are completely installed. The Oakland bridge deck concrete pours will be completed by early November. The YBI girders were installed October 9. The YBI bridge deck concrete pours will be completed by early November. The temporary access east trestle will be removed by late November 2018.

The job as originally scoped continues to be on schedule with planned completion of the structure work of the public access bridges by January 9th, 2019. Though there were delays since contract award of major marine work due to delayed receipt of the biological opinion and final permits, those delays have been partially mitigated by CCO to keep on the original major structure marine work completion date of January 9th, 2019. Remaining on land work includes the plaza, roadway, railing, and furnishings at YBI and Oakland. This work can be completed by CCO with the CMGC contract or under separate later contract. If performed under separate contract, temporary fencing will need to be installed and maintained to prevent unauthorized access to the uncompleted pier.

Attachment 1 provides line item detail of scope and cost. It includes original budgeted set asides for items such as old bridge railings and other furnishings. Much of the increase costs are due to additional design elements incorporated into project during the permitting and review process and higher item quotes from fabricators due to the original tight schedule to complete work by late 2018 and early 2019.

In response to the TBPOC request to explore alternative delivery options, the PMT has identified four proposed options for the Pier Retention Contract.

1. Close-out CMGC Marine Work with Re-bid of Pier Amenities Option – This option completes the marine activities for pier demolition and retention, including bridge decks, and secures the locations from public access for a future follow-on contract to complete access improvements. The remainder of the funding would be used for future installations. This option could return up to $2 million the program.

2. Full Pier Retention Design CCO by CMGC – This option would complete the pier retention design under CCO by CMGC. The current amount does not include all budget for risks previously requests.

3. Minimum Accessible Pier Retention Design with Metal Railing CCO by CMGC – This option would complete the piers with metal handrail and safe access approaches to the piers. The bridge furnishings, plaza, signage, benches and electrical would be removed to be completed by another contract.

4. Minimum Accessible Pier Retention Design with Wooden Railing CCO by CMGC – This option would complete the piers with a revised to-be-designed wooden handrail and safe access approaches to the piers. The bridge furnishings, plaza, signage, benches and electrical would be removed to be completed by another contract.
Table 1: Contract Scope Options

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<tr>
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<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
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<tr>
<td>Original Contract;</td>
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<tr>
<td>No Pier</td>
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</tr>
<tr>
<td>Furnishings,</td>
<td></td>
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<tr>
<td>Amenities and</td>
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<tr>
<td>Handrail;</td>
<td></td>
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<tr>
<td>No Public Access</td>
<td></td>
<td></td>
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<tr>
<td><strong>Cost of Work and Contingency</strong></td>
<td>$250,000</td>
<td>$14,492,485</td>
<td>$9,291,398</td>
<td>$7,552,251</td>
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<td><strong>Pier Amenity Supplemental Funds</strong></td>
<td>$0</td>
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<td><strong>EBRPD$</strong></td>
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<td>-$1,050,000</td>
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<td><strong>$3.8M Seismic Closeout Contingency</strong></td>
<td>$0</td>
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<td><strong>TOTAL CURRENT CAPITAL OUTLAY REQUEST</strong></td>
<td>$0</td>
<td>$10,942,485</td>
<td>$5,741,398</td>
<td>$4,002,251</td>
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<tr>
<td><strong>CMGC Contract Completion</strong></td>
<td>January 2019</td>
<td>August 2019</td>
<td>August 2019</td>
<td>August 2019</td>
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Full, Minimum, No Access Scope Options
The proposed reduced minimum scope in Options 3 and 4 would remove items like the architectural pavers, plaza and bridge furnishing and signage and lighting from the full scope items. Approaches to provide a safe access to the piers would be constructed. The excluded amenity items are identified in Attachment 1 detailed cost table. Option 1 would secure the piers from public access for a future follow-on contract to complete access improvements.

Rail Design
The project team looked further into the original design and discussed options of eliminating selected elements while still maintaining the minimal safety for the public and scaling back on aesthetic features and materials. The following attachments include the following:

- Exhibit 1 – Original rail design for some of YBI railing and all of Oakland side railing
- Exhibit 2 – Original rail design using salvage bay bridge steel for some of the YBI railing
- Exhibit 3 – Contractor’s rendering of wooden handrail similar to other public piers

There are risks to each rail design that could impact costs. The cost of the original railing design proved higher than anticipated due to its design, but also due to short fabrication window to complete work by December 2018. The proposed revised August 2019 schedule should allow sufficient time for fabrication. While the cost of the wooden railing maybe lower initially, there are risks as the railing is not fully designed and could have a substantially higher maintenance costs if the railing needs replacement due to deterioration in the marine
environment or vandalism. Finally, a change to the railing design may result in delays from permitting agencies.

**Other Contract Strategies**
Staff did explore rebid contract strategies. While rebid scenarios could reduce bid item costs by an estimated 10 to 20%, the earliest completion date would be late 2020 assuming additional funds are secured and not including construction risks or delays. Further additional capital outlay support would be required to redesign and repackage the work for advertisement and oversee construction beyond the current completion date of August 2019 for the project. Staff projects that any bid savings would be offset by increases capital outlay support costs and result in higher costs than projected for the CGMC options. If the pier retention by CGMC is terminated and additional sufficient funds are secured, staff could to seek other opportunities to complete the work, including transfer of scope to other contracts, like the SFCTA Southgate Road Project.

**Availability of Toll Seismic Funding**
While the 3rd Quarter 2018 TBSPR Project Progress Report is still being draft, the proposed program contingency amount is forecasted to be $63.6 million.

**Additional Alternative Funding**
An additional funding source of $1.0 million (pending) was provided by East Bay Regional Parks District (EBRPD) for amenities. Those amenities are included options 2, 3, and 4. The project is likely eligible for other alternative funding sources should work be re-bid.

**Other Risks**
In addition, staff continues to work with U.S. Navy, DTSC and the Water Board to resolve the status of Site 11. This resolution of this site is not anticipated in the near future and could be overseen and completed after TBSRP closeout by BATA and Caltrans as part the Toll Bridge Rehabilitation Program

**Attachments:**

1) Pier Retention Amenities Cost Analysis of Scope / Delivery Options
2) Exhibit 1 – Original rail design for some of YBI railing and all of Oakland side railing
3) Exhibit 2 – Original rail design using salvage bay bridge steel for some of the YBI railing
4) Exhibit 3 – Contractor’s rendering of wooden handrail similar to other public piers
### Pier Retention Amenities Cost Analysis of Scope / Delivery Options

<table>
<thead>
<tr>
<th>Options</th>
<th>Original Set Aside</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Original Contract; no Architectural package</td>
<td>KM - Full Scope CCO</td>
<td>KM - Minimum Scope CCO</td>
<td>KM - Minimum Scope CCO; wooden handrail</td>
</tr>
<tr>
<td>Total Cost</td>
<td></td>
<td>$250,000</td>
<td>$11,148,065</td>
<td>$7,109,531</td>
<td>$5,809,424</td>
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<tr>
<td>Indirect</td>
<td></td>
<td>$0</td>
<td>$4,219,040</td>
<td>$3,736,596</td>
<td>$2,991,817</td>
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<tr>
<td>TRQ ($16.5k @194 WDs)</td>
<td></td>
<td>$0</td>
<td>$3,196,926</td>
<td>$3,196,926</td>
<td>$2,541,000</td>
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<td>G &amp; A / Bond / Insurance</td>
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<td>$0</td>
<td>$1,062,114</td>
<td>$539,670</td>
<td>$450,817.12</td>
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<td>Direct Costs</td>
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<td>$0</td>
<td>$6,889,025</td>
<td>$3,372,935</td>
<td>$2,817,607</td>
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<td>Pier E2 &amp; TR 1</td>
<td></td>
<td>$0</td>
<td>$3,877,339</td>
<td>$1,315,449</td>
<td>$1,103,487</td>
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<tr>
<td>Deck - Pavers / Brick / Metal Band</td>
<td></td>
<td>$0</td>
<td>$756,468</td>
<td></td>
<td></td>
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<tr>
<td>Misc. Deck Items</td>
<td></td>
<td>$0</td>
<td>$68,601</td>
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<td>Temporary Rail</td>
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<td>$49,920</td>
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<td>Bridge Railing - Embeds</td>
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<td>$0</td>
<td>$49,920</td>
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<tr>
<td>Bridge Railing</td>
<td></td>
<td>$0</td>
<td>$430,610</td>
<td>$430,610</td>
<td>$218,818</td>
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<td>Bridge Furnishings</td>
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<td>$524,783</td>
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<td>Stepped Concrete Plaza</td>
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<td>$498,344</td>
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<tr>
<td>Plaza - Pavers / Decking / Tree / Plate</td>
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<td>$289,865</td>
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<tr>
<td>Pervious Concrete Sidewalk / Curb / V-Ditch</td>
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<td>Road / Pathway All &amp; Delineation</td>
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<td>$0</td>
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<td>Hoist Bib &amp; Swing Gate</td>
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<td>Bridge Electrical &amp; Lighting - Embeds</td>
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<tr>
<td>Site Electrical &amp; Lighting</td>
<td></td>
<td>$0</td>
<td>$350,084</td>
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<td></td>
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<tr>
<td>Credit for As-Bid Roadway</td>
<td></td>
<td>$0</td>
<td>(410,569)</td>
<td>(410,569)</td>
<td>(410,569)</td>
</tr>
<tr>
<td>Temporary Bridge Deck Treatment</td>
<td></td>
<td>$0</td>
<td>$100,000</td>
<td>$100,000</td>
<td>$100,000</td>
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<tr>
<td>Temporary Power Hookup</td>
<td></td>
<td>$0</td>
<td>$100,000</td>
<td>$100,000</td>
<td>$100,000</td>
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<tr>
<td>Eliminate As-Bid Contract Sewer / IT</td>
<td></td>
<td>$0</td>
<td>(176,640)</td>
<td>(176,640)</td>
<td></td>
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<tr>
<td>YB/Pier E2 - Pier Mechanical</td>
<td></td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$3,011,686</td>
<td>$2,057,486</td>
<td>$1,713,950</td>
<td></td>
</tr>
</tbody>
</table>

#### Estimated Funding Requirement:

- **Cost of Work**: $250,000
- **Contingency 30%**: $75,000
- **Pier Amenity Supplemental Funds**: $0
- **EBRPDS**: $0
- **$3.8M Seismic Closeout Contingency**: $0

**Total Estimated Funding Requirement**: $325,000

- **Completion Date**
  - January 9, 2019
  - August 2019


*Preliminary Work Performed During 3Q 2018*

**Work Funded by EBRPD $1.05M**

---

(1) 9 to 12 Months of Design Work to Prepare PS&E Package for Bid, Apporvals, & Permitting @ $300K - $400K / Month
SFOBB PH3
WOODEN HANDRAIL OPTION

10/30/18
KSK

2x8 Top Rail
2x6 Rail
4x4
2x2 Slots @ 6” O.C.
2x6 Rail
SFOBB PH3
WOODEN HANDRAIL OPTION

10/30/18

KSK
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: October 30, 2018

FR: Hardeep Takhar, Caltrans Office Chief of Environmental Planning & Engineering, District 4
Melanie Brent, Caltrans Deputy District Director, Environmental Planning & Engineering, District 4

RE: Agenda Item No. - 5
Item- Status of the Remediation of Yerba Buena Island (YBI) Contaminated Sites

Recommendation:

APPROVAL
The Department recommends TBPOC approval of the long-term strategy plan for Caltrans and BATA working with the United States Department of the Navy (Navy) on the remediation efforts for the YBI contaminated sites.

Potential Cost Risk Impacts (as published in the Q3 2018 Report):
Rough Order of Magnitude (ROM) Cost Estimates:
Capital Construction = Range of $2.3 to $7.5 Million
Support (State and A&E) = $1.2 to $2.0 Million

The program team is not requesting funding to cover these potential capital costs at this time and a future Supplemental Funds Request may be required if these risks are realized going forward.

Discussion:

As a follow up to the TBPOC meeting on October 22, 2018, this memo provides a status update of the activities related to the investigation and remediation of the YBI contaminated sites and the recommendation for the long-term remediation strategy of these sites.

Background

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) uses a phased process for cleaning up sites that were subject hazardous waste disposal and spills. YBI sites 8, 11 and 29 (see attached Figure 1), subject to the CERCLA process, were transferred to Caltrans through the Federal Highway Administration (FHWA) in 2001 for the construction of the new eastern span of the SFOBB. These sites have historic contamination mainly from former United States Department of the Navy (Navy) operations. Caltrans could be named as a responsible party due to its contribution to lead contamination from vehicle emissions and bridge maintenance activities. Although the Navy had
Memorandum

Conducted initial remedial investigation as part of the CERCLA process to achieve site closure, the process was halted due to the construction of the portion of the eastern span SFOBB on YBI with the expectation that the process would resume upon completion of construction activities.

Construction Phase - Handling and Disposal of Contaminated Materials within Sites 8, 11 and 29

Investigations conducted for the construction of the new eastern span of SFOBB characterized soils from sites 8 and 29, and soils classified as hazardous were removed and appropriately disposed. For the ongoing construction activities within Site 11 associated with the pier retention contract, investigations will be completed in two phases as follows:
  
  o interim - soils to be excavated during the utilities installation and roadway grading for Pier E2 parking area will be characterized, and soils classified as either hazardous or restricted will be off-hauled for upland disposal immediately after excavation following appropriate handling, transportation, and disposal procedures.
  
  o Final buildout - upon completion of the interim phase and prior to final buildout of the public access improvements required in the Bay Conservation and Development Commission (BCDC) permit, a larger investigation to fully characterize Site 11 must be completed in collaboration with the Navy, to develop remedial alternatives and select the one that best protects human health and environment in a cost-effective manner.

Post-Construction Phase/Long-term Strategy to Resume CERCLA Process

As the pier retention project approaches completion in Spring 2019, Caltrans has begun engaging with the Navy in October 2018 to keep them informed about the upcoming conclusion of the SFOBB project construction activities. Caltrans met with the Naval Facilities Engineering Command Southwest (NAVFAC Southwest) in an October 16th meeting to give an update to the Navy about changes to site conditions at Sites 8, 11, and 29 due to SFOBB construction activities. NAVFAC Southwest staff informed that they were unable to provide much assistance, technical or otherwise, because of current priorities with other on-going cleanup operations in the San Francisco Bay Area. However, they provided suggestions on the path to site closure and were willing to provide historical records as well as information about past site conditions (i.e., topographic maps).

The attached Table 1 explains the next steps for closure of Sites 8, 11 and 29 and an estimated time frame for completing the CERCLA Process at each milestone.

For Sites 8 and 29 Caltrans plans to begin preparing a confirmation sampling work plan. These work plans are expected to be completed in December 2018 and confirmation sampling should be implemented by March 2019.

For Site 11 Caltrans plans to review the 2010 interim remedial investigation, determine data gaps and prepare a work plan for final investigation by January 2019.
Caltrans would like to continue coordinating with the Navy to implement the work plans for these sites and characterize the sites for contaminants of concern, their exposure pathways to assess human health and environmental risks based on the reuse plans (build public access improvements at Site 11 required in the BCDC permit).

CERCLA process requires that a remedial action or removal action be implemented at each site. The site-specific investigation findings will inform the advantages and disadvantages of each remedial alternative and help select the one that best protects the environment in a cost-effective manner to complete the Feasibility Study (FS) milestone in Table 1. Caltrans is projecting completion of FS milestone and refine the ROM cost estimates by November 2019.

This information will provide a basis to continue working with the Navy to determine its role, responsibility and financial participation in completing the CERCLA process for these sites.

Risk Management Costs Carried in Program Forecast:

The project Risk Management Team has identified three capital risks to capture the potential capital cost of the contaminated sites identified above, the team has detailed them in the program risk register and carries the cost in the program forecast numbers. The Q3 2018 cost associated with these capital risks was estimated to range between $2.3 million to $7.5 million, with a probable cost of $4.5 million. These three risks also have potential COS impacts, the Q3 2018 cost associated with these COS risks was estimated to range between $1.2 to $2.0 million, with a probable cost of $1.6 million. The program team is not requesting funding to cover these potential capital costs at this time and a future Supplemental Funds Request may be required if these risks are realized going forward.

Attachment:
1) Figure 1 – NAVSTA TI IR Site Boundaries and Former Alignment of East Span of SFOBB
2) Table 1 – Estimated Timeframe for Completing CERCLA Process
3) Table 2 - Rough Order of Magnitude Estimate of Costs for Completing CERCLA Process
<table>
<thead>
<tr>
<th>CERCLA Process</th>
<th>Explanation</th>
<th>Date Completed or Expected Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Assessment/ Site Inspection (PA/SI)</td>
<td>An initial review of historic operations at the site including visual inspections. Initial sampling of soil (including bay sediments), groundwater, or surface water may occur.</td>
<td>Site 8: 1987 Site 11: 1987 Site 29: 1987</td>
</tr>
<tr>
<td>Remedial Investigation (RI)</td>
<td>Additional soil, groundwater, and surface water samples are collected to provide enough information to assess the site’s impact on human health and the environment.</td>
<td>Interim, March 2009 Final, February 2019 Interim, January 2010 Final, April 2019 Final, February 2019</td>
</tr>
<tr>
<td>Feasibility Study (FS)</td>
<td>Based on the data collected during the RI, cleanup alternatives (“remedial alternatives”) are selected and evaluated based on effectiveness, implementability, and cost.</td>
<td>June 2019 October 2019 June 2019</td>
</tr>
<tr>
<td>Proposed Plan (PP)</td>
<td>This plan describes the proposed remedial alternatives and provides information about the preferred alternative. After release of the proposed plan, a public meeting is typically held, and a public comment period is opened.</td>
<td>Not applicable or included with Record of Decision November 2019 Not applicable or included with Record of Decision</td>
</tr>
<tr>
<td>Record of Decision (ROD)</td>
<td>The chosen remedial alternative is documented in the ROD. Public comments are summarized and presented and responses to those comments are provided.</td>
<td>No Further Action October 2019 April 2020 No Further Action October 2019</td>
</tr>
<tr>
<td>Remedial Design (RD)</td>
<td>The remedial design describes the selected cleanup remedy.</td>
<td>Not applicable April 2021 Not applicable</td>
</tr>
<tr>
<td>Remedial Action (RA)</td>
<td>The actual cleanup action. The public is kept informed of the progress of the cleanup.</td>
<td>Not applicable May 2021 Not applicable</td>
</tr>
<tr>
<td>Closure</td>
<td>Regulatory agency issues closure notification with any applicable conditions.</td>
<td>February 2020 April 2022 February 2020</td>
</tr>
</tbody>
</table>

TBPOC 11/6/18 Item 5: YBI Contaminated Sites
Attachment 2
**Table 2. Rough Order of Magnitude Estimate of Costs For Completing CERCLA Process**

<table>
<thead>
<tr>
<th>Site</th>
<th>COS (State)</th>
<th>A&amp;E Support</th>
<th>Construction</th>
<th>Proposed Responsible Party&lt;sup&gt;1&lt;/sup&gt;</th>
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<tr>
<td>Site 8</td>
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<td>100% U.S. Navy</td>
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<tr>
<td></td>
<td>(300 hours)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site 11</td>
<td>$200,000</td>
<td>$350,000&lt;sup&gt;2&lt;/sup&gt;</td>
<td>$2-6 Million&lt;sup&gt;3&lt;/sup&gt;</td>
<td>20% Caltrans 80% U.S. Navy</td>
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<tr>
<td></td>
<td>(1,000 hours)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site 29</td>
<td>$60,000</td>
<td>$250,000</td>
<td></td>
<td>80% Caltrans 20% U.S. Navy</td>
</tr>
<tr>
<td></td>
<td>(300 hours)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:

1. Proposed responsible party. Percentage responsibility for past site contamination and apportionment of cost recovery will be determined based on discussions with the Navy.

2. Cost through completion of Remedial Design (Milestone RD in Table 1).

3. Remedial construction costs are based on achieving remedial goals for intended land use at Site 11. (Milestone RA in Table 1)
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: October 30, 2018

FR: Andrew Fremier, Executive Deputy Director, MTC/BATA
    Dan McElhinney, Caltrans Chief Deputy District Director, District 4 Bay Area

RE: Agenda Item No. 6
    Item- TBPOC Closeout Strategy

Recommendation:
APPROVAL

The Project Management Team (PMT) recommends that the Toll Bridge Program Oversight Committee (TBPOC) declare completion of the Toll Bridge Seismic Retrofit Program (TBSRP) in the 2018 Fourth Quarter Project Progress and Financial Update to the Legislature and the California Transportation Commission (CTC), delegate remaining budget to BATA and oversight of remaining minor activities to BATA and Caltrans, and to suspend further meetings indefinitely.

Cost: N/A

Discussion:
The Toll Bridge Program Oversight Committee (TBPOC) was established in Streets and Highway Code to implement a project oversight and project control process for the Toll Bridge Seismic Retrofit Program (TBSRP) and to provide quarterly reports within 45 days of the end of each quarter to the Legislature and CTC on project progress. As memorialized by the California State Auditor’s Report 2018-104 concerning the TBSRP, the program is complete and can be concluded.

With the removals of piers E19 and E20, all major construction related to the seismic retrofit of the San Francisco-Oakland Bay Bridge East Span will have been completed. Outstanding activities would include preparation of as-builts, pier retention for public access, and completion of environmental mitigations and commitments. These activities are relatively minor in scope and cost and can be overseen under the Toll Bridge Rehabilitation Program by BATA and Caltrans similar to other non-seismic toll bridge projects. The PMT recommends that the TBPOC delegate remaining budget to BATA and oversight of these remaining activities to BATA and Caltrans.

Further, the PMT recommends that the Toll Bridge Program Oversight Committee (TBPOC) declare completion of the Toll Bridge Seismic Retrofit Program (TBSRP) in the 2018 Fourth Quarter Project Progress and Financial Update to the Legislature and the California Transportation Commission (CTC). The report would be designated as the last planned report of the TBPOC.
Memorandum

The statutory authority creating and governing the TBPOC did not provide for the dissolution of the TBPOC, and since its membership is specified in statute, the TBPOC would continue to exist until the Legislature repeals the governing statutes. The governing statutes do not require meetings, so failing to meet would not be a violation of statute. The PMT recommends that the TBPOC take action to suspended further meetings indefinitely.

Lastly, as requested by the TBPOC during the October 22, 2018 meeting, staff will develop an exit memo that summarizes the history of the decisions that were made related to the SFOBB East Span, including what was accepted as fit-for-purpose and the investigations performed on the project and to list out all of the remaining outstanding permit requirements and mitigations. This will be presented at the December TBPOC meeting.

Attachment: None
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  
DATE: October 30, 2018

FR: Peter Lee, Principal, BATA

RE: Agenda No. - 7

Item- Presentation of the TBPOC approved Final 2018 Third Quarter Project Progress and Financial Update

Recommendation:
Information

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Staff will present an update on the 2018 Third Quarter Project Progress and Financial Update Report.

Attachment:
None