TO: Toll Bridge Program Oversight Committee (TBPOC)  

DATE: January 16, 2018

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – January 23, 2018

Herewith is the TBPOC Meeting Materials Packet for the January 23rd, 2018 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  
3:30 PM, January 23, 2018  
Bridge Yard Building  
210 Burma Road, Oakland, CA  94607

<table>
<thead>
<tr>
<th>Item Number/ Topic</th>
<th>Presenter</th>
<th>Time</th>
<th>Desired Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Roll Call</td>
<td>Malcolm Dougherty</td>
<td>Information</td>
<td></td>
</tr>
<tr>
<td>2. Chair’s Report</td>
<td>Malcolm Dougherty</td>
<td>5 min</td>
<td>Information</td>
</tr>
<tr>
<td>3. Consent Calendar -</td>
<td>Andrew Fremier, BATA</td>
<td>1 min</td>
<td>Approval</td>
</tr>
<tr>
<td>a) TBPOC December 12, 2017 Meeting Minutes</td>
<td></td>
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<tr>
<td>• Project staff will recommend the final environmental enhancement scope for approval of a shoreline public access facility construction this year instead of demolishing four old Bay Bridge foundation piers E19-23 along the Oakland shoreline in partnership with East Bay Regional Parks District, BCDC, CTC, MTC and various resource agencies.</td>
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<tr>
<td>• The Pier E2 YBI shoreline public access facility scope in partnership with TIDA was approved at the December 12, 2017 TBPOC meeting and an update will be presented at the February 13, 2018 meeting.</td>
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<tr>
<td>5. Public Comment / Other Business</td>
<td></td>
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<tr>
<td>6. Adjournment / Next Meeting</td>
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</tbody>
</table>
| The next meeting of the TBPOC will be held on February 13, 2018 at 1:00 p.m.  
Bay Area Metro  
375 Beale Street, San Francisco, CA  
1st Floor, Board Room |  |  |  |
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 7 days prior to the meeting on the TBPOC Website: www.baybridgeinfo.org. All supplemental information or revisions to the already posted TBPOC meeting material will be provided at the TBPOC meeting. Audio recordings of the TBPOC meetings will be posted within one week following each meeting 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.
# Table of Contents

## TBPOC MEETING
December 12, 2017

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<th>INDEX TAB</th>
<th>AGENDA ITEM</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>N/A</td>
<td>1</td>
<td>Roll Call</td>
</tr>
<tr>
<td>N/A</td>
<td>2</td>
<td>Chair’s Report</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>Consent Calendar - TBPOC December 12, 2017 Meeting Minutes</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>Marine Foundation Pier Retention (Piers E2, E19-23) – Environmental Enhancement Public Access Facilities instead of Pier Demolition</td>
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</tbody>
</table>
TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: January 16, 2018

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

RE: Agenda No. - 3a

Item- TBPOC December 12, 2017 Meeting Minutes

Recommendation:
Approval

Cost:
NA

Schedule:
NA

Discussion:
The Program Management Team recommends TBPOC approval of the December 12, 2017 Meeting Minutes.
<table>
<thead>
<tr>
<th>Items</th>
<th>Action</th>
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<tbody>
<tr>
<td><strong>1. Roll Call</strong></td>
<td>NA</td>
</tr>
<tr>
<td>• All TBPOC members were present.</td>
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<tr>
<td><strong>2. Chair’s Report</strong></td>
<td>No action.</td>
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<tr>
<td>• The Chair started the meeting with a moment of silence for Caltrans</td>
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<td>toll collector Si Si Han who was killed in the line of duty during</td>
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<td>the recent Bay Bridge toll booth crash and the death of Honorable</td>
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<td>San Francisco Mayor Ed Lee.</td>
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<td>• Caltrans presented at the December 6, 2017 CTC meeting on the</td>
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<td>successful completion of the marine foundation implosions and</td>
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<td>summarized examples of the innovations that were implemented on the</td>
<td></td>
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<td>project.</td>
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<tr>
<td><strong>3. Consent Calendar -</strong></td>
<td>The TBPOC approved item 3a of the Consent</td>
</tr>
<tr>
<td>• <strong>a) TBPOC August 29, 2017 Meeting Minutes</strong></td>
<td>Calendar.</td>
</tr>
<tr>
<td>Motion by: Steve Heminger</td>
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<tr>
<td>Second by: Susan Bransen</td>
<td></td>
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<tr>
<td>Votes (3-0): Yes- Steve Heminger, Susan Bransen, Malcolm Dougherty;</td>
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<tr>
<td>No-0</td>
<td></td>
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<tr>
<td>• <strong>b) TBPOC 2018 Meeting Calendar</strong></td>
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<tr>
<td>Motion by: Susan Bransen</td>
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<tr>
<td>Second by: Steve Heminger</td>
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<tr>
<td>Votes (3-0): Yes- Steve Heminger, Susan Bransen, Malcolm Dougherty;</td>
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<tr>
<td>No-0</td>
<td></td>
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<td><strong>4. Marine Foundation Demolition Early Completion Plan Update</strong></td>
<td>No action.</td>
</tr>
<tr>
<td>(Piers E6-E18 Old Bay Bridge)</td>
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<td>• Caltrans SFOBB Principal Construction Manager, Steven Whipple,</td>
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<td>presented an update on the successful completion of the removal of</td>
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<td>the 13 piers for the Marine Foundation Demolition Contract, saving a</td>
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<td>year in construction and saving over $10</td>
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<td>Items</td>
<td>Action</td>
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<tr>
<td>million by an effective 2017 innovative multiple pier implosion plan and agency partnerships.</td>
<td>No action.</td>
</tr>
<tr>
<td><strong>5.</strong> FHWA 2017 Environmental Excellence Award</td>
<td>No action.</td>
</tr>
<tr>
<td>• FHWA Vincent Mammano presented the FHWA 2017 Environmental Excellence Award to key project team members and partner agencies in recognition of the successful environmental work related to the old San Francisco-Oakland Bay Bridge East Span marine foundation demolition implosions by controlled charges in 2015-2017 while saving at least a year and saving over $10 million with multiple pier events completing work in 2017.</td>
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<tr>
<td><strong>6.</strong> Briefing on Electroslag Welding (ESW) Research Testing</td>
<td>No action.</td>
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<tr>
<td>• Caltrans SFOBB Project Chief Bridge Engineer, Brian Maroney, briefed the TBPOC and the PMT on the FHWA national research project on ElectroSlag Welding (ESW), some secondary small-scale material testing, and an investigation project staff have conducted in response to a recommendation made by FHWA to look into some test results on some of the small scale material tests.</td>
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<tr>
<td>• Brian Maroney shared that Dr. Brian Kozy, FHWA Chief Bridge Engineer, and Justin Ocel, FHWA Chief Principal Investigator for this research, have communicated separately that they are satisfied with the work and have no concerns. The Seismic Safety Peer Review Panel members are also satisfied.</td>
<td></td>
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<tr>
<td>• The project staff technical report and peer review committee review confirms that the plate steel met all construction contract document quality and strength requirements, noting that the steel after fabrication and construction is very strong and capable of great elongation, and the bridge is safe and is expected to perform very well during a future large design level earthquake.</td>
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<tr>
<td>• FHWA California Administrator Vincent Mammano summarized the researched performed by FHWA on the coupon sample of the Bay Bridge Steel which was intended for their interest on the general research of ESW and welding innovation. FHWA has no concerns with the data gathered during this</td>
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</table>
research and plans to publish their general ESW report by next year. Vince Mammano confirmed that FHWA has no reason to believe the bridge would operate in any other way than as designed.

- Susan Bransen requested that FHWA provide these verbal statements in a formal letter to Caltrans stating their conclusions about the steel.
- Caltrans METS materials engineering and testing services staff had a table set up available for the TBPOC members to review a demonstration of the steel hardness testing equipment used in the field at the Bay Bridge that resulted in confirming, as part of the technical report development, that the bridge steel strength was high quality and met design requirements.

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<tbody>
<tr>
<td>7. <strong>Marine Foundation Pier Retention (Piers E2, E19-23) – Recommendation for Public Access Facilities</strong></td>
<td>The TBPOC approved by a vote of 2-1 (2 votes in favor, 1 abstain) to allocate an initial $3M in supplemental COS funds from the program budget to allow staff to perform the following:</td>
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<tr>
<td></td>
<td>1) Staff to proceed to negotiate a contract with the CMGC contractor for the build out of the Pier E2 YBI shoreline boardwalk for a not to exceed amount of $14M in capital outlay funds.</td>
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<td>2) Staff to further develop the design of the pier boardwalks from YBI to Pier E2, obtain permits, and present an update at the next TBPOC meeting.</td>
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<td>3) Staff to investigate various options at the Oakland shoreline for Piers E19-23 with options to include but not limited to:</td>
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<td></td>
<td>a) Alternatives presented during 12/12 Meeting for piers E19-23 for public access and bird habitat;</td>
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<td>b) Same as 1) but add demolition of piers E19 and 20;</td>
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<td>c) Add an option retaining just Pier 23 as a viewing platform only and demolish the other remaining marine piers E19-22</td>
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<td></td>
<td>Staff to present these options to the TBPOC at a focus meeting in January for consideration and approval to stay within 2018 schedule completion goals.</td>
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with pier retention CCO for the TBPOC final budget consideration. The PMT intends to update the TBPOC at that time on other non-Toll Bridge Seismic Retrofit Program funding sources to help close any gap funding between the Toll Bridge Seismic Retrofit Program requiring pier retention budget and current contingency savings if any.

- Steve Heminger expressed concerns regarding the pier retention at the Oakland Shore: both cost and almost leaving too much of the old bridge (remaining piers) tends to detract from the new span – architecturally. He believes in leaving behind a historical marker and can do that at YBI and Oakland Shore without retaining all 5 piers. He also suggested that staff to consider comparing a scenario that tries to use Pier E23 as a platform, express something around it and retain the pier much like they do in reusable buildings that would give you your history, platform and save some money by demolishing the other 4 piers. He expressed his concerns in leaving 2 piers (E19 and E20) remaining with access for the bird habitat due to the potential collection of bird guano. ACOE also has expressed a similar concern about leaving E19 and E20 in place as bird habitat apart from the E21-23 public access boardwalk scope. He would like to see another option at the Oakland Shore compared to current options at the next meeting, even if a January TBPOC meeting needs to be added to help keep within the proposed schedule for 2018 completion.

- Robert Doyle, General Manager of the East Bay Regional Park District (EBRPD), presented their perspective of the potential future public access opportunity with the proposed boardwalk at the Oakland shore and how it relates to the Bay Bridge trails, future Gateway Park, education of history of the old bridge and the view of the new bridge, and interpretative center/assembly place at the Bridge Yard Building. District has a long history of leasing property and bridges, including the Old Antioch bridge and recently the Bridge Yard Building. EBRPD could potentially program bicycle trails and other similar accessibility programs. EBRPD would like to work with project team staff. The partnership has been great.

<table>
<thead>
<tr>
<th>Items</th>
<th>Action</th>
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</table>
| Motion by: Steve Heminger  
Second by: Malcolm Dougherty  
Votes (2-1): Yes- Steve Heminger, Malcolm Dougherty; Abstain- Susan Bransen |
**Items** | **Action**
--- | ---
- Malcolm Dougherty expressed Caltrans concerns about owning the proposed boardwalk and not having a funding mechanism out of existing budgets to pay for the piers if they were to be damaged during a potential storm. However, if the lease was reasonable priced and long term, along with the managing the maintenance, Caltrans could possibly consider ownership.
- Malcolm Dougherty commented: I think where we are at is some level of COS to get that done. I do think there’s consensus for further development of the YBI proposal and the COS for the design and I also think there is maybe consensus in giving (staff) a not-to-exceed amount to negotiate some of that work and what we are doing on the Oakland side is scalable proposals. We need to see more options and scale this down from what you presented us to what Steve presented.
- Susan Bransen asked if the permit was in place and the agreement of ownership confirmed. Malcolm responded that Caltrans is working on the path to ownership as mentioned by Dan. The permit issue is all of the behind the scenes work that requires negotiations with all of the resource agencies, just like the demolition effort.
- Steve Heminger motioned for $3M in COS and a not-to-exceed amount of $14M in CO only for YBI with the investigation for all of the various alternatives at the Oakland shore returning to the TBPOC in January or as soon as ready. Malcolm seconded the motion.
- Susan Bransen expressed her concerns regarding the use of $3M of COS between now and January. What are those dollars for between now and January/February 2018? How was this calculated?
- Dan McElhinney responded that the staff has completed a work plan for the duration between now and next TBPOC meeting. There’s a lot of work to be completed by the architect and the environmental group.
- Susan Bransen stated that she is in supportive of retaining the YBI piers as it’s cost effective. She is supportive of pursuing looking at all of the estimates for all of the piers and retaining them. In this case, she chose to abstain.
8. Yerba Buena Island Transition Span 2 Contract
   - Deanna Vilcheck presented the highlights of completing YBITS 2 Contract milestones throughout the life of the project. She also thanked all of the major key players that contributed the success of the project including the Caltrans staff, contractor, City of San Francisco and USCG.
   - The $189M YBITS 2 Contract completion was accepted on November 29, 2017. They expect no claims on the project.

   - Patrick Treacy presented an update on the program budget and risks update for FY 17/18. Presentation included an overview of key decisions saving years of COS costs, East Span Program COS forecast, budget action plan, COS budget by contract, COS expenditure by quarter, East Span construction schedule, CO/COS cash flow for East Span Projects.
   - Risk Update Quarter 3 presentation included the summary of cost risk results, summary of changes, 50% probable risk management cost, trend of potential draw on program contingency, trend of program balance, recent changes in draw trend, 50% probable risk vs. remaining contingency, costs carried in risk forecast, action plan for addressing costs carried as risks, and challenges moving forward.
   - Steve Heminger suggested that PMT provide additional background information on costs carried in risks related to Richmond-San Rafael Bridge and West Approach land sales at the next (February) meeting.

10. Resolution for Approval of Excess Salvaged Bay Bridge Steel for Creating a Bay Bridge Series Award
    - Andrew Fremier presented PMT’s recommendation for TBPOC to provide via a resolution document to allow for the use of a small piece of the excess salvaged, lead-abated steel to NBC Sports for a Bay Bridge Series trophy.

The TBPOC approved by a vote of 3-0 (3 votes in favor) to approve the Resolution for Approval of Excess Salvaged Bay Bridge Steel for Creating a Bay Bridge Series Award.

Motion by: Steve Heminger
Second by: Susan Bransen
Votes (3-0): Yes- Steve Heminger, Susan Bransen, Malcolm Dougherty; No-0
<table>
<thead>
<tr>
<th>Items</th>
<th>Action</th>
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<tbody>
<tr>
<td>• Dan McElhinney presented the proposed resolution to the TBPOC for their consideration.</td>
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<tr>
<td>• Brodie Brazil and Ahmed Fareed, representatives of NBC Sports, expressed their excitement for this opportunity and the positive support received from Caltrans and Karin Betts (MTC) for this project.</td>
<td></td>
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<tr>
<td>• Steve Heminger motioned to approve the resolution. Susan Bransen seconded the motion.</td>
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<td>• The PMT, Caltrans District 4 Director Bijan Sartipi and TBPOC members all signed the resolution document during the meeting.</td>
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<tr>
<td>11. 2017 Third Quarter Project Progress and Financial Update</td>
<td>No action.</td>
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<tr>
<td>• The Final 2017 Third Quarter Project Progress and Financial Update Report is posted online at the following webpage: <a href="http://baybridgeinfo.org/sites/default/files/pdf/2017_3rdQuarter.final_.pdf">http://baybridgeinfo.org/sites/default/files/pdf/2017_3rdQuarter.final_.pdf</a></td>
<td></td>
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<tr>
<td>12. Public Comment / Other Business</td>
<td>No action.</td>
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<tr>
<td>• David Williams presented a public comment regarding risk based analysis.</td>
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<td>13. Adjournment / Next Meeting</td>
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<tr>
<td>The next meeting of the TBPOC will be held in January 2018 – time and location to be determined.</td>
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Adjourned: 4:51 pm
TBPOC REGULAR MEETING MINUTES
1:30pm, December 12, 2017

APPROVED BY:

MALCOLM DOUGHERTY, TBPOC Chair
Director, California Department of Transportation

SUSAN BRANSEN
Executive Director, California Transportation Commission

STEVE HEMINGER,
Executive Director, Bay Area Toll Authority
Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: January 16, 2018

Dan McElhinney, Caltrans Chief Deputy District Director, District 4 Bay Area
Brian Maroney, SFOBB Project Chief Bridge Engineer, Caltrans

FR: Stefan Galvez, Chief, District 4 Office of Environmental Analysis, Caltrans
     Brian Maroney, SFOBB Project Chief Bridge Engineer, Caltrans
     Chris Traina, Caltrans District 4 Contract Manager

RE: Agenda Item No. - 4
     Item- Marine Foundation Pier Retention (Piers E2, E19-23) – Environmental Enhancement Public Access Facilities instead of Pier Demolition

Recommendation:
APPROVAL

The PMT recommends TBPOC approval to negotiate and prepare a construction contract for final TBPOC approval on or near March 1st, 2018 for a not to exceed amount of $52 million in capital outlay funds and a supplemental COS budget of $9 million to build out a public access observation deck at Pier E2, remove Piers E19 and E20 and build out a public access observation deck between Piers E23 and E21.

Cost:
Costs Estimates will be presented at the January 23, 2018 meeting.

Schedule Impacts: (See Attached Schedule)
• Marine and structures work is to be completed by April 2019.
• Some architectural work may extend beyond April 2019.

Discussion:
The Bay Bridge project environmental document and resource agency permits included removing all marine based piers of the old Bay Bridge east span. At the April 2017 and August 2017 TBPOC meeting the TBPOC members confirmed a decision to not demolish shoreline marine piers E2, E19-22 as part of ongoing CMGC construction pier removal and to begin the process for an environmental enhancement for public access facilities instead of demolition along both the YBI shoreline and Oakland shoreline. Upon the August 2017 TBPOC review of draft cost and the tasks schedule to complete the project in 2018, the project team began public discussions with stakeholders, contractor, and resource agencies responsible for permit approval and environmental document re/validation to timely design and include the environmental enhancement in the project (versus a separate project document adding 2-4 years to complete). The TBPOC request in August 2017 was for the PMT to
Memorandum

complete a construction proposal for the next December 2017 meeting, so CMGC negotiations could begin to complete cost definition and present to the TBPOC a contract to approve by March 1, 2018 for 2018 construction completion.

Various public access options were then designed and discussed with stakeholders to consider a beneficial and useful public access facility at each location including widths between 15-35 feet, various lengths, structure type, constructability, cost, maintenance, ownership, public usage and basic aesthetics ideas. The Oakland shoreline 1200 feet 4 marine pier boardwalk option was found too long to use/manage versus typical Bay Area examples and also with significant cost to build. The Oakland shoreline 300 feet 1 marine pier boardwalk to E22 or just the E23 platform options were found too short for viable public access with limited area and minimal usability. Consensus was reached on the east shoreline in Oakland with East Bay Regional Park District and permit agencies after considering boardwalk lengths from 300 feet to pier E22 and to 1200 feet out to pier E19. This work resulted in the YBI shoreline recommendation of 600 feet out to pier E21 as the best alternative for beneficial useful public access, retaining piers E19 and E20 as bird habitat only. In addition, teamwork with Treasure Island Development Authority resulted in consensus for the pier E2 public access proposal.

At the December 12, 2017 meeting, the PMT recommended to the TBPOC to proceed to construction negotiations for a combined scope of the YBI and Oakland public access facilities, authorizing negotiations with the CMGC contractor for a contract change order with a preliminary $60 million capital budget and to authorize an additional $3M in capital outlay support (COS), in addition to the August 2017 TBPOC authorized $1M COS, to progress the design and construction CMGC contract negotiations. Cost estimates would be further refined and could be lower upon final contract negotiations. With TBPOC approval, the PMT proposed to then return at the February 2018 TBPOC meeting with a pier retention public access boardwalk construction contract for the TBPOC approval and final budget consideration. Various costs and risks were presented based on preliminary contractor discussions for building both shoreline facilities as a contract versus demolishing the 5 marine piers. Funding availability was also discussed noting contractor negotiations would help determine final funding needs in February.

The project team staff presents this update memorandum in follow up to that December 12, 2017 TBPOC Meeting. At that meeting the TBPOC directed the project team to 1) proceed to negotiate with the CMGC contractor for the build out of just the Pier E2 YBI shoreline boardwalk for a not to exceed amount of $14M in capital outlay funds; 2) and to further develop the design of the pier boardwalks from YBI to Pier E2, obtain permits, and present an update at the February TBPOC meeting; 3) also staff to investigate various options at the Oakland shoreline for Piers E19-23. The options include but are not limited to a) alternatives presented during the December 12th meeting for piers E19-23 for public access and bird habitat; b) Same as the basic proposal but add demolition of piers E19 and 20; and c) add an option to build out pier E23 (land based pier) as a viewing platform only and demolish the remaining marine piers E19-22.
The PMT will recommend TBPOC approval at the January 23, 2018 meeting on the final scope, schedule and costs in order to move forward timely with pier retention work directed by the TBPOC. Completion of the work includes continuing to coordinate with all environmental resource agencies to obtain all necessary authorizations, finalize the design and sign a construction contract with the current CMGC contractor on or near to March 1, 2018. Major marine work is expected to begin on or near June 1, 2018 and be completed by December 31, 2018. With approval, the team will continue the final design, resource agency coordination, project environmental re-validation, and proceed on a construction contract process with the current marine foundation CMGC contractor to construct the environmental enhancement of retaining marine piers E2, E21-22 and removal of piers E19 and E20 for the purposes of public access and satisfaction of current environmental documents. A request for TBPOC approval will include an updated $52 million not-to-exceed capital budget amount for the CMGC contract negotiation process to build both the YBI and Oakland shoreline public access improvements. A final construction contract recommendation and budget to build is expected to be presented to the TBPOC for final approval at the February 2018 TBPOC meeting.

It is important to note that some architectural elements and/or artwork installments on the planned boardwalks may extend beyond 2018 after major construction is complete. It is also important to recognize that the construction contract would likely be started “at risk,” as the environmental re-authorizations for the retention of the piers will likely not be completed by March 1, however, the re-authorizations are being scheduled to be complete prior to the beginning of the large scale marine construction work that require preapproval.

Extraordinary effort has been invested by project staff, the Treasure Island Development Authority, the East Bay Regional Parks District, and the Bay Conservation Development Commission to coordinate efforts and efficiently identify appropriate design features. Their efforts and contributions are vital and greatly appreciated. Images of the recommended designs are attached. Both basic public access designs and enhanced architectural designs have been developed. A brief presentation on the Oakland shoreline designs will be made by the PMT at the January 23, 2018 TBPOC meeting. YBI shoreline images are attached for completeness but are not anticipated to be part of the presentation.

The planned project schedule is attached. The schedule is an aggressive schedule for pier retention. The highest risk activities are associated with achieving all of the necessary authorizations for retaining the piers. A brief presentation on the schedule will be at the January 23, 2018 meeting.

Preliminary estimates for the pier retention designs for YBI pier E2 and Oakland shoreline piers E21-23 as a total contract are currently being updated per the direction of the TBPOC. A not to exceed budget request for the total contract scope will be made at the January 23 meeting to help begin formal CMGC contract negotiations and which then will define a construction budget request with possible savings to finalize at the next TBPOC meeting and for contract approval. Contractor discussions on pre-negotiations cost estimates are ongoing during development of this memorandum, so estimates for Capital Outlay, additional Capital Outlay Support, and Risk Estimates will be presented along with the estimates for pier removal during the January meeting. The PMT will also be provided updated cost estimates prior to the meeting as it is available. Estimate
Memorandum

details will be presented for public access options along with the estimates for all pier removal during the January meeting item. In general, supplemental CO funds needed for the various options are estimated to be less than $10 million to be possibly funded from current program contingency funds. In addition, supplemental COS funds needed for the various options are in the range of $4 million to $9 million also to be possibly funded from current available program contingency funds.

A particular challenge that is being addressed is ownership and maintenance of the retained marine piers and new public access facilities. The discussions to date with partners as outlined at the December 2017 meeting are working to define a path to ownership of the structures, which final agreements are not expected to be completed in early 2018. There are two possible options to transfer the ownership and maintenance of the piers. Caltrans could grant an easement for the operation and maintenance of the pier to TIDA and EBRPD, to be maintenance funded annually by BATA. This easement would be subject to the approval of the California Transportation Commission. The other option would be for Caltrans to sell the improvement by “Bill of Sale” to TIDA and EBRPD, but this would be unique and may not be viable. TIDA, BCDC, and EBRPD managers will again attend the next meeting in support of the pier retention and public access proposals. Some partners, particularly the United States Army Corp of Engineers have very specifically asked the project team to provide clarity on removing unused piers and the purpose, initial ownership role and long term ownership/lease roles and maintenance plans, and related funding, for the boardwalks. Such information and associated documentation will be required for their final permit support.

Recommendation:
The PMT recommends TBPOC approval to negotiate and prepare a construction contract for final TBPOC approval on or near March 1st, 2018 for a not to exceed amount of $52 million in capital outlay funds and a supplemental COS budget of $9 million to build out a public access observation deck at Pier E2, remove Piers E19 and E20 and build out a public access observation deck between Piers E23 and E21.

Attachments:

1. YBI shoreline public access proposal exhibits
2. Oakland shoreline public access proposal exhibits
3. Project Environmental Enhancements Permits and Construction Schedule January 2018
Marine Foundation/Pier Retention
YBI Shoreline Public Access Proposal
Oakland Shoreline Public Access
Piers E19 – E23
Oakland Shoreline Public Access Proposal
SFOBB CMGC Project Pier Retention E2 & E19-E23

Key Milestones:
- TBPOC 1/23
- 2/13 TBPOC
- 3/22 Contract Execution
- Field Construction Complete
- Dec 2018

YBITS- Pier E2

1. **BCDC**
   - Submit 3/2
   - BCDC Amendment
   - USACE Letter of Modification
   - 5/17 BCDC Commission Meeting
   - 5/17 BCDC Amendment
   - 5/17 BCDC Amendment
   - 5/31 Army Corps Amendment

2. **Army Corps**
   - Submit 3/2
   - USACE Letter of Modification
   - 5/17 BCDC Commission Meeting
   - 5/17 BCDC Amendment
   - 5/17 BCDC Amendment
   - 5/31 Army Corps Amendment

3. **CDFW**
   - Submit 3/2
   - CDFW ITP Permit (45 days)
   - 3/22 CDFW Amendment
   - 3/22 CDFW ITP Permit (45 days)

4. **NMFS**
   - Submit 3/2
   - NMFS B.D. (45 DAYS)
   - 3/22 NMFS Amendment
   - 3/22 NMFS Amendment

5. **FEIS Revalidation**
   - FEIS Revalidation
   - 6/7 FEIS Revalidation
   - 6/7 FEIS Revalidation

6. **401/WDR**
   - 2/5 401/WDR Change Review (45 days)
   - 2/5 401/WDR Change Review (45 days)
   - 2/5 401/WDR Change Review (45 days)

7. **SWPPP**
   - SWPPP & Amendment
   - Water Board Approval
   - CT Review & Sub to Water Board
   - 3/22 SWPPP & Amendment
   - 3/22 SWPPP & Amendment
   - 3/22 SWPPP & Amendment

8. **Design**
   - 1/12 Spec & 45 Days
   - 1/12 Spec & 45 Days
   - 1/12 Spec & 45 Days
   - 1/12 Spec & 45 Days
   - 1/12 Spec & 45 Days
   - 1/12 Spec & 45 Days

9. **CMGC Contract**
   - 3/22 Contract Execution
   - 3/22 Contract Execution
   - 3/22 Contract Execution
   - 3/22 Contract Execution
   - 3/22 Contract Execution
   - 3/22 Contract Execution

10. **CMGC Construction**
    - 6/8
    - 6/8
    - 6/8

11. **BCDC**
    - DRB Meeting March
    - 7/9 BCDC Commission Meeting
    - 8/2 BCDC Amendment
    - 9/2 BCDC Amendment

12. **Army Corps**
    - 7/9 BCDC Commission Meeting
    - 8/2 BCDC Amendment
    - 9/2 BCDC Amendment

13. **CDFW**
    - 7/9 BCDC Commission Meeting
    - 8/2 BCDC Amendment
    - 9/2 BCDC Amendment

14. **NMFS**
    - 7/9 BCDC Commission Meeting
    - 8/2 BCDC Amendment
    - 9/2 BCDC Amendment

15. **FEIS Revalidation**
    - 7/9 BCDC Commission Meeting
    - 8/2 BCDC Amendment
    - 9/2 BCDC Amendment

16. **401/WDR**
    - 7/9 BCDC Commission Meeting
    - 8/2 BCDC Amendment
    - 9/2 BCDC Amendment

17. **SWPPP**
    - 2/5
    - 2/5
    - 2/5

18. **Design**
    - 2/5
    - 2/5
    - 2/5

19. **CMGC Contract**
    - 2/5
    - 2/5
    - 2/5

20. **CMGC Construction**
    - 2/5
    - 2/5
    - 2/5

21. **CMGC Construction**
    - 2/5
    - 2/5
    - 2/5

22. **CMGC Construction**
    - 2/5
    - 2/5
    - 2/5

DRAFT 17-Jan-2018