Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: March 19, 2018

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – March 26, 2018

Herewith is the TBPOC Meeting Materials Packet for the March 26th 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

**12:00 Noon, March 26, 2018**  
Bay Area Metro Building, 375 Beale Street, San Francisco  
Golden Gate Conference Room 8102

<table>
<thead>
<tr>
<th>Item Number/ Topic</th>
<th>Presenter</th>
<th>Time</th>
<th>Desired Outcome</th>
</tr>
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<tbody>
<tr>
<td>1. Roll Call</td>
<td>Laurie Berman</td>
<td>Information</td>
<td></td>
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<tr>
<td>2. Election of Chair</td>
<td>Laurie Berman</td>
<td>5 min</td>
<td>Approval</td>
</tr>
<tr>
<td>3. Consent Calendar - TBPOC January 23, 2018 Meeting Minutes</td>
<td>Andrew Fremier, BATA</td>
<td>1 min</td>
<td>Approval</td>
</tr>
</tbody>
</table>
- Request to approve CMGC construction contract to demolish Piers E-19 and E-20 and construct public access on to Piers E-2, E-21 and E-22- | Brian Maroney, Caltrans/Chris Traina, CT Contract Manager/Steve Whipple, CT Construction | 15 min | Approval |
| 5. Program Budget/Risks Management Update for FY 17-18 (Capital Outlay/Capital Outlay Support/Risk Management)  
- Report on program expenditures and budget forecast for FY 17-18 CO/COS and summary of the fourth quarter 2017 Risk Management developments.  
- Request to approve budget adjustments due to project expenditures/savings at closeout. | Dan McElhinney, Caltrans/Patrick Treacy, Caltrans | 10 min | Approval |
| 6. Presentation of the TBPOC approved final 2017 Fourth Quarter Project Progress and Financial Update | Peter Lee, BATA | 5 min | Information |
| 7. Public Comment / Other Business | | | |
| 8. Adjournment / Next Meeting  
The next meeting of the TBPOC will be held on May 22, 2018 at 1:00 p.m.  
1120 N Street, Sacramento, CA – Caltrans 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 Comite. Para solicitar asistencia, por favor llame a la Comision 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
March 26, 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>2</td>
<td>2</td>
<td>Election of Chair</td>
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<td>3</td>
<td>3</td>
<td>Consent Calendar - TBPOC January 23, 2018 Meeting Minutes</td>
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<td>4</td>
<td>4</td>
<td>Marine Foundation Piers E2, E19-23 – Environmental Enhancement Public Access Facilities</td>
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<tr>
<td>5</td>
<td>5</td>
<td>Program Budget/Risks Management Update for FY 17-18 (Capital Outlay/Capital Outlay Support/Risk Management)</td>
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<tr>
<td>6</td>
<td>6</td>
<td>Presentation of the TBPOC approved final 2017 Fourth Quarter Project Progress and Financial Update</td>
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</table>
TO: Toll Bridge Program Oversight Committee (TBPOC)  
FR: Project Management Team (PMT)  
RE: Agenda Item No. - 2  
Item- Election of Chair

Discussion:
On February 20th, 2018, Governor Edmund G. Brown announced the appointment of Laurie Berman as the new Director for the California Department of Transportation (Caltrans), and she will be a new member of the TBPOC.

The Committee is required to elect a new chairperson, per the TBPOC agreement on the Committee Procedures for the Toll Bridge Program Oversight Committee.

The Agreement states the following:

Section II, Part A. Committee Member Qualifications:
In the event a Committee Member, for whatever reason, no longer serves in his or her Director’s position with his or her respective Agency, the Committee Member shall be replaced by his or her successor or acting successor, as determined by that Committee Member’s Agency.”

Section II, Part B. Chairperson:
“The Committee will select a Chairperson. The Chairperson position will rotate between the members affiliated with the Establishing Agencies every two years. The Chairperson shall preside over the meetings of the Committee and shall perform all other duties incident to the position or as assigned to him or her by the Committee.”

Establishing Agencies are further defined in the TBPOC’s procedures agreement as the Department of Transportation and the Bay Area Toll Authority.

The TBPOC will select a new TBPOC chairperson at the March 26, 2018 meeting.

Attachments: None
TO: Toll Bridge Program Oversight Committee (TBPOC)  DATE: March 19, 2018

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

RE: Agenda No. - 3
    Item- TBPOC January 23, 2018 Meeting Minutes

Recommendation:
Approval

Cost:
NA

Schedule:
NA

Discussion:
The Program Management Team recommends TBPOC approval of the January 23rd, 2018 Meeting Minutes.
TBPOC REGULAR MEETING MINUTES
3:30 PM, January 23, 2018
Bridge Yard Building
210 Burma Road, Oakland, CA  94607

Attendees:  TBPOC Members:   Malcolm Dougherty (Chair), Steve Heminger, Susan Bransen
PMT Members:   Dan McElhinney, Andrew Fremier, Stephen Maller
Participants:    Chris Traina, Stefan Galvez, Blake Sanborn, Brian Maroney, Patrick Treacy, Peter Lee, Clive Endress, Sara Kuehl, Larry Goldzband, Robert Doyle, and Karen Wang

Convened:  3:33 pm

<table>
<thead>
<tr>
<th>Items</th>
<th>Action</th>
</tr>
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<tbody>
<tr>
<td>1. Roll Call</td>
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<tr>
<td>• All TBPOC members were present.</td>
<td>NA</td>
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<tr>
<td>2. Chair’s Report</td>
<td></td>
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<tr>
<td>• The Chair reported on the successful completions of the various projects: 504/288 spans completed demolition in May 2017, SAS T1 anchor rod grout replacement work completed in June 2017, YBITS2 Contract completed on 11/29/17, Marine Foundations Removal Contract Piers 4 through 19 completed on 12/22/17.</td>
<td></td>
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<tr>
<td>• The Chair thanked the entire Toll Bridge Seismic Retrofit Program project team including Caltrans staff, expert consultants, resource agencies, project partners and stakeholders, MTC staff, CTC staff, and the PMT members for their successful group teamwork in all of these completion milestones in 2017.</td>
<td></td>
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<tr>
<td>• The Chair reported that per the TBPOC’s request, a letter was provided by FHWA Division Administrator Vincent Mammano outlining that FHWA participated in meeting discussions, observed field testing, and has fully reviewed the SFOBB project team’s procedures and findings documentation. FHWA officials are confident the bridge tower will function as designed.</td>
<td>No action.</td>
</tr>
</tbody>
</table>
### Items

| 3. | Consent Calendar -  
| a) | TBPOC December 12, 2017 Meeting Minutes |

The TBPOC approved the Consent Calendar.

**Motion by:** Steve Heminger  
**Second by:** Susan Bransen  
**Votes (3-0):** Yes- Steve Heminger, Susan Bransen, Malcolm Dougherty; No-0


- Dan McElhinney presented a brief introduction of the project team and the outline of the presentation.  
- Blake Sanborn, project landscape architect, made a presentation on the preferred pier retention options for the YBI and Oakland shorelines. Presentation also included a recap of past TBPOC decisions on pier retention, list of stakeholders, overview of Bay trail and Water Trail, typical Bay Area local waterfront amenities, precedent pier life examples, overview of YBI shoreline site, proposed Pier E2 option, overview of Oakland shoreline site and features, Gateway Park, existing conditions, evaluated options, preferred option, site access, scale comparison, design proposal, programming opportunities, views of San Francisco Bay. The preferred option had the following benefits: maximized over-water experience, preferred by EBRPD for greatest programming opportunity, integration to Gateway Park vision, and best public asset to East Bay Community.  
- The following project partners presented their comments in support of the proposed project such as Clive Endress (Architectural Coordinator of the New East Span), Sara Kuehl (Landscape Architect of Gateway Park), Larry Goldzband (Executive Director of BCDC), Robert Doyle (General Manager of EBRPD).  
- Stefan Galvez presented an update on the progress and schedule of the environmental resource agency permit update. He noted that the Army Corp of Engineers is in support of public access for the retention of Piers E21 and E22, however, they would require that Piers E19 and E20 removed. Therefore, the project team is recommending the 600’ span for public access (and remove Piers E19 and 20).

The TBPOC approved Option 1 (Build public access on YBI to Pier E2 and on Oakland shoreline 600 feet long and 25 feet wide to Pier E21/23; Demo 2 Piers E19, 20), as the preferred alternative and authorized the staff to proceed and negotiate with the CMGC contractor a capital contract for a not to exceed amount of $52 million.

**Motion by:** Steve Heminger  
**Second by:** Malcolm Dougherty  
**Votes (2-1):** Yes- Steve Heminger, Malcolm Dougherty; No-Susan Bransen,
Brian Maroney presented an overview of the project team’s recommended option design, schedule and costs.

Chris Traina presented highlights of the estimated costs (capital outlay, capital outlay support and risk range).

Steve Heminger pointed out potential available CO funding (savings of more than $19M) in the program (carried in the risk forecast): Richmond-San Rafael deck joint repair, Vincent Thomas funding shortfall, West Approach land sales. Steve and Malcolm agreed that they need to resolve these disputed costs.

Susan Bransen expressed concern that the projected program budget deficit would become even greater if the pier retention option is approved versus imploding these foundations. “…what I heard today is just a lot of truly wonderful reasons to leave these foundations and build these piers out. But what I didn’t here was anyone from Oakland/San Francisco Bay Area to talk about contributing to the overrun that would be created as a result of a decision that we might make to move forward on this proposal today. And for that reason, I am concerned there’s a request to go $19M over the amount budgeted and we would stay within our budget if we implode it and so the question that I have for you is that- has anyone approached you (project team) to look at contributing to the $19M overrun?” Brian Maroney responded, “no”.

Susan Bransen added, “so that’s a concern because we have a responsibility to live within our means. We have a budget that is already projected to go over and we have a long list of risks…. I see that it is our charge to bring forward to remove these foundations and do whatever we can to stay within budget and what I see as a Caltrans team and a PMT team that’s worked really hard to do that and you’ve done an excellent job on implosions and so it’s discouraging to be faced with this situation where we could do something really good for this generation and future generations but we do not have the means to move forward on this.”

Steve Heminger commented that if “we” chose to do no public access then we would be
missing a tremendous opportunity at YBI that would actually save money versus removing Pier E2. We value public access at the island then we ought to value it over at the Oakland shoreline.

- Steve Heminger moved to approve staff’s recommendation of the preferred alternative and authorize staff to negotiate a capital contract for a not to exceed amount of $52 million.
- Malcolm Dougherty seconded the motion. He echoed Steve’s sentiments on the value of public access.
- Susan Bransen commented that she would love to vote for this. “... it is important that we adhere to the budget and we don’t make decisions that increase our deficit and for that reason, I am going to vote no on this.”

5. Public Comment / Other Business
   - Robert Doyle of EBRPD commented that this (public access facility) will be such an attraction that will be able to raise public and private money to build out next to this. “I think this is a wise investment that I assure you that we will do everything we can to get that other money. Thank you.”

6. Adjournment / Next Meeting
   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

Adjourned: 5:13 pm
TBPOC REGULAR MEETING MINUTES
3:30pm, January 23, 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)

Dan McElhinney, Caltrans Chief Deputy District Director, District 4 Bay Area/
Brian Maroney, SFOBB Project Chief Bridge Engineer, Caltrans/
Stefan Galvez, Chief, District 4 Office of Environmental Analysis, Caltrans/
Chris Traina, District 4 Contract Manager, Caltrans
Patrick Treacy, District 4 Risk Manager, Caltrans

DATE: March 19, 2018

FR: Agenda Item No. - 4

RE: Recommendation:
APPROVAL

In follow-up to the January 23, 2018 TBPOC approval of pier retention scope and TBPOC direction to proceed, negotiate and prepare a construction contract to build out a public access observation structures at Pier E2, remove existing Piers E19 and E20, and build out a public access observation structure between Piers E23 and E21, the PMT will recommend TBPOC approval of the construction contract as negotiated during February and March 2018 CMGC cost estimating and review meetings.

Cost:
Negotiations are still underway at the time of the writing of this memo and the offered contract dollar amount will be presented during the March 26, 2018 meeting.

Schedule Impacts: (See Attached Schedule)
- Major marine and structures work is planned to be completed by December 31, 2018.
- Some architectural work and upland work is expected to extend beyond 2018.
- An Environmental Re-validation and amendments to regulatory permits are pending and may result in schedule impacts.

Discussion:
Completion of the work includes continuing to coordinate work with all environmental resource agencies involved to obtain all necessary authorizations and sign a construction contract with the current CMGC contractor (KM) on or near to March 26, 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 to work with resource agencies to achieve project environmental regulatory authorizations and proceed on a construction contract process with the current marine foundation CMGC contractor.
Memorandum

to construct the public access observation structures at the retained piers E2, E21-22 and remove piers E19 and E20. The PMT members have been continuously informed as to the negotiations progress, which is within 10% of the approved budget, but not complete to date.

A low risk to consider but important to acknowledge is that the construction contract would likely be started “at risk” in March/April, as the environmental regulatory authorizations for the retention of the piers and use of explosives for removal are not expected to be completed when the construction contract is signed. However, the regulatory authorizations are expected prior to the beginning of the large scale marine construction work that requires such approvals. It is also important to note that the installation of some architectural/aesthetic elements on the planned observation structures may extend beyond 2018 after major in-water construction is complete. It is also important to recognize that final costs may be influenced by resource agency approvals that will not be known at the time of contract initiation.

Extraordinary effort has been invested by project staff, the Treasure Island Development Authority (TIDA) and the East Bay Regional Park District (EBRPD) to coordinate efforts and efficiently identify appropriate design features of interest to each party. Their efforts and contributions are vital and greatly appreciated. In addition, the project team has already obtained positive feedback from the San Francisco Bay Conservation and Development Commission’s (BCDC) Design Review Board (an advisory board to BCDC) in an effort to expedite BCDC’s regulatory permitting process. Images of the recommended designs are attached.

The planned project schedule is attached. The schedule is an aggressive permit and construction schedule for pier retention. The highest risk to the schedule is associated with achieving all of the necessary environmental authorizations for the project (including both the retention of piers and implosion of piers), but generally resource agencies have provided good feedback during coordination meetings that the timelines can be met.

Cost estimates for the pier retention designs are currently being updated per the direction of the TBPOC and the most recent market conditions. Contractor discussions on cost estimates are ongoing during development of this memorandum, so estimates for Capital Outlay, additional Capital Outlay Support, and Risk Budget can be presented along with the estimates for pier removal during the March 26th meeting. The PMT will be provided cost estimates prior to the meeting to allow the PMT to brief their respective TBPOC members.

Regarding ownership and maintenance of the new public access observation structures, some regulators will require that a clear purpose, ownership, maintenance plans, and funding for the public access observation structures be clearly defined before regulatory agency approvals. To address their concerns, the best option identified to date has been to transfer the operation and maintenance of the piers to two partners: TIDA for Pier E2 and EBRPD for piers E21-23. Caltrans will grant an easement for the operation and maintenance of Pier E2 to TIDA and Piers E21-23 to EBRPD, with a maintenance allocation funded annually by BATA. This easement would be subject to the approval of the California Transportation Commission. The project team and its stakeholder partners
explored the option of Caltrans selling the new structures by "Bill of Sale" to TIDA and EBRPD. This option was determined to be unique, but not feasible or viable. TIDA, BCDC, and EBRPD managers will again attend the next meeting in support of the pier retention and public access proposals.

Finally, it is important to know that other upland work (perhaps $10 – 20 million) will be undertaken outside the scope of this contract negotiation. Other upland work includes various types of approach road, environmental, utility and architectural work. That work may or may not be best completed as part of a future modification to the KM CMGC contract or a different future bid contract by TIDA or MTC depending on scope decisions and fund sources.

**Recommendation:**

The PMT recommends approving a construction contract to build a public access observation structure at Pier E2, remove existing Piers E19 and E20, and construct a public access observation structure between Piers E23 and E21 for the negotiated CMGC contract amount considering current project funds and contingency funds available to be presented at the meeting.

**Attachments:**
1. Oakland shoreline public access exhibits Piers E21-23
2. YBI shoreline public access proposal exhibits Pier E2
3. Project Environmental Enhancements Permits and Construction Schedule March 2018
Marine Foundation/Pier Retention

PROJECT LOCATION

PIER E2

PIER E19-22
Oakland Shoreline Public Access
Piers E19 – E23
Oakland Shoreline Technical Drawing
YBI Shoreline Public Access Proposal
**SFOBB CMGC Project Pier Retention E2, E19-E23**

### Key Milestones

1. **BHA**
   - Submit 3/3
   - 30 Days Public Review
   -硼. Comments 5/16

2. **NMFS**
   - Submit 3/3
   - 5/4

3. **FEIS Revalidation**
   - Submit 3/12
   - CDFW ITP Permit (90 days, includes 30 days public review) 5/7
   - 90 Days 5/11

4. **CDFW**
   - 4/9/18

5. **SWPPP**
   - SWPPP & Amendment
   - Target 5/11 BCDC Commission Meeting
   - Target 6/1 Army Corps Amendment

6. **BCDC**
   - 3/19

7. **Army Corps**
   - Estimate Final Workshop

8. **Design**

9. **CMGC Contract**
   - 3/15 & 16
   - 3/29 NTP
   - Submittals / Procurements

10. **Foundations Removal - E19 and E20 Implosion Window**
    - 3/5 Start Sub Review for DWTRG, Piles, Bent Cap, Girders

11. **Critical Submittals (SWPPP Listed under Line 6)**
    - 3/5 Start Sub Review for DWTRG, Piles, Bent Cap, Girders

12. **Critical Procurement**
    - Order Steel Plates for Piles
    - Order Bent Cap/Drivers

13. **Parking Lot (CCO?)**
    - 95 Days

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### TIBOC March 28th
- Contract Execution

Complete Demolition and TIB / OTD Bridge Structure

Complete Upland

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**Draft for Mark-Ups 6-Mar-2018**
Recommendation:

- Staff will report on the program expenditures and budget forecast for CO/COS FY 17-18, and will also present a summary of the fourth quarter 2017 Risk Management developments.
- Staff will recommend approval of various budget changes to bring CO/COS budgets in alignment with actual project expenditures and forecasts.
- Staff will recommend that all capital budget savings (i.e. $62.14 million) be set aside for Marine Foundation Piers E2, E19 to E23 Environmental Enhancement Public Access Facilities funding, this will cover the approved contract allotment (i.e. $52 million) and a portion of the capital risk.
- Staff will recommend approval of COS program savings of $3.02 million be transferred to SFOBB East Span COS budget.

Cost Impacts:
CO program savings of $62.14 million, transferred to Marine Foundation Piers E2, E19 to E23 Environmental Enhancement Public Access Facilities and COS program savings of $3.02 million transferred to SFOBB East Span COS budget.

Schedule Impacts:
None

Discussion:
The project team members are pleased to confirm that obtaining the permits in July 2017 to accelerate the implosion demolition by one year has allowed the project team to realize significant COS savings thru program completion. Refer to Table A, illustrating how the new permits allowing for early completion resulted in COS forecast savings.
Table A – EARLY COMPLETION
COS FORECAST SAVINGS - December 2017 Table

<table>
<thead>
<tr>
<th>Contract</th>
<th>NOV 2016 FORECAST (1)</th>
<th>Dec 2017 FORECAST</th>
<th>FORECAST SAVINGS (2)</th>
</tr>
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<tbody>
<tr>
<td>504/288 Dismantling</td>
<td>$20.5M</td>
<td>$10.6M</td>
<td>$9.9M</td>
</tr>
<tr>
<td>Marine Foundation Demolition (E4 to E18)</td>
<td>$33.6M</td>
<td>$11.8M</td>
<td>$21.8M</td>
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<tr>
<td><strong>TOTAL EARLY COMPLETION FORECAST SAVINGS DECEMBER 2017</strong></td>
<td></td>
<td></td>
<td><strong>$31.7M</strong></td>
</tr>
</tbody>
</table>

(1) Since November 2016, other risks have been retired and other contracts are not included.
(2) By early completion on these two contracts, the forecast savings is $31.7 million.

FY 2017-18 COS Budget Update

At the August 29, 2017 TBPOC meeting, the TBPOC approved by a vote of 3-0 to allocate a total of $17.5 million for the COS FY 17-18 budget. At the December 12, 2017 TBPOC meeting, the TBPOC approved by a vote of 2-1 to allocate an additional $3.0 million COS budget for continuing to develop the Pier Retention strategy for both the YBI and Oakland sides of the bridge.

As a result, the project team developed a Budget Action Plan based on the $20.5 million approved budget. The COS budget is tracked and managed by each office closely with monthly reporting of workload and expenditures to date. Through February the actual COS costs of $11.9 million is running below the expected costs of $13.6 million for the same time period, keeping the program on target to deliver the planned work at or under the approved COS budget for this fiscal year.

This approved budget included $4.0 million to advance the Pier Retention project to a point in the March 2018 where the TBPOC could make a decision to approve a contract for Pier Retention. Advancing the Pier Retention beyond the $4 million allocated will require a supplemental COS budget. The TBPOC on January 23, 2018 considered a $9 million request for supplemental COS, but staff asked to bring back this portion of the item after further PMT review. At the May 2018 TBPOC meeting a revised supplemental COS will be requested.

Toll Bridge Seismic Retrofit Program (TBSRP) Forecast at Completion

The current COS budget for the program as well as for the East Span is not sufficient to cover the COS budget through program completion. A budget change will be necessary since the remaining budget will be exhausted by the end of 2018.
Memorandum

Table B shows the status of budget, expenditures and forecast for both East Span and the entire TBSRP thru December 30, 2017.

Based on the Q4 2017 analysis, the budget variance to complete is estimated to be $17.7 million for the SFOBB East Span, or $14.2 million for the entire TBSRP. This represents a $15.5 million reduction in the SFOBB East Span COS forecast since last quarter. This improvement was primarily a result of the completion of the YBITS2 contract and the early completion of the E4 to E18 Marine Foundation Demolition contract. The COS forecast trend has been improving for the last eight quarters, with the forecast variance decreasing by $81.6 million (82%) since it peaked in the fourth quarter of 2015.

Table B – Program Budget, Expenditure and Forecast- Dec 2017 Table
($ in millions)

<table>
<thead>
<tr>
<th>Project</th>
<th>TBPOC Approved Budget (a)</th>
<th>Expenditures Dec 2017 (b)</th>
<th>COS Forecast Q4 2017 (c)</th>
<th>Remaining Budget Dec 2017 (a – b)</th>
<th>Budget Variance (a – c)</th>
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<tbody>
<tr>
<td>SFOBB East Span</td>
<td>$1,349.4*</td>
<td>$1,331.5*</td>
<td>$1,367.1*</td>
<td>$17.9</td>
<td>-$17.7</td>
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<tr>
<td>TBSRP</td>
<td>$1,915.7*</td>
<td>$1,894.2*</td>
<td>$1,929.9*</td>
<td>$21.5</td>
<td>-$14.2</td>
</tr>
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*Budgets, Expenditures and Forecasts include $6.37 million the TBPOC approved (on May 9, 2017) for BATA to spend on COS for Southgate Rd (i.e. it is not included in remaining budget).

Recommended Budget Changes (Balancing Savings):
Attached (Recommended Budget Change Based on Savings, TBPOC Meeting 3/26/18) is the proposed revisions to TBPOC approved Budget for Q1 2018, the proposed budget changes close out budgets for several projects and in aggregate, transfers $62.14 million in CO project savings back to Marine Foundation Piers E2, E19 to E23 Environmental Enhancement Public Access Facilities and transfers $3.02 million in COS project savings to the SFOBB East Span COS budget.

Fourth Quarter (Q4) 2017 Risk Management Report Update

The San Francisco-Oakland Bay Bridge Risk Management Coordinator will present a summary of the Q4 2017 Risk Management Report at the TBPOC meeting. The presentation will focus on the Q4 2017 cost risk results, risk response actions and a look ahead to Q1 2018 risk management developments.

Attachments:
1. SFOBB East Span Projects FY 17/18 COS State Staff and A&E Contracts Budget Action Plan
2. December 2017 East Span CO and COS TBSRP Budget Forecast
3. East Span Construction Schedule December 2017
4. Recommended Budget Change Based on Savings, TBPOC Meeting 3/26/18
Table 2 - A&E Contracts Plan Detail ($ in thousands)

<table>
<thead>
<tr>
<th>Work Description</th>
<th>Division</th>
<th>Contract</th>
<th>Vendor</th>
<th>Scope of Services</th>
<th>Task Manager</th>
<th>FY17/18 Budget Dlrs</th>
<th>Estimated Work FY17/18 thru Feb</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIER RETENTION (E2, E19 to E23)</td>
<td>DIST 4 SUPPORT</td>
<td>04AA712</td>
<td>AECOM</td>
<td>ENV</td>
<td>Stefan G.</td>
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Additional Notes:
1. Assumptions in this COS Budget Action Plan include no contingency or risk reserve for scope or schedule changes at this time, as these changes will only be presented as separate future budget requests if unmitigated risks, scope or schedule changes occur.
2. COS savings within contracts listed above will be shifted to other contracts within the same list if needed.
3. A&E Budgets listed were developed in task order discussions to balance workload, expertise, and cost effectiveness within budgets shown.
TBPOC 3/26/18: Item 5 Program Budget
Attachment 2: December 2017 East Span CO and COS TBSRP Budget Forecast

Toll Bridge Seismic Retrofit Program
CO and COS Cash Flow for East Span Projects
Expenditure thru Dec 2017

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Completed Projects

Notes:
1) CO and COS forecasts are based on 4th QTR 2017 Financial and Risk Management Reports.
2) Forecasts include 4th QTR 2017 cost risk of $17.8M COS.
3) COS forecasts for future years is being evaluated to reduce up to 25%.
4) Total Forecast & Expenditure includes $6.371M that TBPOC authorized BATA to spend on the Southgate Road.
5) 18/19 Fiscal Year Expenditures assumes SAS arbitration gets resolved by June 2019.

Date: 02/01/2018
East Span Construction Schedule

Seismic Safety Opening 8/28/2013

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* CMGC contract has no RTL, or ADV

July 2017

Dec 2017
### Recommended Budget Change Based on Savings, TBPOC Meeting 3/26/18

**Capital Budget Change in "Existing Bridge Dismantling", available for Pier Retention Capital.**

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<tr>
<th>Number</th>
<th>Contract</th>
<th>Cost-To-Date ($)</th>
<th>Existing Budget ($)</th>
<th>New Budget ($)</th>
<th>Budget Change ($)</th>
<th>Q4 2017 Forecast ($)</th>
<th>Q1 2018 Forecast ($)</th>
<th>Change in Forecast ($)</th>
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**Capital Budget Change in East Span (excluding "Existing Bridge Dismantling"), available for Pier Retention Capital.**

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<th>Budget Change ($)</th>
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**Capital Budget Change in TBSRP (excluding East Span), available for Pier Retention Capital.**

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<td>$(5.04)</td>
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**Total TBSRP Capital Budget Change** $ (62.14) Total TBSRP Capital Forecast Change $ (5.04)

**COS Budget Change in TBSRP (excluding East Span), available for East Span COS.**

<table>
<thead>
<tr>
<th>Number</th>
<th>Contract</th>
<th>Cost-To-Date ($)</th>
<th>Existing Budget ($)</th>
<th>New Budget ($)</th>
<th>Budget Change ($)</th>
<th>Q4 2017 Forecast ($)</th>
<th>Q1 2018 Forecast ($)</th>
<th>Change in Forecast ($)</th>
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</thead>
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<td>Richmond/San Rafael</td>
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<td>Total COS Budget Change</td>
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Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)  

DATE: March 19, 2018

FR: Peter Lee, Principal, BATA

RE: Agenda No. - 6

Item- 2017 Fourth Quarter Project Progress and Financial Update

Recommendation:
Information

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Final 2017 Fourth Quarter Project Progress and Financial Update Report is posted online at the following webpage:


Attached is the letter signed by the TBPOC members to the Legislature dated February 16, 2018 for reference.

Attachment:
2017 Quarterly Report Fourth Quarter - TBPOC Cover Letter (dated February 16, 2018)
February 16, 2018

Mr. Daniel Alvarez
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. Alvarez and Wilson:

The Toll Bridge Program Oversight Committee (TBPOC) is pleased to submit the 2017 Fourth Quarter Project Progress and Financial Update, for the San Francisco Bay Area Toll Bridge Seismic Retrofit and Regional Measure 1 Programs (TBSRP and RM1), prepared pursuant to California Streets and Highways Code Section 30952.

The TBPOC was established by Assembly Bill 144 in 2005 to oversee the delivery of the TBSRP and consists of the Executive Director of the Bay Area Toll Authority (BATA), the Director of the California Department of Transportation (Caltrans), and the Executive Director of the California Transportation Commission (CTC). With the opening of the new east span of the San Francisco-Oakland Bay Bridge (SFOBB) to traffic on September 2, 2013, all seven state-owned toll bridges in the Bay Area have now achieved seismic safety either via retrofit, or via replacement of existing structures.

In 2016, Caltrans obtained environmental approvals to remove marine foundations of the old east span (piers E6 through E18) by implosion and had planned implosions over the next two years. However, removal of the superstructure trusses advanced a year faster than expected in 2017 and provided Caltrans and its marine demolition contractor the opportunity to complete all implosions by the end of 2017. At the end of July 2017, Caltrans obtained the revised environmental approvals to implode the remaining piers by combining multiple pier implosions on demolition dates, saving a year of work and over $10 million with a six-weekend implosion schedule completed September 2 through November 11, 2017.

Currently, the TBPOC is proceeding with opportunities to reuse marine foundations E2 along Yerba Buena Island and E21 to E23 along the Oakland shoreline for public access. Caltrans has initiated an environmental enhancement proposal and revalidation with resource agencies for approval. Caltrans is discussing operations and maintenance agreements with the East Bay Regional Parks District, the Treasure Island Development Authority, and the Bay Conservation and Development
Commission for several walkway alternatives. The cost and benefits of repurposing the piers versus removal were important factors in the TBPOC's decision to move forward with public access facilities.

The legislature established the TBSRP to seismically retrofit seven state-owned long span toll bridges and provided an $8.685 billion budget to accomplish the work. In 2010, the legislature added two additional long span bridges (Antioch & Dumbarton) to the TBSRP and augmented the program's budget by $750 million, thus creating a nine bridge TBSRP with a $9.435 billion budget. Based upon successful completion of the Antioch and Dumbarton Bridge seismic retrofits with substantial savings, and projected TBSRP risks for demolition of the old east span, the TBPOC reduced the TBPOC approved program budget by $483 million, bringing the current TBPOC approved budget to $8.952 billion.

On program risks, each contract has a contingency allowance within its budget. The sum of these contingency allowances is compared to the total of capital outlay, capital outlay support and program-wide risks. Any excess of the risks over the contingency allowances represents a potential draw on the program contingency. The program contingency is currently $15 million in accordance with the TBPOC approved budget. As of the end of the fourth quarter of 2017, the 50 percent probable draw on program contingency is $22 million. The potential draw ranges from a surplus of up to $40 million to a deficit of up to $90 million. Per the latest forecast, the $8.952 billion TBPOC approved budget may be insufficient to cover the cost of identified risks and it is possible that BATA will need to allocate toll funds from its reserves to pay for the remaining TBSRP work.

The TBPOC is committed to providing the Legislature and the CTC 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,

MALCOLM DOUGHERTY
TBPOC Chair
Director
California Department of Transportation

STEVE HEMINGER
Executive Director
Bay Area Toll Authority

SUSAN BRANSEN
Executive Director
California Transportation Commission
February 16, 2018

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

Ms. Fran Inman, Vice-Chair  
California Transportation Commission  
1120 N Street, Room 2221  
Sacramento, CA 95814

Dear Mr. Alvarado and Ms. Inman:

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In 2016, Caltrans obtained environmental approvals to remove marine foundations of the old east span (piers E6 through E18) by implosion and had planned implosions over the next two years. However, removal of the superstructure trusses advanced a year faster than expected in 2017 and provided Caltrans and its marine demolition contractor the opportunity to complete all implosions by the end of 2017. At the end of July 2017, Caltrans obtained the revised environmental approvals to implode the remaining piers by combining multiple pier implosions on demolition dates, saving a year of work and over $10 million with a six-weekend implosion schedule completed September 2 through November 11, 2017.

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The legislature established the TBSRP to seismically retrofit seven state-owned long span toll bridges and provided an $8.685 billion budget to accomplish the work. In 2010, the legislature added two additional long span bridges (Antioch & Dumbarton) to the TBSRP and augmented the program's budget by $750 million, thus creating a nine bridge TBSRP with a $9.435 billion budget. Based upon successful completion of the Antioch and Dumbarton Bridge seismic retrofits with substantial savings, and projected TBSRP risks for demolition of the old east span, the TBPOC reduced the TBPOC approved program budget by $483 million, bringing the current TBPOC approved budget to $8.952 billion.

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Sincerely,

MALCOLM DOUGHERTY
TBPOC Chair
Director
California Department of
Transportation

STEVE HEMINGER
Executive Director
Bay Area Toll Authority

SUSAN BRANSEN
Executive Director
California Transportation Commission