ITEM 2

Chairs Report
Toll Bridge Program Oversight Committee Meeting

- 2017 Successful Year in Review
- Letter from FHWA
Malcolm Dougherty,  
Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 95814

Dear Mr. Dougherty,

This letter is in response to the Toll Bridge Program Oversight Committee’s (TBPOC) request to the Federal Highway Administration (FHWA) at your December 12th, 2017 meeting. The TBPOC requested a written response of FHWA’s review of Caltrans’ responses to observations the FHWA noted in yield stress measurements made during our Electroslag Weld (ESW) testing. The weld sample tested was acquired, for research purposes, from the San Francisco-Oakland Bay Bridge (SFOBB) East Span T1 Tower during construction. Our yield stress observations are related to tensile strength tests on the 100-mm thick ASTM A709 Grade 50 plate from the tower wall.

In response to FHWA’s suggestions, the SFOBB project team produced documentation including all mill test reports (MTRs), construction material testing requirements, research literature, and results from field performed hardness tests.

FHWA participated in meeting discussions, observed the field testing, and has fully reviewed the SFOBB project team’s procedures and findings documentation. Because of this work, FHWA officials are confident the bridge tower will function as designed.

If you require further information regarding this letter, please contact Greg Kolle at 916-616-0760 or at greg.kolle@dot.gov.

Sincerely,

Vincent Mammano  
Division Administrator
504/ 288 Spans - Demolition
COMPLETED MAY 2017

504’ Spans – Total 5
504/ 288 Spans - Demolition
COMPLETED MAY 2017

288’ Spans – Total 14
| **SFOBB 502/288 Span Removal** |
|------------------|--------------------------|
| **Bid Date**     | March 4, 2015            |
| **Bid Amount**   | $69.5 million            |
| **Steel removed from piers** | April, 2017            |
| **Contractual completion date** | June 6, 2018            |
| **Estimated Final Cost** | $77.3 million            |
SAS T1 Anchor Rod Grouting
GROUT REPLACEMENT COMPLETED JUNE 2017

SAS T1 Tower

T1 Anchor Rod Grouting Operation
SAS T1 Anchor Rod Grouting
GROUT REPLACEMENT COMPLETED JUNE 2017

T1 Tower Base Water Jetting
Anchor Rod retensioning before regrouting operation
SAS T1 Anchor Rod Grouting
GROUT REPLACEMENT COMPLETED JUNE 2017

Grouting 100%
Complete
SAS T1 TOWER ANCHOR RODS
GROUT REPLACEMENT COMPLETED JUNE 2017
2 CONTRACTS COMPLETE

Director’s Order 1
Contract Accepted: December 26, 2017
Final Cost: $8.5 million

Director’s Order 2
Contract Accepted: December 26, 2017
Final Cost: $0.231 million
YBITS2 CONTRACT COMPLETED 11/29/17
YBITS2 CONTRACT COMPLETED 11/29/17
YBITS2 CONTRACT COMPLETED 11/29/17

Bid Date: October 23, 2012
Bid Amount: $191 million
Contract Completion: November 29, 2017
Estimated Final Cost: $184.5 million
MARINE FOUNDATIONS REMOVAL CONTRACT
PIERS 4 THROUGH 18 - COMPLETED 12/22/17
MARINE FOUNDATIONS REMOVAL
PIERS 4 THROUGH 18 COMPLETED 12/22/2017
<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bid Date</td>
<td>March 18, 2016</td>
</tr>
<tr>
<td>Bid Amount</td>
<td>$130 million</td>
</tr>
<tr>
<td>Contract Completion</td>
<td>December 22, 2017</td>
</tr>
<tr>
<td>Estimated Final Cost</td>
<td>$108 million</td>
</tr>
</tbody>
</table>

MARINE FOUNDATIONS
PIERS 4 THROUGH 18 CONTRACT
December 12, 2017 Meeting
The TBPOC asked FHWA to consider confirming in a letter comments FHWA made at the meeting confirming that FHWA officials are confident in the bridge performance.

A confirming letter was received dated January 16, 2018 from Vincent Mammano, CA FHWA Administrator and provided to TBPOC.
Thank you to the entire TBSRP 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.

- Chair Malcolm Dougherty
ITEM 4
Marine Foundation Pier Retention (Piers E2, E19-23)
Environmental Enhancement Public Access Facilities
Instead of Pier Demolition
TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE (TBPOC) MEETING
JANUARY 23, 2018, 3:30 PM
BRIDGE YARD BUILDING
AGENDA ITEM #4

SPEAKERS
• DAN McELHINNEY, CALTRANS
• BLAKE SANBORN, AECOM
• PARTNERS/STAKEHOLDERS
• STEFAN GALVEZ, CALTRANS
• BRIAN MARONEY, CALTRANS
• CHRIS TRAINA, CALTRANS
• PATRICK TREACY, CALTRANS
APRIL 2017
TBPOC reconfirms request that E2, E19-E22 remain outside the scope of the current CMGC demolition contract

AUGUST 2017
TBPOC requests that PMT develop construction proposal for E2, E19-E22

DECEMBER 2017
TBPOC authorized team to progress design and CMGC contract for E2; TBPOC requested additional alternatives be developed for E19-E22 and presented at January 23, 2018 meeting
PIER LIFE
RACE STREET PIER
PHILADELPHIA, PA

PRECEDENT - PIER LIFE
SITE FEATURES

- NORTH BAY + MOUNT TAM
- OAKLAND SKYLINE
- CITY SKYLINE VIEWS
- INDUSTRIAL WATERFRONT
EXISTING CONDITIONS
• SHORTENED LENGTH - 300FT
• LIMITED ACCESS OVER WATER
• REDUCED PROGRAM AREA
• INCREASED DEMOLITION COST (E19, E20, E21)
• NO ACCESS OVER WATER
• LOSS OF HISTORIC BAY BRIDGE PIER FOUNDATIONS (E19, E20, E21, E22)
• MAXIMUM DEMOLITION COST
PROJECT TEAM RECOMMENDATION

PREFERRED OPTION
SITE ACCESS

PROJECT TEAM RECOMMENDATION

EXISTING BAY BRIDGE BIKE PATH

2 MIN. WALK

PROPOSED PEDESTRIAN-BIKE PATH CIRCULATION

EXISTING BAY BRIDGE BIKE PATH TOUCHDOWN

5 MIN. WALK
PROGRAMMING OPPORTUNITIES

PROJECT TEAM RECOMMENDATION

PICNIC AREA
OUTDOOR MARKET + EVENTS

PROGRAMMING OPPORTUNITIES
PROJECT TEAM RECOMMENDATION

INTERACTIVE SCULPTURE

PROGRAMMING OPPORTUNITIES
PROGRAMMING OPPORTUNITIES
PROGRAMMING OPPORTUNITIES

PROJECT TEAM RECOMMENDATION

TRANSPORTATION HISTORY

SEA LEVEL RISE

BAY ECOLOGY

EDUCATIONAL EXHIBITS

INTERACTIVE INSTALLATIONS
PROJECT TEAM RECOMMENDATION

PROGRAMMING OPPORTUNITIES

INTERACTIVE SCULPTURE

OUTDOOR MARKET + EVENTS

OUTDOOR CLASSROOM

GALLERY + EXHIBITS

EDUCATIONAL EXHIBITS

ACTIVITY ZONE

OBSERVATION DECK

PICNIC AREA
VIEW OF SAN FRANCISCO BAY
VIEW TOWARDS OAKLAND
KAYAK LAUNCH OPTION
• MAXIMIZED **OVER-WATER EXPERIENCE**

• PREFERRED BY EBRPD FOR **GREATEST PROGRAMMING OPPORTUNITY**

• INTEGRATION TO **GATEWAY PARK VISION**

• BEST **PUBLIC ASSET** TO EAST BAY COMMUNITY
# SFOBB CMGC Project Pier Retention E19-E23

## Key Milestones
- **TBPOC 1/23**
- **2/13 TBPOC**
- **3/22 Contract Execution**

## OTD Area - Piers E23-E19

<table>
<thead>
<tr>
<th>Week</th>
<th>Activity</th>
<th>Start Date</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>IHA</td>
<td>1/6</td>
<td>1/9A</td>
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<tr>
<td>2</td>
<td>NMFS</td>
<td>2/1</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>FEIS Revalidation</td>
<td>2/8</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>CDFW</td>
<td>3/7</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>401/WDR</td>
<td>3/22</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>SWPPP</td>
<td>4/24</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>BCDC</td>
<td>5/17</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Army Corps</td>
<td>6/1</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Design</td>
<td>2/7</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>CMGC Contract</td>
<td>3/1</td>
<td></td>
</tr>
</tbody>
</table>

## Design
- 2/7: Final Design & Spec

## CMGC Contract
- 1/16: 1st Construct. Workshop
- 1/16: 2nd Construct. Workshop
- 2/19: 3/16: 2nd Review 95%
- 3/1: 3/22 Contract Execution

## CMGC Construction
- Piers E23-E19

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**Notes:**
- 30 Days Public Review
- Incorporate Comments
- 5/15
- 3/22
- 5/17 Commission meeting
- 6/1 Army Corps Amendment

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**Legend:**
- Red: Milestone
- Yellow: Task
- Green: Event
- Blue: Review
- Orange: Discussion

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**Timeline:**
- 1/1: Start of Project
- 6/1: Project Completion
RECOMMENDATION

- RETAIN PIER E2; CONVERT TO PUBLIC ACCESS STRUCTURE
- RETAIN PIERS E21-E23; CONVERT TO 600 FT PUBLIC ACCESS STRUCTURE
- REMOVE PIERS E19-E20

QUESTIONS?
TBPOC January 23, 2018 Item 4 Continued - Recommended Option:
Engineering, Schedule, Cost Estimating, CMGC and Funding Summary
Recommended: Build Public Access on YBI to Pier E2 and on Oakland Shoreline 600 feet long (25 feet wide) to Pier E21/23; Demo 2 Piers E19, 20.
Oakland Shoreline 600 feet long (25 feet wide) to Pier E21/23; Demo 2 Piers E19, 20.
Pier Retention Recommendation and Options Considered with Capital, COS, Risk Costs

TBPOC Meeting January 23, 2018
Item 4: Marine Foundation Pier Retention (Piers E2, E19-23) – Environmental Enhancement Public Access Facilities instead of Pier Demolition

Recommended Alternative

1. Build Public Access on YBI to Pier E2 and on Oakland Shoreline 600 feet to Pier E21/23; Demo 2 Marine Piers E19, 20:

<table>
<thead>
<tr>
<th>Description</th>
<th>Public Access Value</th>
<th>Capital Est.</th>
<th>COS Est.</th>
<th>Risk Range</th>
<th>Main Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Build Public Access on YBI to Pier E2 and on Oakland Shoreline 600 feet long (25 feet wide) to Pier E21/23; Demo E19, 20.</td>
<td>( + ) Provides necessary space to accommodate programming community activities per stakeholders ( + ) Ideal length (comparable piers proven successful) ( + ) Provide access over open water ( + ) Clear path to regulatory approval 3 ( + ) Maintains aesthetics of new SFOBB ( + ) balances maintenance/management costs</td>
<td>$52M*</td>
<td>$13M</td>
<td>$9M-$34M*</td>
</tr>
<tr>
<td>Existing Budget</td>
<td>Funds Available Existing Bridge Dismantling</td>
<td>$42M</td>
<td>$4M</td>
<td>**</td>
<td></td>
</tr>
<tr>
<td>Requested Supplement</td>
<td>Funds Supplemental Request**</td>
<td>$10M</td>
<td>$9M</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*If Piers E19 and E20 were retained for habitat, although CO cost estimates may reduce about $4 million, possibly another year may be needed to get a USACOE permit approval at risk made clear USACOE staff to retain two piers without clear public benefit/use planned, delaying the start of work into 2019 and adding cost risks as shown. In addition, leaving in E19 and E20 were considered architecturally distracting from views of the new East Span from Pier E21 and shoreline.

**Supplemental Request – Program funds available- Risk/Budget manager will outline current funding available–$19M savings within contracts / contingencies.

Notes:

1. Costs for Preliminary Estimates are shown for comparison purposes - with a TBPOC approval of a Not-To-Exceed Capital Budget Amount, CMGC contract negotiations will begin to finalize a design, estimate costs and a Guaranteed Maximum Price (GMP) for TBPOC approval prior to signing a construction contract on March 1, 2018. The project would be constructed during 2018.

2. Existing Budget available is a result of successful completion of the 504/288 truss removals and Piers E3-18 demolition contracts savings.

3. USACOE staff indicated a stronger application is removal of Piers E19/E20 while incorporating Marine Piers E2 and E21-22 as part of public access.*
**Pier Retention Recommendation and Options Considered with Capital, COS, Risk Costs**


**Other Options Considered #2-5:**

2. **Build Public Access on YBI to Pier E2 and on Oakland Shoreline 1200 feet to Pier E19 (no Pier demolition):**

<table>
<thead>
<tr>
<th>Description</th>
<th>Public Access Value</th>
<th>Capital Est.</th>
<th>COS Est.</th>
<th>Risk Range</th>
<th>Main Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>( - ) Preliminary- No detailed engineering done on this option</td>
<td>( - ) Detracts from SFOBB aesthetics</td>
<td>$55+M</td>
<td>$14.6M</td>
<td>$13M to $50M</td>
<td>Permit Delays Construction Delays Design Scope Creep Extra Mitigation Cost Slip to 2nd Year</td>
</tr>
<tr>
<td>( - ) Increased management and maintenance costs</td>
<td>( - ) Increased risk for resource agency mitigation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>( - ) Length presents challenges to managing public safety</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

3. **Build Public Access on YBI to Pier E2 and on Oakland Shoreline 300 feet to Pier E22; Demo 3 Marine Piers E19-21:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Public Access Value</th>
<th>Capital Est.</th>
<th>COS Est.</th>
<th>Risk Range</th>
<th>Main Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>( - ) Doesn’t get public out far enough to enjoy open Bay; diminished value to public</td>
<td>( - ) inadequate space for programming/activities ( - ) Reduced perception as a “destination”</td>
<td>$50M</td>
<td>$10.6M</td>
<td>$8M to $31M</td>
<td>Construction Delays Design Scope Creep Extra Mitigation Cost Blast Misfire</td>
</tr>
</tbody>
</table>

4. **Build Public Access on YBI to Pier E2 and on Oakland Shoreline Pier E23 platform; Demo Piers E19-22:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Public Access Value</th>
<th>Capital Est.</th>
<th>COS Est.</th>
<th>Risk Range</th>
<th>Main Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>( - ) No access over water; diminished value to public</td>
<td>( - ) inadequate space for programming/activities</td>
<td>$42M</td>
<td>$7.6M</td>
<td>$7M to $23M</td>
<td>Construction Delays Blast Misfire Design Scope Creep Extra Mitigation Cost Protect Utilities</td>
</tr>
<tr>
<td>( - ) Reduced perception as a “destination”</td>
<td>( - ) Doesn’t create a unique experience for East Bay</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>( + ) Doesn’t require permits Oakland shoreline</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. **Build No Public Access on Shorelines - Demo 5 Marine Piers E2, E19-22:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Public Access Value</th>
<th>Capital Est.</th>
<th>COS Est.</th>
<th>Risk Range</th>
<th>Main Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>( - ) Lost opportunity to provide public asset to Bay Area community</td>
<td>( - ) Gateway Park to likely rebuild OTD pier at increased cost</td>
<td>$40M</td>
<td>$6.5M</td>
<td>$4.5M to $23M</td>
<td>Construction Delays Blast Misfire Protect Utilities</td>
</tr>
<tr>
<td>( - ) Delay in scope decision will push construction into 2019</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
**Pier Retention Recommendation and Options Considered with Capital, COS, Risk Costs**


**Summary of Options Considered – Total Cost, Funds Needed, and 50% Risk Assessment**

<table>
<thead>
<tr>
<th>Environmental Enhancement Public Access Description</th>
<th>Total Cost¹ Estimate CO and COS Total $</th>
<th>Supplemental Funds Needed** From Savings/ Contingency</th>
<th>(50% Risk Assessment Probable Cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Recommended: Build Public Access on YBI to Pier E2 and on Oakland Shoreline 600 feet long (25 feet wide) to Pier E21/23; Demo 2 Piers E19, 20.</td>
<td>$65 million¹</td>
<td>$19 M</td>
<td>$19.7 M</td>
</tr>
<tr>
<td>2 Build Public Access on YBI to Pier E2 and on Oakland Shoreline 1200 feet to E19; Retain All Piers</td>
<td>$70 million</td>
<td>$24 M</td>
<td>$31.5M</td>
</tr>
<tr>
<td>3 Build Public Access on YBI to Pier E2 and on Oakland Shoreline 300 feet to Pier E22; Demo 3 Piers E19-21</td>
<td>$61 million</td>
<td>$15 M</td>
<td>$19.5 M</td>
</tr>
<tr>
<td>4 Build Public Access on YBI to Pier E2 and on Oakland Shoreline Pier E23 platform; Demo All Oakland Marine Piers E19-22</td>
<td>$50 million</td>
<td>$4 M</td>
<td>$15 M</td>
</tr>
<tr>
<td>5 Build No Public Access on Shorelines – Demo All 5 Marine Piers E2, E19-22</td>
<td>$47 million</td>
<td>$1 M</td>
<td>$14.1 M</td>
</tr>
</tbody>
</table>
Q3 2017 Program Balance

Trend of Program Balance

Program Contingency minus Draw (SM)

Q1 13  Q2 13  Q3 13  Q4 13  Q1 14  Q2 14  Q3 14  Q4 14  Q1 15  Q2 15  Q3 15  Q4 15  Q1 16  Q2 16  Q3 16  Q4 16  Q1 17  Q2 17  Q3 17

Trend if $130 M not removed*

$75.5

*Program Contingency Redirection
$130 M (removed 11/05/13)

-$54.5
# Pier Retention/Demo Potential Funding

## Potential Capital Funding: Existing Bridge Dismantling Approved Budget

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Approved CO Budget</th>
<th>Q4 2017 Forecast</th>
<th>Q4 2017 Contingency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cantilever</td>
<td>$69.0 M</td>
<td>$69.0 M</td>
<td>$0 M</td>
</tr>
<tr>
<td>504/288</td>
<td>$103.5 M</td>
<td>$81.8 M</td>
<td>$21.7 M</td>
</tr>
<tr>
<td>E3</td>
<td>$17.5 M</td>
<td>$16.8 M</td>
<td>$0.7 M</td>
</tr>
<tr>
<td>E4-E18</td>
<td>$131.5 M</td>
<td>$111.7 M</td>
<td>$19.8 M</td>
</tr>
<tr>
<td><strong>Total CO Budget</strong></td>
<td><strong>$321.5 M</strong></td>
<td><strong>$279.3 M</strong></td>
<td><strong>$42.2 M Available CO</strong></td>
</tr>
</tbody>
</table>

## Potential COS Funding: TBSRP Program Budget

<p>| COS Approved Budget Dec 12th 2017 | $1,349.4 M |
| COS Cost Thru June 30th 2017     | $1,323.0 M |
| COS 17/18 Action Plan Budget     | $17.5 M    |
| Projected COS Cost Thru June 30th 2018 | $1,340.5 M |
| Projected COS Budget Remaining June 30th 2018 | $8.9 M Available COS |</p>
<table>
<thead>
<tr>
<th>Quarter</th>
<th>TBPOC Approved Budget</th>
<th>Forecast With Risk $</th>
<th>(+)Surplus/(-)Deficit With Risk $</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q3 2017</td>
<td>$8,952.0M</td>
<td>$8,697.1M</td>
<td>-$54.6 M</td>
<td>$17.8M Improvement Over Q2 2017 Forecast</td>
</tr>
<tr>
<td>Q1 2018 (with recommended option)</td>
<td>$8,952.0M</td>
<td>$8,981.1M</td>
<td>-$29.1 M*</td>
<td>$50.0M: Total savings over Q3 2017 Forecast</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$24.5M: Increase in scope for Pier Retention</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$25.5M Net decrease in deficit</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Changes from Q3 17</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$33M savings from CO E4 to E18</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$2M savings from CO YBITS2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$8M savings from COS E4 to E18</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td><strong>$7M savings from COS Program Close-Out</strong></td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>$24.5M increase in E2, E19-E22 Retention Costs</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>($12M CO, $6.9M COS, $5.6M Risk)</td>
</tr>
</tbody>
</table>

*See Potential CO Funding Table Note Too Projection Includes Risk $
<table>
<thead>
<tr>
<th>Potential CO Funding</th>
<th>Action Needed</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remaining contingency in “Existing Bridge Dismantling” budget</td>
<td>TBPOC can move funds with no BATA Board action needed</td>
<td>$42.2 M</td>
</tr>
<tr>
<td>Contingency available in closed out TBSRP Contracts (OTD1: $2.5M, Skyway: $1.1M, Stormwater: $1.4M, OTD2:$1.4M, WA: $1.9M, Dum: $1.7M)</td>
<td>TBPOC &amp; BATA Board to authorize transfer</td>
<td>$10.0 M</td>
</tr>
<tr>
<td>Program Contingency from Q4 2017 ($3M Supplemental COS not moved yet)</td>
<td>TBPOC &amp; BATA Board to authorize transfer</td>
<td>$14.77 M</td>
</tr>
<tr>
<td>West Approach land sales (over $7M transferred to BATA to date)</td>
<td>BATA Board to approve folding funds back into program</td>
<td>$14.8 M</td>
</tr>
<tr>
<td>Funding for deck rehab on Richmond/San Rafael Bridge 2005</td>
<td>BATA staff to revise Seismic/Rehab allocations</td>
<td>$16.9 M</td>
</tr>
<tr>
<td>Quarterly Report Q4 2013 Program contingency redirection</td>
<td>TBPOC/BATA Board to consider return of funds to TBSRP</td>
<td>$130.0M</td>
</tr>
<tr>
<td>Dumbarton savings from 09/02/10</td>
<td>TBPOC/BATA Board to consider return of funds to TBSRP</td>
<td>$216.0M</td>
</tr>
<tr>
<td>Antioch savings from 04/12/10</td>
<td>TBPOC/BATA Board to consider return of funds to TBSRP</td>
<td>$137.0M</td>
</tr>
</tbody>
</table>
Q3 2017 “Costs” carried in Risk Forecast

Data from Q3 2017 Quarterly Report:

- **Forecast to Completion**: $9,006.6 million
- **Cost To Date**: $8,697.1 million
- **Work Remaining (inc. Risk)**: $309.5 million
- **Total Risks**: $145.8 million (47% of Work Remaining)
- **Costs carried in Risk Forecast**: $76.1 million
- **Future Risk**: $69.7 million (23% of Work Remaining)

* Costs carried in Risk Forecast:
  - $16.9 million: 2005 Deck Joint Repair on Richmond/San Rafael Br.
  - $8.1 million: Vincent Thomas funding shortfall (2005 AB144)
  - $13.3 million: E2, E19-E23 Cost Uncertainty
  - $35.0 million: SAS Close Out Cost
  - $17.6 million: Baseline COS costs thru Program Completion
  - ($14.8) million: West Approach Land Sales ($7 million returned to BATA)
  - $76.1 million: Total Costs being carried in Risk Forecast
Questions?

- MAXIMIZED **OVER-WATER EXPERIENCE**
- PREFERRED BY EBRPD FOR **GREATEST PROGRAMMING OPPORTUNITY**
- INTEGRATION TO **GATEWAY PARK VISION**
- BEST **PUBLIC ASSET** TO EAST BAY COMMUNITY