



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

2010 Second Quarter Project Progress and Financial Update



**TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE**

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: August 2010



Aerial View of First Segment of the Tower Put into Position





TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

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

August 13, 2010

Mr. Gregory Schmidt
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

Mr. E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, CA 95814

Dear Messrs. Schmidt and Wilson:

The Toll Bridge Program Oversight Committee (TBPOC) is pleased to submit the 2010 Second Quarter Toll Bridge Seismic Retrofit Program Report, prepared pursuant to California Streets and Highways Code Section 30952. Tasked with performing oversight of the projects in the Toll Bridge Seismic Retrofit Program (TBSRP), the TBPOC is composed of the Director of the Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA), and the Executive Director of the California Transportation Commission (CTC). This second quarter report includes project progress and activities for the Toll Bridge Seismic Retrofit Program through June 30, 2010.

On the San Francisco-Oakland Bay Bridge East Span Replacement Project, significant progress is being made both here in the Bay Area and around the world. Over the last quarter, the first sections of the signature tower were shipped from Shanghai, China. These sections join 12 of 28 steel roadway boxes that have already arrived in the Bay Area. While each shipment represents a major step forward for the project, we continue to be mindful of the challenges that still remain for the project, such as completion of the last four roadway anchorage boxes that have just started fabrication.

With our goal of achieving seismic safety by moving traffic off the old bridge and onto the new as soon as possible, we are exploring all risk mitigation and acceleration options to open the bridge to traffic by our 2013 target. One option being discussed is a "seismic safety opening" of the bridge to traffic before non-essential systems are completed, like architectural lighting or removal of unneeded temporary support structures. We will continue to report to you on our progress on the project in subsequent reports.

We continue to make excellent progress on the seismic retrofit of the Antioch and Dumbarton bridges, the two newest bridges to be added to the TBSRP by AB 1175. Work has started on the Antioch Bridge retrofit contract, and Caltrans has recently awarded the Dumbarton Bridge retrofit contract.

As of the end of the second quarter of 2010, we are forecasting a 50 percent probable draw of \$367 million from our current budgeted Program Contingency of \$708 million. With an overall potential draw that ranges from about \$200 million to \$550 million, the current Program Contingency balance is sufficient to cover the cost of identified risks. Risk mitigation actions are continuously developed and implemented to reduce the potential draw on the Program Contingency.

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

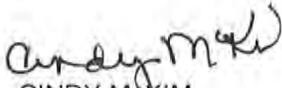
Sincerely,



STEVE HEMINGER
TBPOC Chair
Executive Director
Bay Area Toll Authority



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



CINDY MCKIM
Director
California Department of Transportation



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August 13, 2010

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

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

Dear Commissioners Earp and Frommer:

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STEVE HEMINGER
TBPOC Chair
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Bay Area Toll Authority



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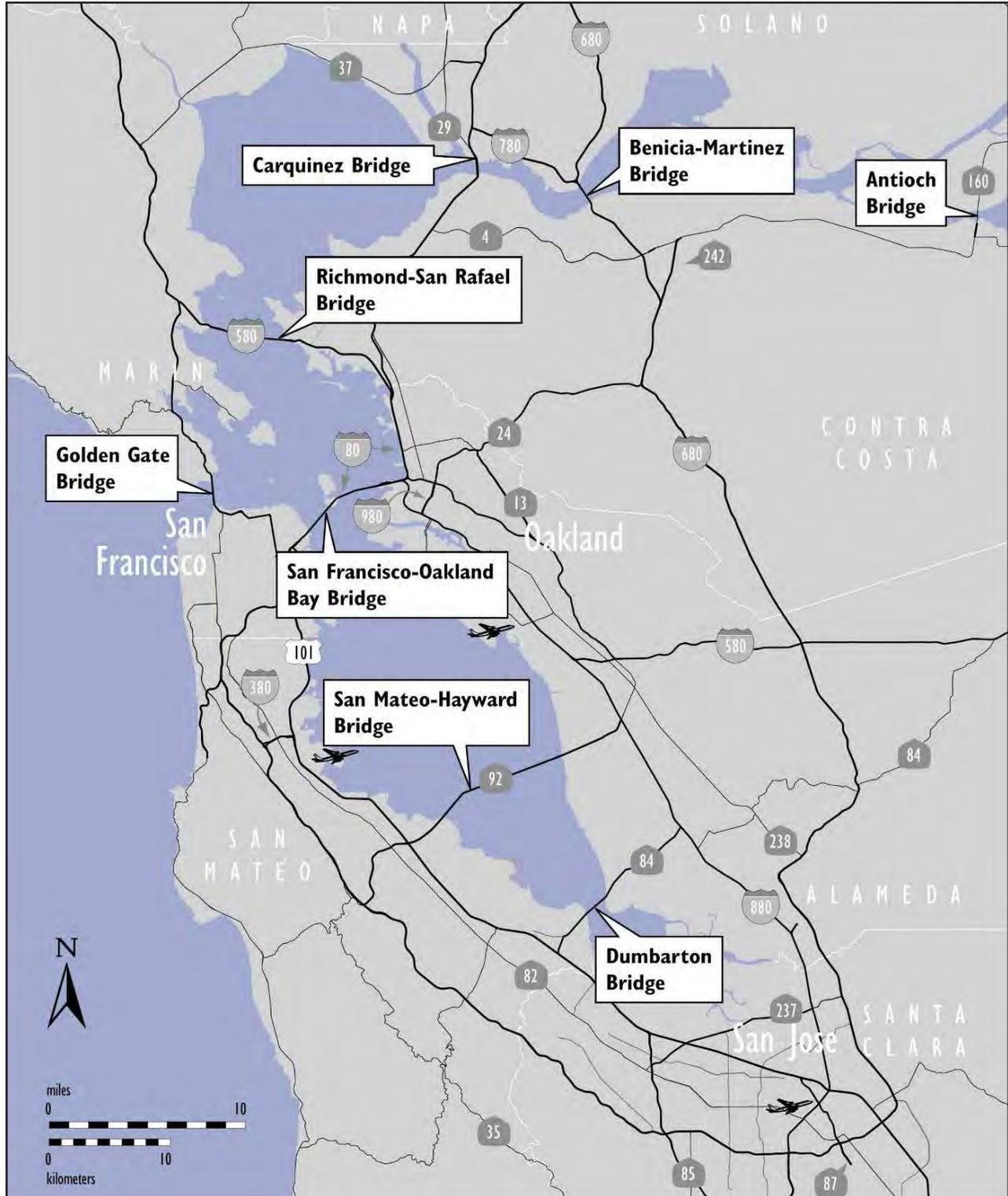


CINDY MCKIM
Director
California Department of Transportation

Table Of Contents

Introduction.....	1
Summary Of Major Project Highlights, Issues, And Actions.....	2
Toll Bridge Seismic Retrofit Program Cost Summary.....	6
Toll Bridge Seismic Retrofit Program Schedule Summary.....	7
Regional Measure 1 Program Cost Summary.....	8
Regional Measure 1 Program Schedule Summary.....	9
Toll Bridge Seismic Retrofit Program (TBSRP).....	11
San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy.....	12
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary.....	15
Yerba Buena Island Transitions Structures.....	16
Self-Anchored Suspension (SAS) Bridge.....	18
SAS Construction Sequence.....	20
SAS Superstructure Fabrication Activities.....	22
SAS Superstructure Field Activities.....	25
SAS Superstructure Roadway and Tower Box Installation Activities.....	26
Skyway.....	28
Oakland Touchdown (OTD).....	29
Other Contracts.....	30
Quarterly Environmental Compliance Highlights.....	32
Seismic Retrofit Of The Dumbarton And Antioch Bridges.....	34
Antioch Bridge Seismic Retrofit Project.....	34
Dumbarton Bridge Seismic Retrofit Project.....	36
Other Completed TBSRP Projects.....	38
Risk Management Program Update	40
Program Funding Status.....	44
Regional Measure 1 (RM1) Toll Bridge Program.....	47
Interstate 880/State Route 92 Interchange Reconstruction Project.....	48
Other Completed RM1 Projects.....	50
Appendices.....	53

Map of Bay Area Toll Bridges



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

Introduction

In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge and State Toll Bridge Seismic Retrofit Program projects. The TBPOC consists of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of \$1 million (as defined by the Committee) and preparing project reports. AB 144 identified the Toll Bridge Seismic Retrofit Program (TBSRP) and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. In January 2010, Assembly Bill (AB) 1175 (Torlakson) amended the TBSRP to include the Antioch and Dumbarton seismic retrofit projects. The current Toll Bridge Seismic Retrofit Program is as follows:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
Dumbarton Bridge Seismic Retrofit	Advertised
Antioch Bridge Seismic Retrofit	Construction
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
1958 Carquinez Bridge Seismic Retrofit	Complete
1962 Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

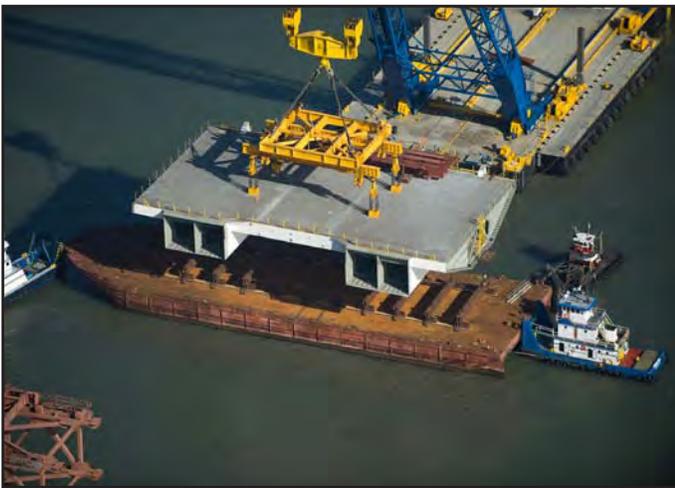
The New Benicia-Martinez Bridge is part of a larger program of toll-funded projects called the Regional Measure 1 (RM1) Toll Bridge Program under the responsibility of BATA and Caltrans. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

Regional Measure 1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
1962 Benicia-Martinez Bridge Reconstruction	Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

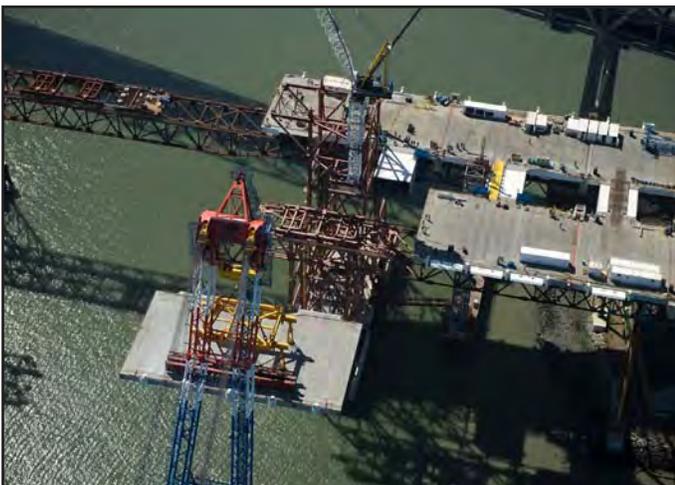
SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS



Tower Lift 1 Shafts Stored on Barge at Pier 7



SAS Shearleg Crane Lifting Westbound Roadway Box



SAS Roadway Box Being Placed by Shearleg Crane Barge

Toll Bridge Seismic Retrofit Program Risk Management

A major element of the 2005 AB144, the law creating the TBPOC, was legislative direction to implement a more aggressive risk management program. Such a program has been implemented in stages over time to ensure development of a robust and comprehensive approach to risk management. A milestone has been reached in the risk management program with all elements now fully incorporated, resulting in one of the most detailed and comprehensive risk management programs in the country today.

A comprehensive risk assessment is performed for each project in the program. Based upon those assessments, a forecast is developed using the average cost of risk. These forecasts can both increase and decrease as risks are identified, resolved or retired. Nonetheless, assurances have been made that the public is informed of the risks that have been identified and the possible expense they could necessitate.

As of the end of the second quarter of 2010, the 50 percent probable draw on Program Contingency is \$367 million. The potential draw ranges from about \$200 million to \$550 million. Program Contingency decreased by \$240 million in the second quarter of 2010. The majority of the reduction can be explained by the removal of \$137 million from the Antioch Bridge budget, transfer of \$203 million to the East Span COS budget, both of which were partially offset by a decrease in the Dumbarton Bridge cost estimate.

The current Program Contingency balance is sufficient to cover the cost of currently identified risks. Risk mitigation actions are continuously developed and implemented to reduce the potential draw on the Program Contingency.

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project SAS Superstructure Contract

The prime contractor constructing the Self-Anchored Suspension (SAS) Bridge from the completed Skyway to Yerba Buena Island is a joint venture of American Bridge/Fluor (ABF). Significant progress is being made both here in the Bay Area and around the world. The first 12 of 28 steel roadway boxes have arrived and all 12 have been lifted into place. These boxes, fabricated in Shanghai, China, join other bridge



SFO Bay Bridge Detour Structure Completed over the Labor Day Weekend

components that have been arriving from around the country and the world.

The first shipment of tower boxes will arrive in San Francisco Bay on July 9th. All bridge components undergo a rigorous quality review by the fabricator, ABF, and Caltrans to ensure that only bridge components that have been built in accordance to the specifications will be shipped. Shipments of roadway and tower boxes will continue throughout the year.

The completion of the last roadway sections at the east end of the new span are on the critical path and the east end fabrication has been delayed due to the complexity of the work. The TBPOC is taking aggressive steps to mitigate the delay and accelerate the remaining work.

Caltrans has established risk management teams to identify and evaluate the challenges and future potential risks to complete the project on time and on budget. In particular, teams are reviewing cable-erection plans and mitigation actions. Based on the latest risk management assessment, this quarter's forecast has a potential \$293 million increase from the approved budget on the SAS contract. This amount is \$55 million higher than last quarter's forecast.

Yerba Buena Island Detour Contract

The Yerba Buena Island Detour contractor, C.C. Myers, has rolled out the existing bridge span and rolled in the new east tie-in span of the detour structure that diverts traffic off the existing bridge to the detour structure that now ties into the Yerba Buena Island Tunnel. The traffic switch occurred as scheduled on Labor Day weekend. Work is completed on the demolition of the old approach span and construction continues on a number of accelerated foundations for the future transition structures from the Self-Anchored Suspension (SAS) bridge to the tunnel. Upon removal of the old approach span and completion of future accelerated transition structure columns, the area will be turned over to the Yerba Buena Island Transition Structures (YBITS) #1 contractor that will construct the new approach structures.

Yerba Buena Island Transition Structures #1 Contract

The YBITS#1 contract has been awarded to MCM Construction, the same contractor that completed the Oakland Touchdown (OTD) #1 contract. Construction will not start until the demolition of the existing approach and YBITS advanced columns have been completed. Caltrans and the contractor are in the submittal and planning process for the contract. Construction is scheduled to start in September 2010.

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS



Oakland Touchdown #1 Bike Path and Hand Railing



Oakland Touchdown #1 Service Platforms Installed



Aerial View of Oakland Touchdown #1 looking West

Oakland Touchdown #1 Contract

The Oakland Touchdown (OTD) #1 contractor, MCM Construction completed the work on June 8, 2010. The contract constructed the westbound approach from the toll plaza to the Skyway structure and the portion of the eastbound approach that is not in conflict with the existing bridge structure. The remaining approach work will be completed by a future OTD #2 contract.

TBSRP Capital Outlay Support

Based on initial discussions with the contractors, early completion of the East Span Project was believed to be possible and sufficient to mitigate potential identified support cost increases. The support cost increases are primarily due to the need to re-advertise the SAS contract, and to increase opportunities for early completion of the East Span Project. These decisions include a 12-month schedule extension provided during bid time to attract the maximum number of bidders for the SAS contract, and an extension of the YBI Detour contract to advance future foundation and column work of the transition structure and west end deck reconstruction. Since early completion and the intended cost savings are deemed to be unlikely, action was taken to transfer program contingency funds to cover the costs by the end of the second quarter of 2010. Opportunities to economize and reduce costs in this area will continue to be pursued.

TBSRP Programmatic Risks

This category includes risks that are not yet scoped within existing contracts and/or that spread across multiple contracts. The interdependencies between all of the contracts in the program result in the potential for one contract's delay to impact the entire program that are accounted for in the net programmatic risks.



Dumbarton Bridge



Antioch Bridge



92/880 Separation Bridge

Dumbarton Bridge Seismic Retrofit

When first conceived, the Toll Bridge Seismic Retrofit Program only identified seven of the nine state owned toll bridges to be in need of seismic retrofit, which excluded the Dumbarton and Antioch Bridges. Further seismic vulnerability studies on those structures completed by Caltrans and BATA determined that they were in need of retrofit based on current seismic standards.

On October 11, 2009, Governor Schwarzenegger signed Assembly Bill 1175, which added the Dumbarton and Antioch Bridges to the Toll Bridge Seismic Retrofit Program. In part to fund these seismic retrofits, a toll increase on the seven state-owned toll bridges in the Bay Area will go into effect on July 1, 2010. Bids for the Dumbarton Bridge Seismic Retrofit were opened on June 15, 2010. The lowest bids were substantially lower than the engineer's estimate. Caltrans is in the process of evaluating the bids to determine the lowest responsive bidder. Because of the low bid, the TBPOC is forecasting a reduction of more than \$200 million for the project.

Antioch Bridge Seismic Retrofit

Bids for the Antioch Bridge Retrofit Contract were opened on March 10, 2010. The contract was awarded to California Engineering Contractors, Inc. on April 22, 2010. The awarded contract was significantly less than the engineer's estimate for the work and has resulted in a significant cost forecast reduction. The original budget for the project was \$267 million. Because of the low bid, the TBPOC is forecasting a need for only \$98 million to complete the project. The retrofit is forecast to be completed by May 2012.

Regional Measure 1 Toll Bridge Program (RM1)

Interstate 880/State Route 92 Interchange Reconstruction Project

On this Interchange Reconstruction Project, the new eastbound State Route 92 to northbound Interstate 880 direct connector structure (ENCONN) was completed and opened to detour traffic on May 16, 2009, while the southern half of the new separation structure was opened in April 2010 to detour traffic. Work is now ongoing on the remaining northern half of the separation structure. The project is forecast to be substantially completed as planned in June 2011, pending weather or unforeseen construction delays.

Toll Bridge Seismic Retrofit Program Cost Summary

	Contract Status	AB 144/SB 66 Budget (July 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (June 2010)	Cost to Date (June 2010)	Current Cost Forecast (June 2010)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
SFOBB East Span Seismic Replacement								
Capital Outlay Construction								
Skyway	Completed	1,293.0	(38.9)	1,254.1	1,236.9	1,254.1	-	●
SAS Marine Foundations	Completed	313.5	(32.6)	280.9	274.8	280.9	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	1,054.0	2,046.8	293.1	●
YBI Detour	Construction	131.9	360.9	492.8	452.8	489.4	(3.4)	●
YBI Transition Structures (YBITS)		299.3	(93.0)	206.3	12.3	238.4	32.1	●
YBITS 1	Construction			144.0	12.3	164.3	20.3	●
YBITS 2	Design			59.0	-	70.8	11.8	●
YBITS Landscaping	Design			3.3	-	3.3	-	●
Oakland Touchdown (OTD)		283.8	4.2	288.0	208.7	282.1	(5.9)	●
OTD 1	Completed			212.0	200.8	208.9	(3.1)	●
OTD 2	Design			62.0	-	59.2	(2.8)	●
OTD Electrical Systems	Design			4.4	-	4.4	-	●
Submerged Electric Cable	Completed			9.6	7.9	9.6	-	●
Existing Bridge Demolition	Design	239.2	(0.1)	239.1	-	233.0	(6.1)	●
Stormwater Treatment Measures	Completed	15.0	3.3	18.3	16.7	18.3	-	●
Other Completed Contracts	Completed	90.4	-	90.4	89.8	90.4	-	●
Capital Outlay Support		959.3	203.0	1,162.3	858.0	1,272.2	109.9	●
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.3	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	●
Total SFOBB East Span Replacement		5,486.6	403.5	5,890.1	4,256.0	6,285.7	395.6	
Antioch Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Construction		70.0	70.0	-	62.5	(7.5)	●
Capital Outlay Support			31.0	31.0	15.8	35.5	4.5	●
Total Antioch Bridge Seismic Retrofit		-	101.0	101.0	15.8	98.0	(3.0)	
Dumbarton Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Advertised		270.0	270.0	0.3	92.7	(177.3)	●
Capital Outlay Support			95.0	95.0	21.9	56.0	(39.0)	●
Total Dumbarton Bridge Seismic Retrofit		-	365.0	365.0	22.2	148.7	(216.3)	
Other Program Projects		2,268.4	(64.6)	2,203.8	2,158.5	2,191.7	(12.1)	●
Miscellaneous Program Costs		30.0	-	30.0	25.5	30.0	-	●
Net Programmatic Risks*		-	-	-	-	202.8	202.8	●
Program Contingency		900.0	(191.9)	708.1	-	341.1	(367.0)	●
Total Toll Bridge Seismic Retrofit Program		8,685.0	613.0	9,298.0	6,478.0	9,298.0	-	●

- Within approved schedule and budget
- Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
- Known project impacts with forthcoming changes to approved schedules and budgets

* The Net Programmatic Risks of \$202.8 million is comprised of \$195.8 million program level risks and \$7 million risk reconciliation.

Toll Bridge Seismic Retrofit Program Schedule Summary

	AB144/SB 66 Project Completion Schedule Baseline (July 2005)	TBPOC Approved Changes (Months)	Current TBPOC Approved Completed Schedule (June 2010)	Current Completion Forecast (June 2010)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i = g + h	j	k = j - i	l	
SFOBB East Span Seismic Replacement							
Contract Completion							
Skyway	Apr 2007	8	Dec 2007	Dec 2007	-	●	See Page 28
SAS Marine Foundations	Jun 2008	(5)	Jan 2008	Jan 2008	-	●	See Page 18
SAS Superstructure	Mar 2012	12	Mar 2013	Oct 2013	7	●	See Page 19
YBI Detour	Jul 2007	41	Dec 2010	Dec 2010	-	●	See Page 15
YBI Transition Structures (YBITS)	Nov 2013	12	Nov 2014	Mar 2015	4		See Page 16
YBITS 1			Sep 2013	Dec 2013	3	●	
YBITS 2			Nov 2014	Mar 2015	4	●	
YBITS Landscaping			TBD	TBD	-	●	
Oakland Touchdown	Nov 2013	12	Nov 2014	Mar 2015	4		See Page 29
OTD 1			Jun 2010	June 2010	-	●	
OTD 2			Nov 2014	Mar 2015	4	●	
OTD Electrical Systems			TBD	TBD	-	●	
Submerged Electric Cable			Jan 2008	Jan 2008	-	●	
Existing Bridge Demolition	Sep 2014	12	Sep 2015	Dec 2015	3	●	
Stormwater Treatment Measures	Mar 2008	-	Mar 2008	Mar 2008	-	●	
SFOBB East Span Bridge Opening and Other Milestones							
OTD Westbound Access			Aug 2009	Aug 2009	-	●	
YBI Detour Open			Sep 2009	Sep 2009	-	●	See Page 15
Westbound Open	Sep 2011	12	Sep 2012	April 2013	7	●	
Eastbound Open	Sep 2012	12	Sep 2013	Dec 2013	3	●	
Antioch Bridge Seismic Retrofit							
Contract Completion			Aug 2012	May 2012	(3)	●	See Page 34
Dumbarton Bridge Seismic Retrofit							
Contract Completion			Sep 2013	Sep 2013	-	●	See Page 36

Notes: 1) Figures may not sum up to totals due to rounding effects.

2) TBSRP Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with quarterly risk analysis assessments for the TBSRP Projects.

Regional Measure 1 Program Cost Summary

	Contract Status	BATA Baseline Budget (July 2005)	BATA Approved Changes	Current BATA Approved Budget (June 2010)	Cost to Date (June 2010)	Current Cost Forecast (June 2010)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
Interstate 880/Route 92 Interchange Reconstruction								
Capital Outlay Construction	Construction	94.8	66.2	161.0	100.3	161.0	-	●
Capital Outlay Support		28.8	34.6	63.4	54.1	63.4	-	●
Capital Outlay Right-of-Way		9.9	7.0	16.9	12.3	16.9	-	●
Project Reserve		0.3	3.4	3.7	-	3.7	-	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	166.7	245.0	-	
Other Completed Program Projects		1,978.8	182.6	2,161.4	2,086.8	2,161.4	-	
Total Regional Measure 1 Toll Bridge Program		2,112.6	293.8	2,406.4	2,253.5	2,406.4	-	

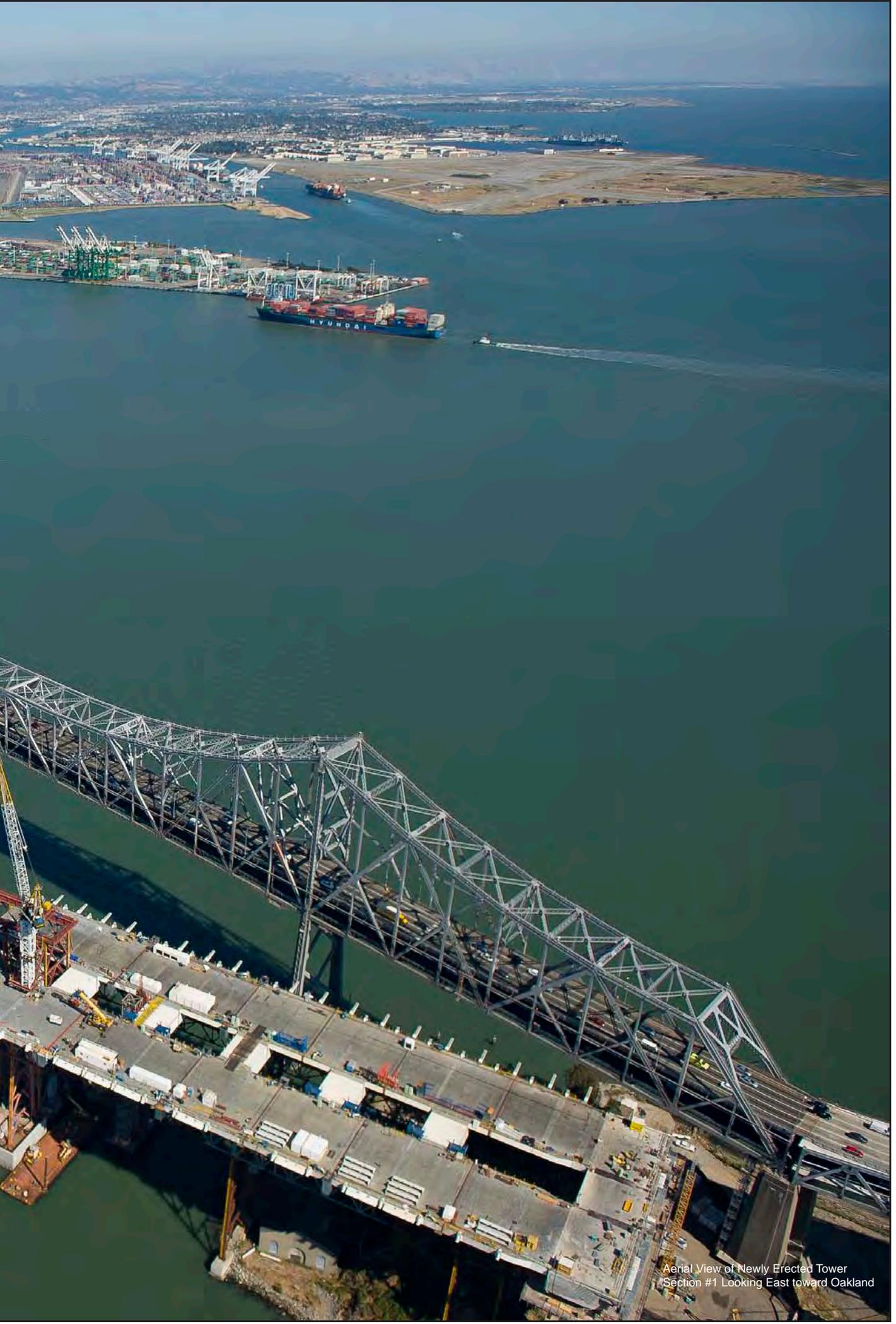
- Within approved schedule and budget
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- Known project impacts with forthcoming changes to approved schedules and budgets

Regional Measure 1 Program Schedule Summary

	BATA Baseline Completion Schedule (July 2005)	BATA Approved Changes (Months)	Current BATA Approved Completion Schedule (June 2010)	Current Completion Forecast (June 2010)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i = g + h	j	k = j - i	l	
Interstate 880/Route 952 Interchange Reconstruction							
Contract Completion							
Interchange Reconstruction	Dec 2010	6	Jun 2011	Jun 2011	-	●	See Page 48

Notes: 1) Figures may not sum up to totals due to rounding effects.





Aerial View of Newly Erected Tower
Section #1 Looking East toward Oakland

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1-magnitude Loma Prieta Earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, critical questions lingered: How could the Bay Bridge—a vital regional lifeline structure—be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each separate element seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge — the need to accommodate the more than 280,000 vehicles that cross the bridge each day.



West Approach Overview

West Approach Seismic Replacement Project

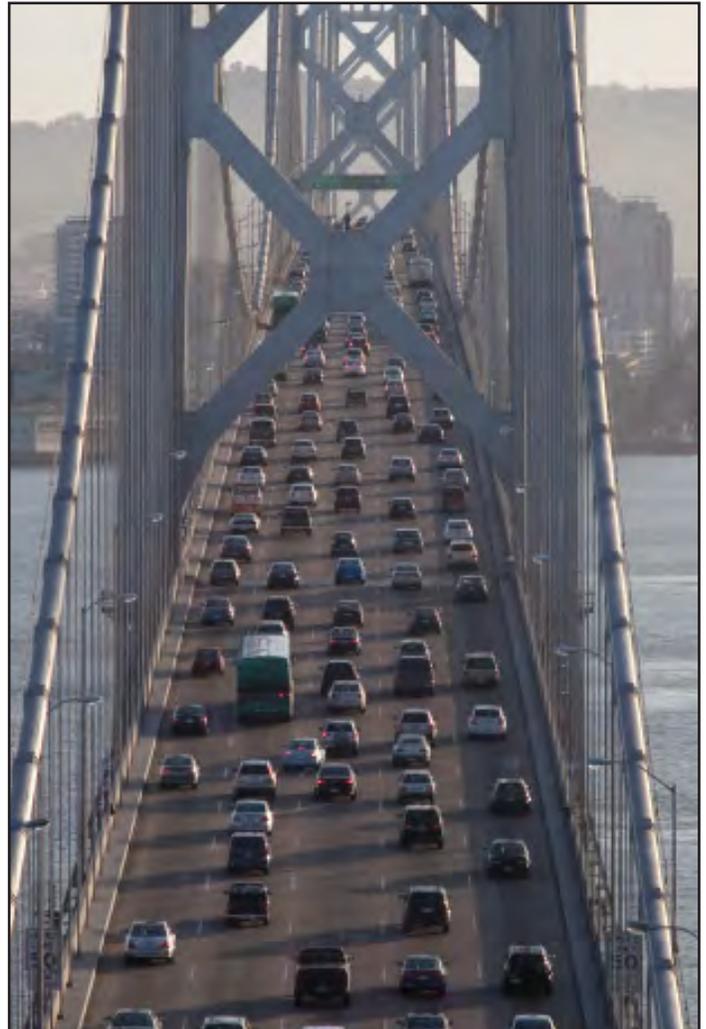
Project Status: Completed 2009

Seismic safety retrofit work on the West Approach in San Francisco—bounded on the west by 5th Street and on the east by the anchorage of the west span at Beale Street—involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on- and off-ramps within the confines of the West Approach's original footprint. This project was completed on April 8, 2009.

West Span Seismic Retrofit Project

Project Status: Completed 2004

The West Span lies between Yerba Buena Island and San Francisco and is made up of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span, along with new seismic shock absorbers and bracing.



San Francisco-Oakland Bay Bridge West Span



East Span Seismic Replacement Project

Rather than a seismic retrofit, the two-mile long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be parallel, providing motorists with expansive views of the bay. These views will also be enjoyed by bicyclists and pedestrians, thanks to a new path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span will be aligned north of the existing bridge to allow traffic to continue to flow on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge that will be connected to an elegant roadway supported by piers (Skyway), which will gradually slope down toward the Oakland shoreline (Oakland Touchdown). A new transition structure on Yerba Buena Island (YBI) will connect the SAS to the YBI Tunnel and will transition the East Span's side-by-side traffic to the upper and lower decks of the tunnel and West Span.

When construction of the new East Span is complete and vehicles have been safely rerouted to it, the original East Span will be demolished.



Architectural Rendering of the New East Span of the San Francisco-Oakland Bay Bridge

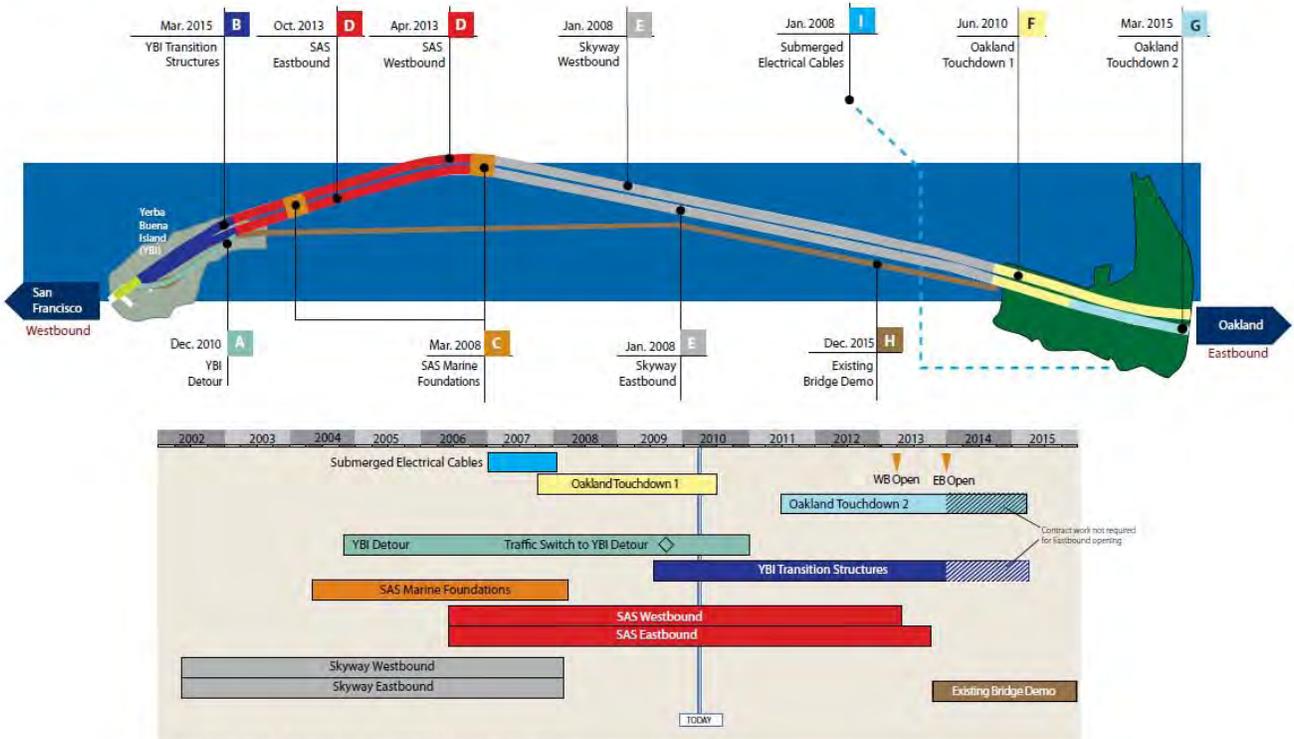
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components—the Skyway and the Self-Anchored Suspension bridge in the middle and the Yerba Buena Island Transition Structures and Oakland Touchdown approaches at either end. Each component is being constructed by one to three separate contracts that have been sequenced together.

Highlighted below are the major East Span contracts and their schedules. The letter designation before each contract corresponds to contract descriptions in the report.

SFOBB East Span Work Sequence



Note: Dates shown above are project completion forecast dates.



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Yerba Buena Island Detour (YBID)

As with all of the Bay Bridge's seismic retrofit projects, crews must build the Yerba Buena Island Transition Structures (YBITS) without disrupting traffic. To accomplish this task, YBID eastbound and westbound traffic was shifted off the existing roadway and onto a temporary detour on Labor Day weekend 2009. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.

A YBID Contract

Contractor: C.C. Myers Inc

Approved Capital Outlay Budget: \$492.8 M

Status: 96% Complete as of June 2010

This contract was originally awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Due to the re-advertisement of the SAS superstructure contract in 2005 because of a lack of funding at the time, the bridge opening was rescheduled to 2013. To better integrate the contract into the current East Span schedule and to improve seismic safety and mitigate future construction risks, the TBPOC has approved a number of changes to the contract, including adding the deck replacement work near the tunnel that was rolled into place over Labor Day weekend 2007, advancing future transition structure foundation work and making design enhancements to the temporary detour structure. These changes have increased the budget and forecast for the contract to cover the revised project scope and potential project risks.

Status: Work is completed on the demolition of the old approach span and construction continues on a number of accelerated foundations for the future transition structures from the Self-Anchored Suspension (SAS) bridge to the tunnel. Upon removal of the old approach span and completion of future accelerated transition structure columns, the area will be turned over to the Yerba Buena Island Transition Structures (YBITS) #1 contractor that will construct the new approach structures.



YBI Detour Truss Rolled In Labor Day 2009



West Tie-In Phase #1 Rolled in on Labor Day 2007

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project

Yerba Buena Island Transition Structures (YBITS)

The new Yerba Buena Island Transition Structures (YBITS) will connect the new SAS bridge span to the existing Yerba Buena Island Tunnel, transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns have been advanced by the YBID contract, the remaining work will be completed under three separate YBITS contracts.



Overview of YBITS, YBID and Existing East Span

B YBITS #1 Contract

Contractor: **MCM Construction, Inc.**

Approved Capital Outlay Budget: **\$144.0 M**

Status: **In Construction**

The YBITS #1 contract will construct the mainline roadway structures from the SAS bridge to the YBI tunnel. On December 15, 2009, Caltrans opened three bids for the Yerba Buena Island Transitions Structures (YBITS) #1 contract. On February 4, 2010, Caltrans awarded the YBITS #1 Contract to MCM Construction, Inc. Construction work will start when the YBID contractor has completed demolition of the old viaduct structure. MCM Construction, Inc. is also the firm that constructed the Oakland Touchdown #1 contract.

Status: MCM Construction started work on submittals on March 10, 2010. Construction is scheduled to start in early September, 2010.



Rendering of Overview of Future Yerba Buena Island Transition Structures (top) in Progress with Detour Viaduct (bottom) Completed



YBITS #2 Contract

Contractor: TBD

Approved Current Capital Outlay Budget:
\$59.0 M

Status: **In Design**

The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The new ramp will also provide the final link for bicycle/pedestrian access off the SAS bridge onto Yerba Buena Island.

YBITS Landscaping Contract

Contractor: TBD

Approved Capital Outlay Budget \$3.3M

Status: **In Design**

Upon completion of the YBITS work, a follow-on landscaping contract will be executed to re-plant and landscape the area.

Yerba Buena Island Transition Structures Advanced Work

Due to the re-advertisement of the SAS superstructure contract in 2005, it became necessary to temporarily suspend the detour contract and make design changes to the viaduct. To make more effective use of the extended contract duration and to reduce overall project schedule and construction risks, the TBPOC approved the advancement of foundation and column work from the Yerba Buena Island Transition Structures contract.

Status: Work continues on the columns for the Yerba Buena Island Transition Structures advanced work.



Yerba Buena Island Transition Structures Advanced Columns

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Self-Anchored Suspension (SAS) Bridge

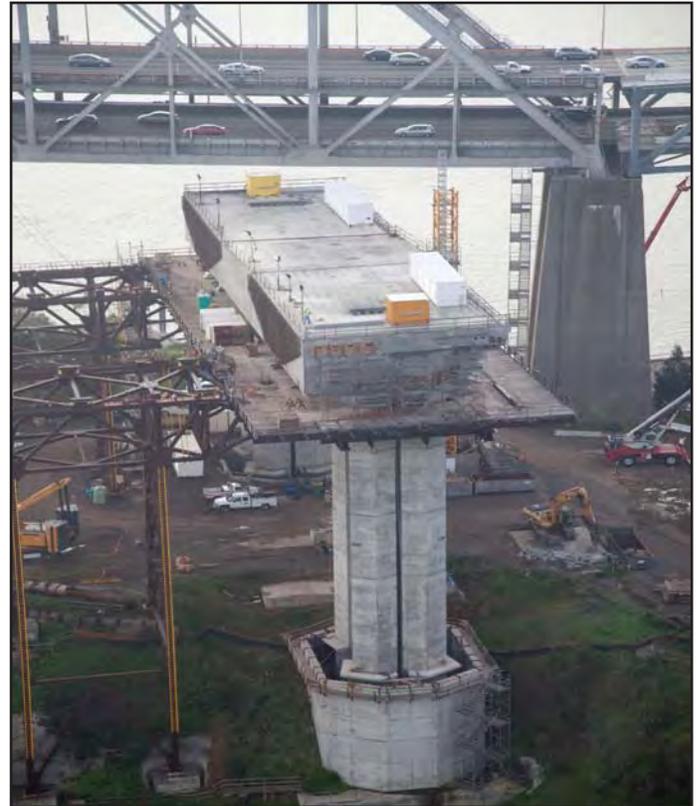
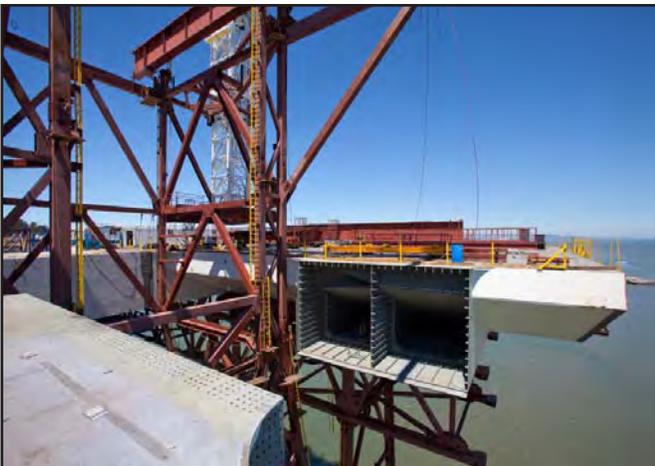
If one single element bestows world class status on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

The SAS was separated into three separate contracts— construction of the land-based foundations and columns at Pier W2; construction of the marine-based foundations and columns at Piers T1 and E2; and construction of the SAS steel superstructure, including the tower, roadway, and cabling. Construction of the foundations at Pier W2 and at Piers T1 and E2 was completed in 2004 and 2007, respectively.

SAS Land Foundation Contract

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

The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge, where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.



SAS Overview of W2 Cap Beam

C SAS Marine Foundations Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: \$280.9 M
Status: Completed January 2008

Construction of the piers at E2 and T1 required significant on-water resources to drive the foundation support piles down, not only to bedrock, but also through the bay water and mud (see rendering on facing page).

The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.

SAS T1 Framing Tower Erection in Progress



D SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture

Approved Capital Outlay Budget: \$1.75 B

Status: 53% Complete as of June 2010

The SAS bridge is not just another suspension bridge. Rising 525 feet above mean sea level and embedded in rock, the single-tower SAS span is designed to withstand a massive earthquake. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. These cables hold up the roadbed and are anchored to the east end of the box girders. While there will appear to be two main cables on the SAS, there will actually only be one. This single cable will be anchored within the eastern end of the roadway, carried over the tower and then wrapped around the two side-by-side decks at the western end.

The single-steel tower will be made up of four separate legs connected by shear link beams which function much like a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs.

The next several pages highlight the construction sequence of the SAS and are followed by detailed updates on specific construction activities.



Architectural Rendering of New Self-Anchored Suspension Span and Skyway

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Construction Sequence

STEP 1 - CONSTRUCT TEMPORARY SUPPORT STRUCTURES

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

Status: Foundations and the temporary support structures are substantially complete.



STEP 2 - INSTALL ROADWAYS

The roadway boxes are being lifted into place by using the shear-leg crane barge. The boxes are being bolted and welded together atop the temporary support trusses to form two continuous parallel steel roadway boxes.

Status: The second shipment of roadway boxes arrived on April 18, 2010. Six eastbound and six westbound roadway boxes have been lifted into place and are being bolted and welded together. To date, five crossbeams have been erected between the roadway boxes.



STEP 3 - INSTALL TOWER

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

Status: The first tower lift shipped on June 19, 2010 and will arrive at Pier 7 in San Francisco on July 9, 2010.



STEP 4 - MAIN CABLE AND SUSPENDER INSTALLATION

The main cable will be pulled from the east end of the SAS bridge, over the tower, and wrapped around Pier W2 and again back over the tower and to the west end of the SAS bridge deck. Suspender cables will be added to lift the roadway decks off the temporary support structure.

Status: Cable installation is pending the erection of the tower and roadway spans. The first half of the cables arrived in January 2010. The second half shipped on June 18, 2010 and is expected to arrive at Pier 7 in San Francisco in mid-July 2010.



STEP 5 - WESTBOUND OPENING

The new bridge will first open in the westbound direction pending completion of the Yerba Buena Island Transition Structures.

Status: Westbound opening is forecast for fall 2013. The westbound approach from Oakland to the Skyway was completed by the Oakland Touchdown #1 contract in 2009.



STEP 6 - EASTBOUND OPENING

Opening of the bridge in the eastbound direction is pending completion of Oakland Touchdown #2. Westbound traffic will need to be routed off the existing bridge before the eastbound approach structure can be completed.

Status: The eastbound opening is forecast for December 2013.



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

Roadway and Tower Segments

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

On the critical path to completing the bridge are the fabrication of the last four roadway boxes (segments 13 and 14 east and west). Start of fabrication of these boxes has fallen behind schedule due to delays in the fabrication drawing preparation process. These delays will likely preclude the westbound opening of the bridge in 2012, but the push for the opening of the bridge to traffic in both directions in 2013 continues.

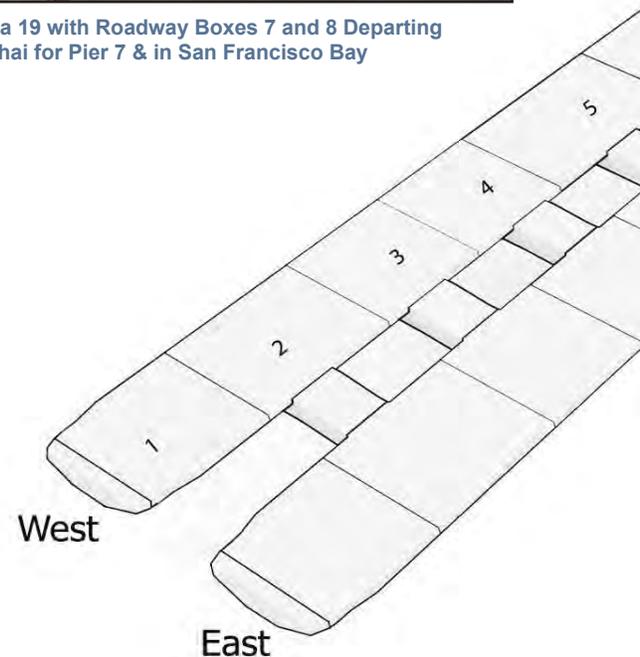
All components undergo a rigorous quality review by ZPMC, ABF, and Caltrans to ensure that only bridge components that have been built according to contract specifications will be shipped.

Roadway Box Fabrication Status: As shown in the diagram to the right, roadway boxes 1 through 6 east and west have been completed and shipped to the Bay Area. Boxes 7 and 8 east and west will be shipped on July 26th and roadway box 9 is in trial assembly or painting. The remaining boxes are still being pieced together into larger segments. Fabrication of sub-assemblies for box 13 has started.

Tower Fabrication Status: Each of the four legs of the towers is composed of five separate lifts. The lifts get progressively shorter and lighter as they progress up the tower. Currently, the first four lifts of tower boxes are in various stages of fabrications with lifts 1 and 2 furthest along. Tower boxes 1 and 2 have been trial-fit together to ensure alignment. The first tower boxes shipped on June 18, 2010 and will arrive in San Francisco on July 9, 2010.

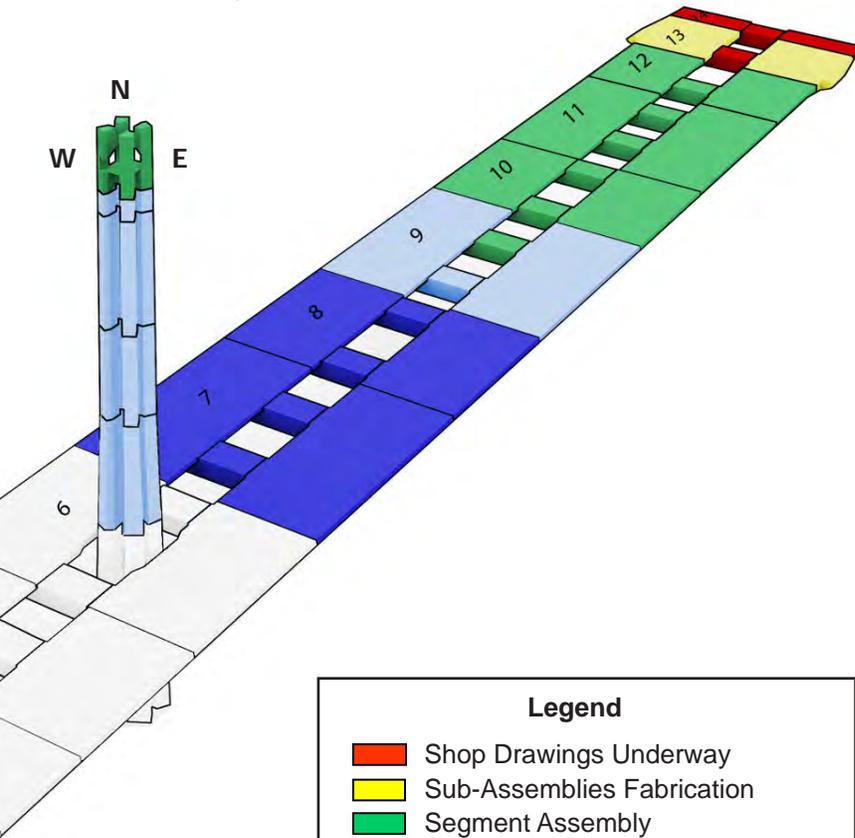


The Zhenhua 19 with Roadway Boxes 7 and 8 Departing from Shanghai for Pier 7 & in San Francisco Bay



Fabrication Progress Diagram

Through June 30, 2010



Legend

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

Through June 30, 2010



Roadway Boxes 7 and 8 Loaded onto Transport Ship



ZPMC Ship Yard



Roadway Boxes 7 and 8 Loaded onto Transport Ship

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities (cont.)

Cables and Suspenders

One continuous main cable will be used to support the roadway deck of the SAS bridge. Anchored into the eastern end of the bridge, the main cable will be anchored with the roadway box at the east end of the SAS near Pier E1, extend over the main tower at T1, loop around the western end of the roadway decks at Pier W2, and then travel back over the main tower to the western end of the box girder. The main cable will be made up of bundles of individual wire strands. Supporting the roadway decks to the main cable will be a number of smaller suspender cables. The main cable will be fabricated in China and the suspender cables in Missouri, USA.

Status: All cable has been delivered to the jobs site.



SAS Completed Suspender Assemblies

Saddles, Bearings, Hinges, and Other Bridge Components

The mounts on which the main cable and suspender ropes will sit are made from solid steel castings. Castings for the main cable saddles are being made by Japan Steel Works, while the cable bands and brackets are being made by Goodwin Steel in the United Kingdom.

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

Status: The cable saddles and hinges at the W2 cap beam and YBITS are under fabrication. The west deviation saddles arrived at Pier 7 in San Francisco on April 15, 2010. All other saddles are completed and have been shipped to the job site.



SAS Hinge K Pipe Beams Spare Fuse

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Field Activities



Shear-Leg Barge Crane

Shear-Leg Barge Crane

The massive shear-leg barge crane that is helping to build the SAS superstructure arrived in the San Francisco Bay on March 12, 2009 after a trans-Pacific voyage.

The crane and barge are separate units operating as a single entity named the “Left Coast Lifter.” The 400-by-100-foot barge is a U.S.-flagged vessel that was custom built in Portland, Oregon by U.S. Barge, LLC and outfitted with the crane by Shanghai Zhenhua Heavy Industry Co. Ltd. (ZPMC) at a facility near Shanghai, China. The crane’s boom weighs 992 tons and is 328 feet long. The crane can lift up to 1,873 tons, including the deck and tower boxes for the SAS.

Status: The shear-leg barge crane arrived at the job site March 2009. The crane has off-loaded and placed all temporary support structures and SAS roadway boxes and crossbeams.

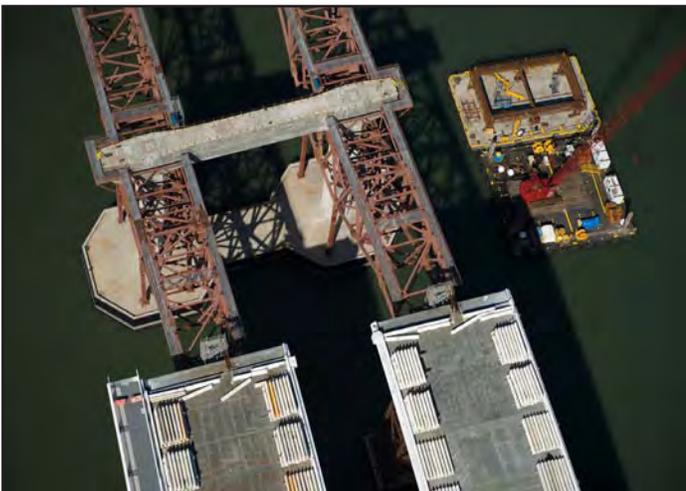


Temporary Structures Supporting Eastbound and Westbound Roadway Boxes and Crossbeams

Temporary Support Structures

To erect the roadway decks and tower of the bridge, temporary support structures were first put in place. Almost a bridge in itself, the temporary support structures stretch from the end of the completed Skyway back to Yerba Buena Island. For the tower, a strand jack system is being built into the tower’s temporary frame to elevate the upper sections of the tower into place. These temporary supports are being fabricated in the Bay Area, as well as in Oregon and in China at ZPMC.

Status: The temporary support structures are substantially complete. A mid-section of the westbound truss has been left out for installation of roadway boxes 7 and 8.



SAS E2 Cap Beam and the end of the Skyway

Cap Beams

Construction of the massive steel-reinforced concrete cap beams that link the columns at Piers W2 and E2 was left to the SAS superstructure contractor and represents the only concrete portions of work on that contract. The east and west ends of the SAS roadway will rest on the cap beams and the main cable will wrap around Pier W2, while anchoring into the east end of the SAS deck sections near E2.

Status: Completed March 2009

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

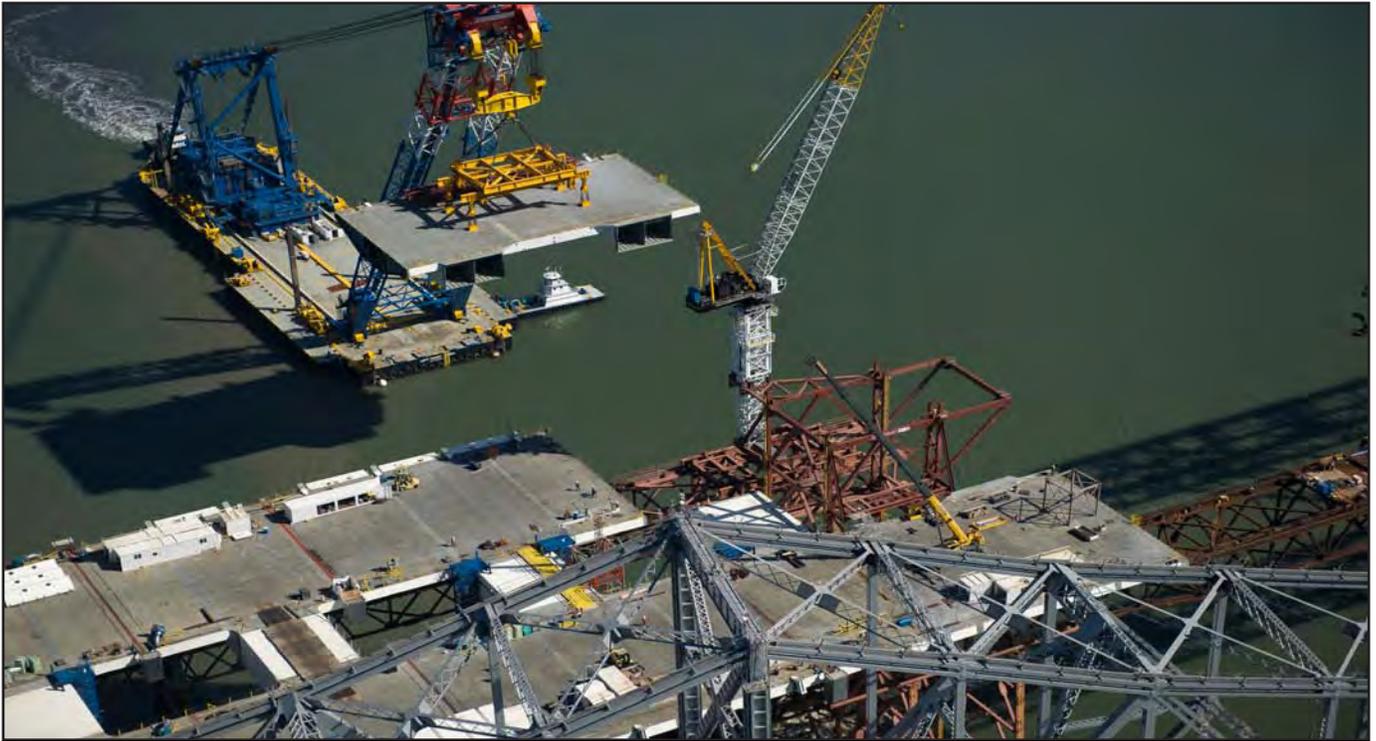
Self-Anchored Suspension (SAS) Superstructure Installation Activities

Upon arrival in Oakland, the steel roadway and tower sections are off-loaded directly from the transport ship onto barges to await installation atop the temporary support structures. Steel roadway boxes will be installed from west to east. Due to the shallow waters near Yerba Buena Island, the eastbound lanes on the south side of the new bridge will be installed first, then to be followed by the westbound lanes. In total, there are 28 roadway boxes (14 in each direction) that range from 560 to 1660 tons and from 80 to 230 feet long.

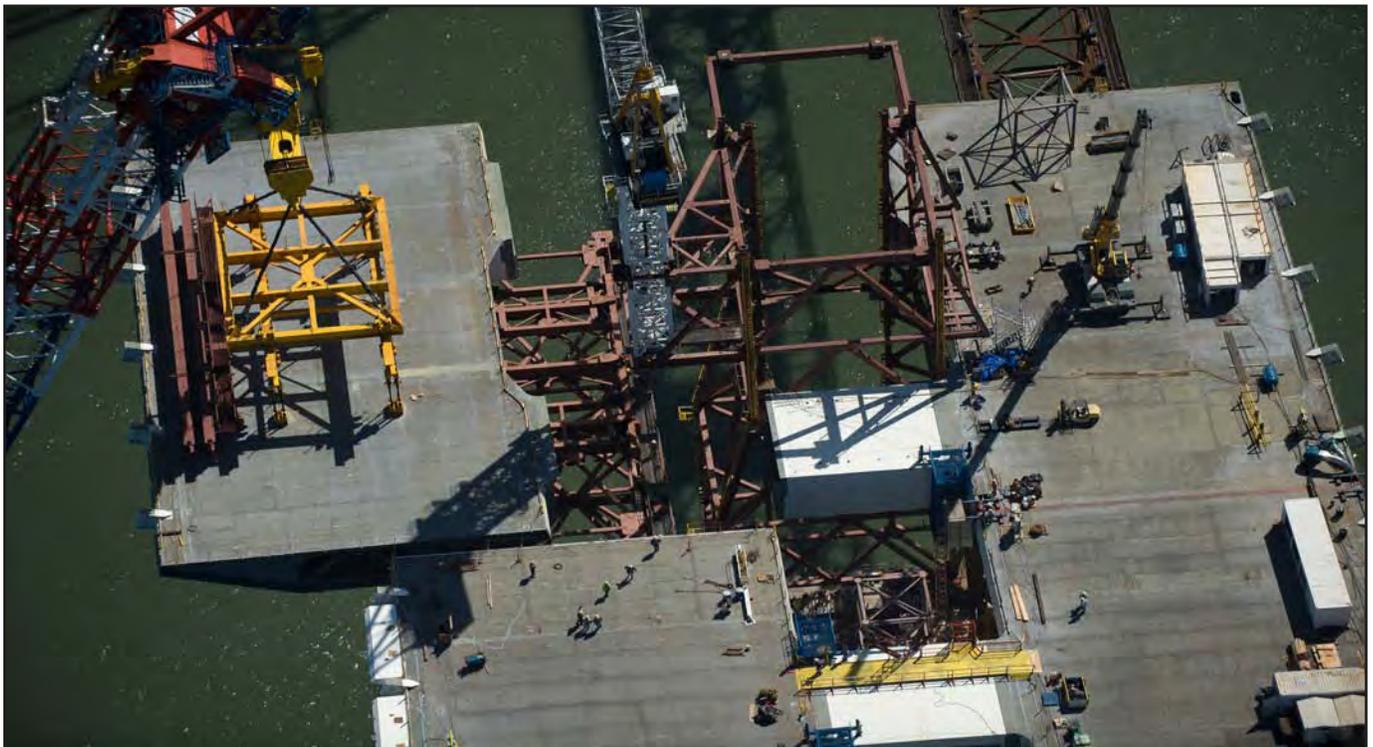
The tower comprises four legs, each made up of four tower lifts that make up the majority of the height of the tower, the tower grillage, and finally the tower head.

Status: The first four east and four west roadway boxes arrived in the Bay Area in late January 2010. All have been lifted into place and are now being welded together. Four additional roadway boxes arrived on April 18, 2010 and all four were lifted into place and are being welded together to form a continuous roadway.





Shearleg Crane Placing Westbound Roadway Box 6 on the Temporary Support Structures



Aerial View of the Shearleg Barge Crane Placing Westbound Roadway Box 6 into position on the Temporary Structures

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project

Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the gray steel that currently cages drivers, a graceful, elevated roadway supported by piers will provide sweeping views of the bay.

E Skyway Contract

Contractor: Kiewit/FCI/Manson, Joint Venture

Approved Capital Outlay Budget: \$1.25 B

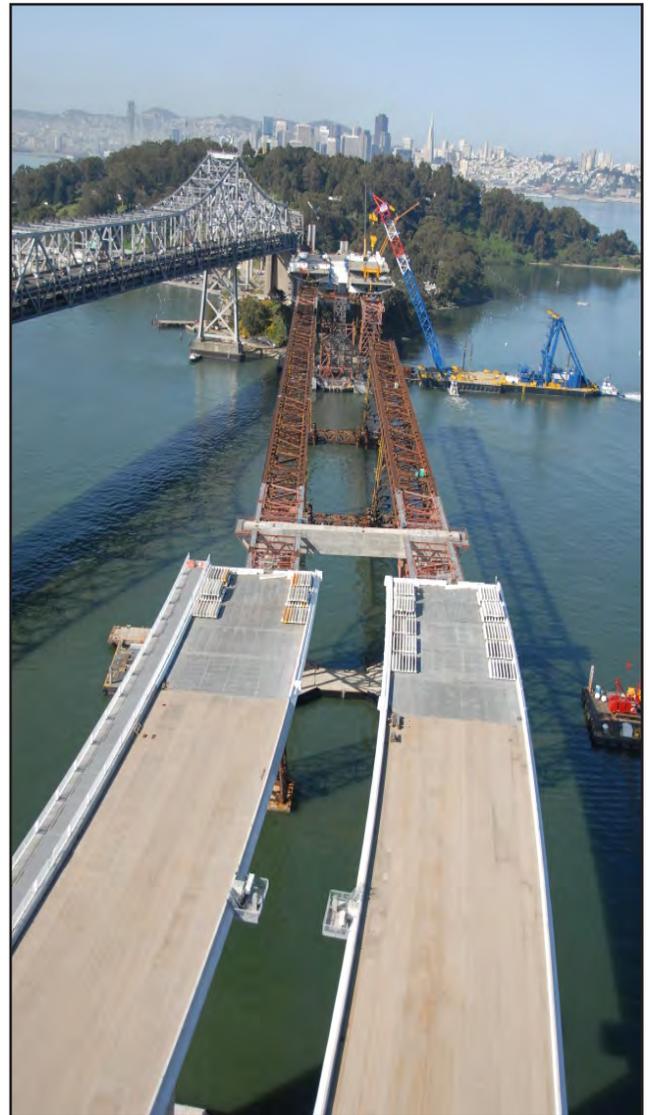
Status: Completed March 2008

Extending for more than a mile across Oakland mudflats, the Skyway is the longest section of the East Span. It sits between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway feature shoulders and lane widths built to modern standards.

The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), containing approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast and were lifted into place by custom-made winches.

The Skyway marine foundation consists of 160 hollow steel pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major earthquake, the Skyway features several state-of-the-art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.



Overview of the Skyway and the Temporary Support Structures with the Shear-Leg Barge Crane Lifting Roadway Boxes or Orthotropic Box Girders (OBG) into Place

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project

Oakland Touchdown

When completed, the Oakland Touchdown (OTD) structures will connect Interstate 80 in Oakland to the new side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway to the East Bay, offering unobstructed views of the Oakland hills.

The OTD will be constructed through two contracts. The first contract will build the new westbound lanes, as well as part of the eastbound lanes. The second contract to complete the eastbound lanes cannot fully begin until westbound traffic is shifted onto the new bridge. This enables a portion of the upper deck of the existing bridge to be demolished allowing for a smooth transition for the new eastbound lanes in Oakland.

F Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: \$212.0 M
Status: Completed June 2010

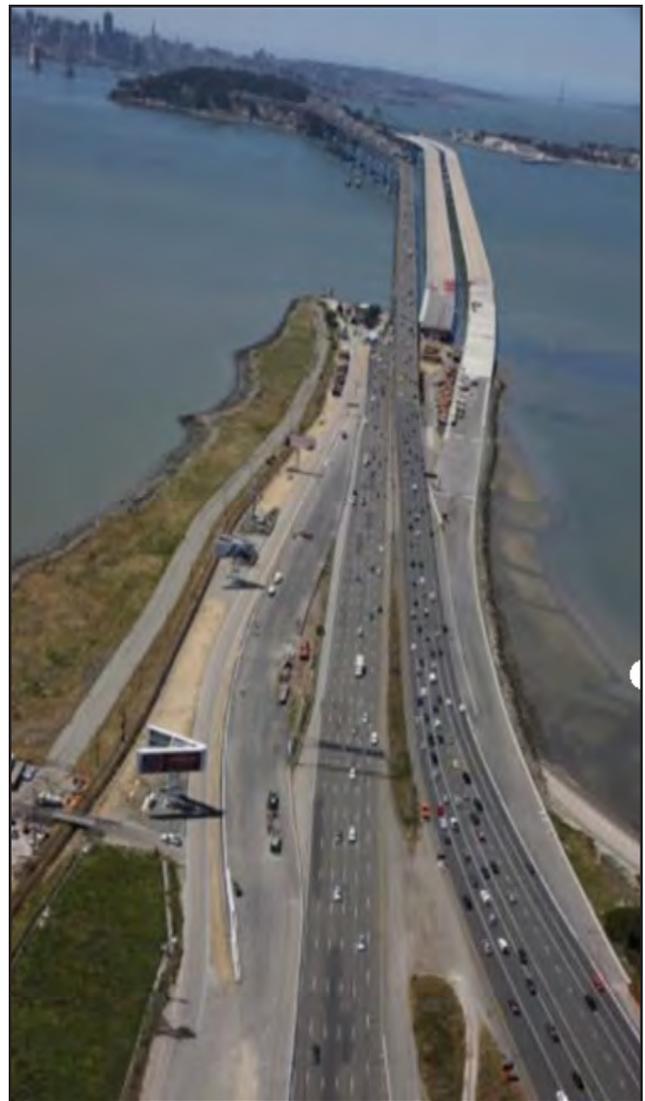
The OTD #1 contract constructs the entire 1,000-foot-long westbound approach from the toll plaza to the Skyway. When completed, the westbound approach structure will provide direct access to the westbound Skyway. In the eastbound direction, the contract will construct a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

Status: MCM Construction, Inc. completed OTD #1 westbound and eastbound phase 1 on June 8, 2010.

G Oakland Touchdown #2 Contract

Contractor: TBD
Approved Capital Outlay Budget: \$62.0 M
Status: In Design

The OTD #2 contract will complete the eastbound approach structure from the end of the Skyway to Oakland. This work is critical to the eastbound opening of the new bridge, but cannot be completed until westbound traffic has been shifted off the existing upper deck to the new SAS bridge.



Overview of Oakland Touchdown #1 Project Status Looking West

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project

Other Contracts

A number of contracts needed to relocate utilities, clear areas of archeological artifacts, and prepare areas for future work have already been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.



Archeological Investigations

East Span Interim Seismic Retrofit

Contractors: 1) California Engineering
2) Balfour Beatty

Approved Capital Outlay Budget: \$30.8 M

Status: Completed October 2000

After the 1989 Loma Prieta Earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span was completely replaced. The interim retrofit was performed under two separate contracts that lengthened pier seats, added some structural members, and strengthened areas of the bridge so they would be more resilient during an earthquake.



Existing East Span of the San Francisco-Oakland Bay Bridge

Stormwater Treatment Measures

Contractor: Diablo Construction, Inc.

Approved Capital Outlay Budget: \$18.3 M

Status: Completed December 2008

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of stormwater runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.



Stormwater Retention Basin



Yerba Buena Island Substation

Contractor: West Bay Builders

Approved Capital Outlay Budget: \$11.6 M

Status: Completed May 2005

This contract relocated an electrical substation just east of the Yerba Buena Island Tunnel in preparation for the new East Span.

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture

Approved Capital Outlay Budget: \$9.3 M

Status: Completed December 2000

While large-diameter battered piles are common in offshore drilling, the new East Span is one of the first bridges to use them in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the efficacy of the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

H Existing Bridge Demolition

Contractor: TBD

Approved Capital Outlay Budget: \$239.1 M

Status: In Design

Design work on the contract will start in earnest as the opening of the new bridge to traffic approaches.



New YBI Electrical Substation

I Electrical Cable Relocation

Contractor: Manson Construction

Approved Capital Outlay Budget: \$9.6 M

Status: Completed January 2008

A submerged cable from Oakland that is close to where the new bridge will touch down supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, two new replacement cables were run from Oakland to Treasure Island. The extra cable was funded by the Treasure Island Development Authority.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Quarterly Environmental Compliance Highlights



Peregrine Falcons Undisturbed by Construction Activities

- Overall environmental compliance for the SFOBB East Span project has been a success. All weekly, monthly and annual compliance reports to resource agencies have been delivered on time. There are no comments from receiving agencies. The tasks for the current quarters are focused on mitigation monitoring. Key successes in this quarter are as follows:
 - Peregrine falcon monitoring for the 2009/2010 nesting season continued through the quarter. Three nestlings hatched at the nest site on the north leg of Pier E2 of the existing bridge during the last two weeks of April and first week of May. The three nestlings were banded with visual identification bands (VIB) on May 18, 2010. The juvenile birds were named Paul, Sam and Rita, based on the letters on their VIB, respectively 65/P, 78/S and 16/R. All three juvenile peregrine falcons from the E2 nest site on the existing bridge successfully fledged the nest during the first and second weeks of June. The birds were observed flying well and roosting on structures throughout the SAS project site on YBI. All birds appeared healthy and undisturbed by construction activities.
 - Weekly Monitoring of Canada geese along the I-80 roadway adjacent to the Emeryville Crescent for the year began on March 4, 2010 and will continue through August 2010.
 - San Francisco-Oakland Bay Bridge (SFOBB) environmental compliance and storm water pollution prevention plan (SWPPP) inspections were conducted weekly at all active project sites.
- The project team continues to work closely with contractors to ensure compliance with environmental permits and regulations and improve SWPPP and best management practices.
 - District 4 was the proud recipient of the 2010 California Transportation Foundation Award (Tranny Award) Environmental Enhancement Project of the Year for the Skaggs Island Restoration Project as part of the mitigation for the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project. This project was primarily funded by Caltrans, which provided approximately \$9 million. The project funded demolition of the United States Navy (US Navy) Naval Security Group Activity facility at Skaggs Island and removal of associated contaminants. Demolition activities are underway, and upon completion these lands will be transferred from the US Navy to the United States Fish and Wildlife Service (USFWS) to be restored to tidal marsh as part of the San Pablo Bay National Wildlife Refuge, which will increase the refuge's current 13,190 acres of protected lands by 25 percent.
 - On June 22, 2010, Caltrans performed a shoreline clean-up at the Emeryville Crescent Marsh, adjacent to westbound Interstate-80. Two truck loads of tires, styrofoam, plastic and other debris was removed from the shoreline.
 - On June 23, 2010, Caltrans submitted the Final Marine Mammal Monitoring Report for the Self-Anchored Suspension Span Temporary Towers to the National Oceanic and Atmospheric Administration, National Marine Fisheries Service.



Emeryville Crescent Clean-Up



View from the Water of Installed Roadway Boxes and the First Segment of the Tower

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Antioch Bridge Seismic Retrofit Project

Contractor: California Engineering Contractors, Inc.

Approved Capital Outlay Budget: \$70.0 M

Status: In Construction

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River, linking eastern Contra Costa County with Sacramento County. The current 1.8-mile-long steel plate girder bridge was opened in 1978 with one lane in each direction. The current retrofit strategy for the bridge includes relatively minor modifications to the approach structure on Sherman Island, the addition of isolation bearings and strengthening of the columns and hinge retrofits.



Antioch Bridge Berm and Ditch to Prevent Cross Drainage into Caltrans ROW Shown at Right. APE Fencing at ROW

Status: The first working day of the project will be July 13, 2010 and the contractor has completed building trestle #2 adjacent to State Route 160 and will begin with trestle #1 by July 27th. Work will begin with the temporary roadway #2 at Sherman Island between piers 22 and 38 have begun.

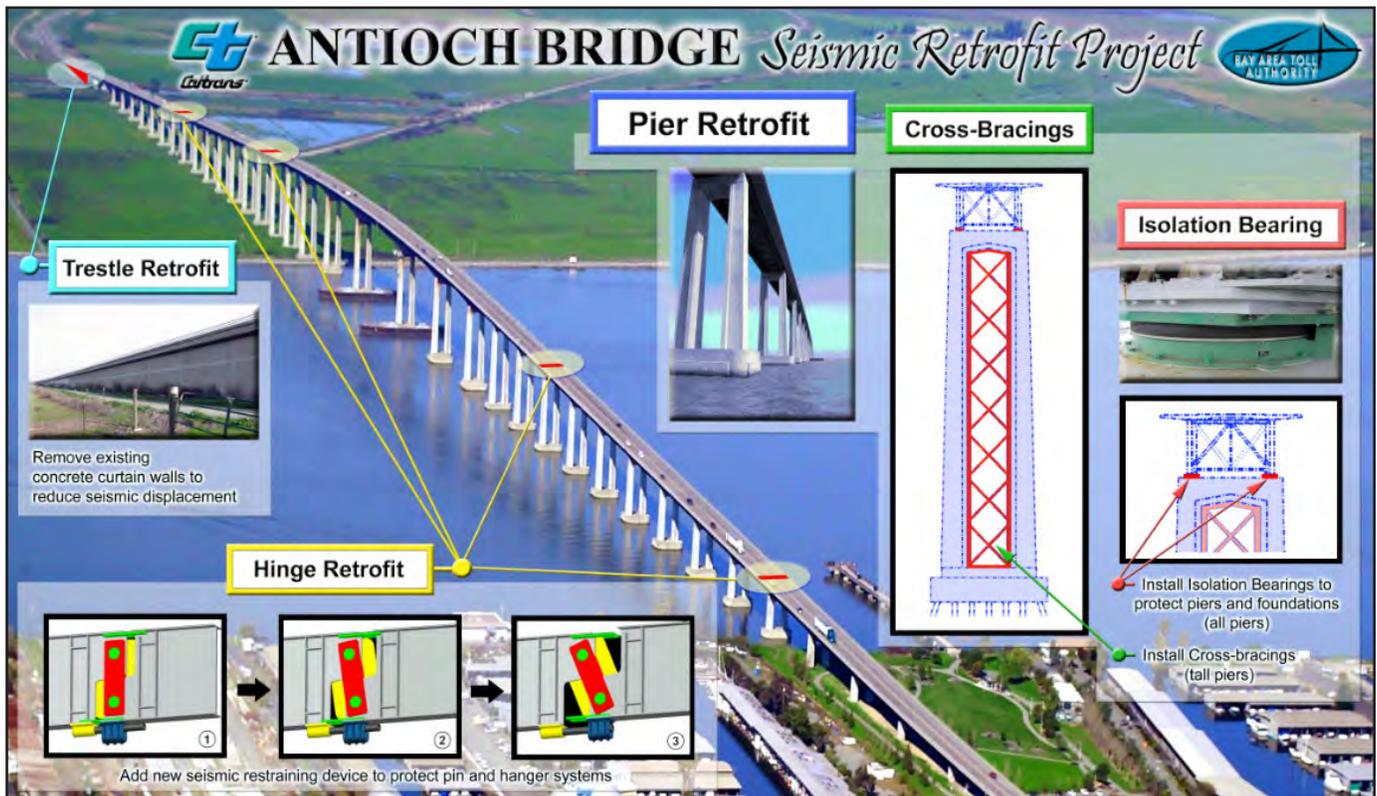


Diagram of Proposed Retrofit Work on the Antioch Bridge



Stairways Being Installed for Access to Bent Caps and Column Faces



Berm and Ditch to Prevent Cross Drainage

Dumbarton Bridge Seismic Retrofit Project

Contractor: TBD

Approved Capital Outlay Budget: \$270.0 M

Status: Advertised

The current Dumbarton Bridge was opened to traffic in 1982 linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile long bridge has six lanes (three in each direction) and an eight-foot bicycle/pedestrian pathway. The bridge is a combination of reinforced concrete and steel girders that support a reinforced lightweight concrete roadway on reinforced concrete columns. The current retrofit strategy for the bridge includes superstructure and deck modifications and installation of isolation bearings.



Dumbarton Bridge

Status: Bids for the Dumbarton Bridge Seismic Retrofit were opened on June 15, 2010. The lowest bids were substantially lower than the engineer's estimate. Caltrans is in the process of evaluating the bids to determine the lowest responsive bidder. Because of the low bid, the TBPOC is forecasting a reduction of more than \$200 million for the project.

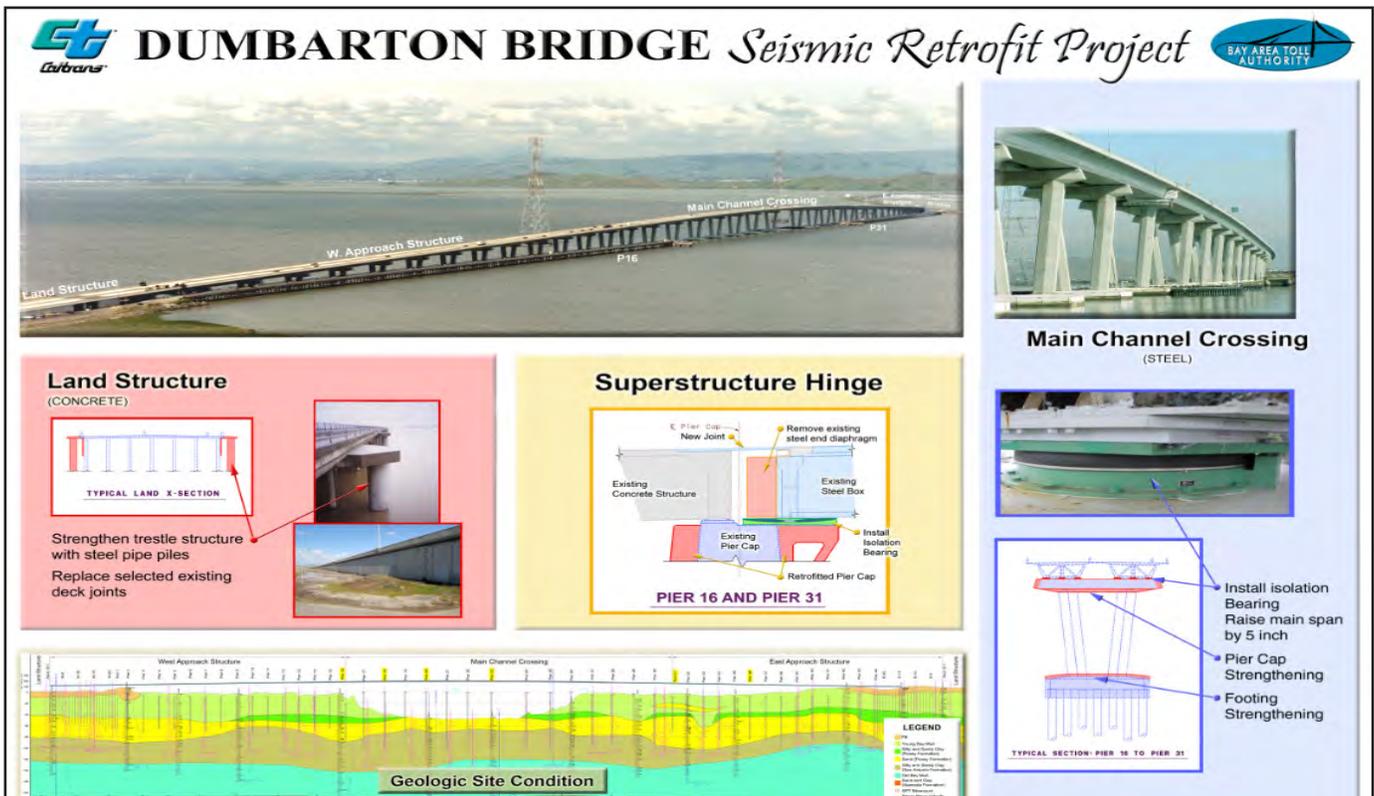


Diagram of Proposed Retrofit Work on the Dumbarton Bridge



Aerial View of Dumbarton Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

In the 1990s, the State Legislature identified seven of the nine state-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of all of the bridges have been completed as planned.

San Mateo-Hayward Bridge Seismic Retrofit Project

Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on strengthening the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.



High-Rise Section of San Mateo-Hayward Bridge

1958 Carquinez Bridge Seismic Retrofit Project

Project Status: Completed 2002

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

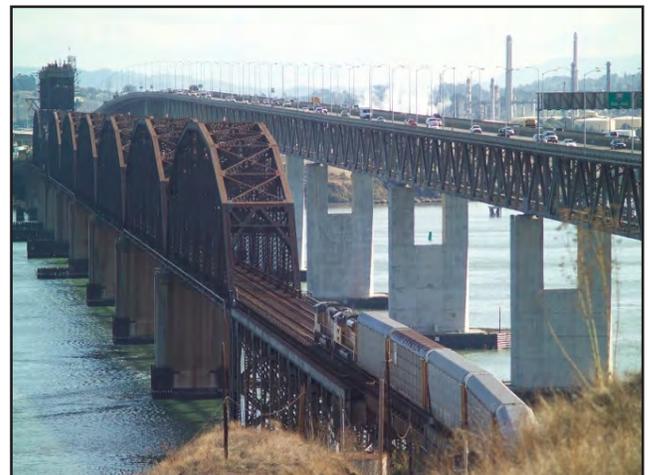


1958 Carquinez Bridge (foreground) with the 1927 Span (middle) under Demolition and the New Alfred Zampa Memorial Bridge (background)

1962 Benicia-Martinez Bridge Seismic Retrofit Project

Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after an event and to reopen quickly to emergency response traffic.



1962 Benicia-Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project

Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a “No Collapse” classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin County was replaced.



Richmond-San Rafael Bridge

Los Angeles-Vincent Thomas Bridge Seismic Retrofit Project

Project Status: Completed 2000

The Vincent Thomas Bridge is a 1,500-foot long suspension bridge crossing the Los Angeles Harbor in Los Angeles that links San Pedro with Terminal Island. The bridge was one of two state-owned toll bridges in Southern California (the other being the San Diego-Coronado Bridge). Opened in 1963, the bridge was seismically retrofitted as part of the TBSRP in 2000.



Los Angeles-Vincent Thomas Bridge

San Diego-Coronado Bridge Seismic Retrofit Project

Project Status: Completed 2002

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



San Diego-Coronado Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM Risk Management Program Update

POTENTIAL DRAW ON PROGRAM RESERVE (PROGRAM CONTINGENCY)

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

AB 144 set a \$900 million Program Reserve (also referred to as the Program Contingency). On October 11, 2009, Governor Schwarzenegger approved Assembly Bill No. 1175 that added the Dumbarton and Antioch Bridges to the Toll Bridge Seismic Retrofit Program and this resulted in changes to Program Contingency. The Program Contingency is currently \$708 million according to the TBPOC Approved Budget.

Caltrans’ approved TBSRP Risk Management Plan provides for the determination of the estimated potential draw on Program Contingency each quarter based on the total of all risks and the contingencies remaining from the contracts. Each contract in design has an assigned contingency allowance. A contract in construction has a remaining contingency, which is the

difference between its budget and the sum of bid items, state-furnished materials, contract change orders and remaining supplemental work. Capital outlay support has no identified contingency allowance. The total of the contingencies is the amount that is available to cover the risks of all contracts, program-level risks (the risks not assigned to a particular contract), and capital outlay support risks. The amount by which the sum of all risks exceeds the total of all contingencies represents a potential draw on the Program Contingency (i.e., Reserve).

Caltrans approved TBSRP Risk Management Plan provides for the determination of the estimated potential draw on program contingency each quarter, and compares it to the current balance in the Program Contingency. The second quarter of 2010 potential draw curve, excluding any potential out-of-scope program risks, is shown in Figure 1.

As of the end of the second quarter of 2010, the 50 percent probable draw on Program Contingency is \$367 million. The potential draw ranges from about \$200 million to \$550 million. Program Contingency decreased by \$240 million in the second quarter of 2010. The majority of the reduction can be explained by the removal

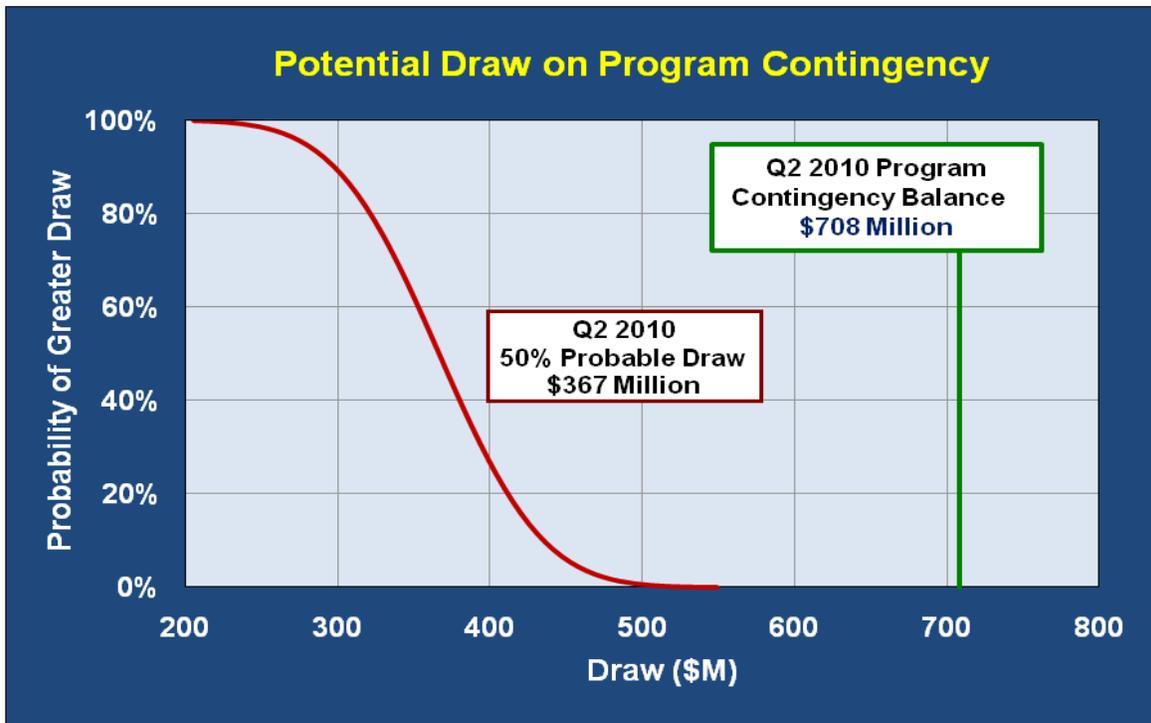


FIGURE 1 – POTENTIAL DRAW ON PROGRAM CONTINGENCY

Note: The Program Contingency funds could be used for other beneficial purposes than to cover risks. The potential draw chart should not be construed as a forecast of the future balance of Program Contingency funds.

of \$137 million from the Antioch Bridge budget and transfer of \$203 million to the East Span COS budget, both of which were partially offset by a decrease in the Dumbarton Bridge cost estimate.

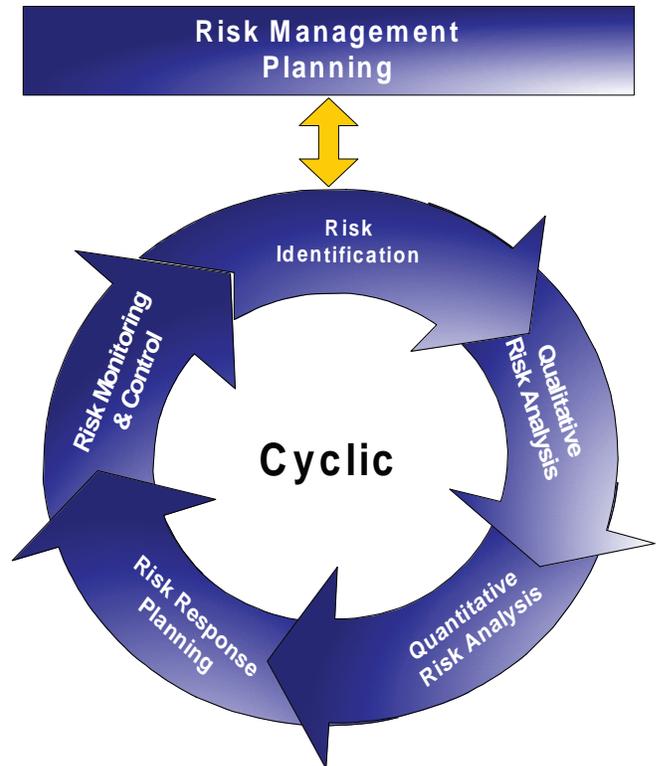
The current Program Contingency balance is sufficient to cover the cost of currently identified risks. Risk mitigation actions are continuously developed and implemented to reduce the potential draw on the Program Contingency.

RISK MANAGEMENT DEVELOPMENTS

The TBPOC and Caltrans, in cooperation with the SAS and other SFOBB corridor contract contractors, continue to implement an aggressive plan to mitigate SAS contract and SFOBB corridor schedule risk in order to achieve the TBPOC's goal of achieving seismic safety in 2013.

Earlier TBPOC-approved incentive and disincentive provisions are proving successful in expediting approved working drawings delivery, as well as expediting the Orthotropic Box Girder (OBG) and Tower steel delivery. Working drawings for the east end OBG Lifts 12 through 14 are progressing well, but remain a critical operation for the project. The incentives and the assignment of key personnel by Caltrans to this work have facilitated getting this challenging issue under control.

While there continues to be pressures to the SAS contract construction schedule as a result of OBG east end complexities and other issues, many actions have and continue to be implemented in order to mitigate SAS contract and SFOBB corridor schedule risk. Such SAS Contract and SFOBB corridor schedule mitigating actions include many technical and administrative enhancements. For example: 1) Additional fabrication jigs have been procured to allow more elements to be fabricated concurrently, 2) Joint team member collocation at the fabrication facility has been implemented to facilitate quick resolution of constructability and design issues, 3) Welder training has been conducted at the fabrication facility, 4) Additional shop space has been procured at the fabrication facility, 5) Additional ships have been procured, 6) Welding process enhancements, including changes in welding wire material, have been assessed and implemented, 7) Additional fabricator shop drawing and fabrication resources have been procured, 8) Early installation of the catwalk and tramway is being planned, 9) Early Crossbeam 19 installation is being planned, 10) Barrier installation prior to load transfer is being planned, 11) Increased number of load transfer jacking points is being planned, 12) Re-sequencing of the YBITS 1 Contractor's operations at W2 is being implemented, 13) Allowing seismic safety opening with minimum essential systems in place is



being planned, and 14) Shortening eastbound/westbound opening transition is being assessed. Moreover, Team China continues to work on mitigating deck and tower fabrication challenges reported in the SAS Contractor's latest schedule update.

The Corridor Schedule Team (CST) continues to assess the SAS and other contract schedules. The CST developed an intermediate-level critical path method schedule for the corridor to evaluate schedule risks. This corridor schedule is a summarization of the contract schedules submitted by the various contractors, and schedules developed by Caltrans for the contracts in design. The CST and the Risk Management Team jointly identified opportunities to mitigate the overall SAS contract schedule impacts due to the complexities in producing shop drawings and fabricating the East End. Most of the opportunities are during field construction and include re-sequencing concurrent work and redefining SAS Phase completion requirements. The project teams are working to mitigate portions of the potential schedule delays by implementing the mitigation measures outlined above. The teams are also continuing to identify additional schedule mitigation opportunities and concepts. Implementing these measures will have direct cost impacts. The Risk Management Team has included items in the SAS contract and program-level risk registers that could be applied toward the potential costs of risk mitigation and recovering the SAS schedule.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management Program Update

The YBITS 1 Contractor's completion of Hinge K is on the critical path to westbound opening. When load transfer is completed, the SAS Contractor removes the temporary works at W2 and clears the area for the YBITS 1 Contractor to complete the westbound frame 2 and the Hinge K closure. A plan is being implemented to allow the YBITS 1 Contractor to complete Frame 2 prior to SAS load transfer, thus reducing the time required for the YBITS 1 Contractor to be ready for westbound traffic.

RISK MANAGEMENT LOOK AHEAD

The TBPOC and Caltrans, in cooperation with the SAS Contractor, will continue to assess implementation of incentive and disincentive provisions to expedite project completion and achieve the TBPOC's goal of opening the bridge in 2013. The SAS Contractor is contemplating rearranging OBG and tower boxes among shipments, and possibly adding two shipments to deliver the bridge components to the jobsite as soon as possible. Assessments have concentrated on three key areas: streamlining East End fabrication, accelerating cable erection through load transfer, and redefining requirements for placing traffic on the bridge. The Cable Engineering Risk Management (CERM) team continued to engage international experts to help resolve the complex cable engineering and geometry issues. The CERM team has recommended several modifications that have resolved potential spatial conflicts and issues related to cable rotation during installation of the cable bands and suspenders. The TBPOC and Caltrans, in cooperation with the SAS Contractor, will continue to assess implementation of incentive and disincentive provisions to expedite project completion.



Under the Skyway Looking West toward Yerba Buena Island

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Program Funding Status

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

Table 1—Program Budget
as of June 30, 2010 (\$ Millions)

	Budgeted	Funding Available & Contribution
Financing		
Seismic Surcharge Revenue AB 1171	2,282.0	2,282.0
Seismic Surcharge Revenue AB 144	2,150.0	2,150.0
Seismic Surcharge Revenue AB 1175 ⁽⁵⁾	750.0	750.0
BATA Consolidation	820.0	820.0
Subtotal - Financing	6,002.0	6,002.0
Contributions		
Proposition 192	790.0	789.0
San Diego Coronado Toll Bridge Revenue Fund	33.0	33.0
Vincent Thomas Bridge	15.0	6.9
State Highway Account ⁽¹⁾⁽²⁾	745.0	745.0
Public Transportation Account ⁽¹⁾⁽³⁾	130.0	130.0
ITIP/SHOPP/Federal Contingency	448.0	100.0
Federal Highway Bridge Replacement and Rehabilitation (HBRR)	642.0	642.0
SHA - East Span Demolition	300.0	0.0
SHA - "Efficiency Savings" ⁽⁴⁾	130.0	10.0
Redirect Spillover	125.0	125.0
Motor Vehicle Account	75.0	75.0
Subtotal - Contribution	3,433.0	2,655.9
Total Funding	9,435.0	8,657.9
Encumbered to Date		7,504.9
Remaining Unallocated		1,153.0
Expenditures :		
Capital Outlay		5,093.0
State Operations		1,372.9
Antioch and Dumbarton Expenditures by BATA		12.2
Total Expenditures		6,478.0
Encumbrances :		
Capital Outlay		1,054.7
State Operations		7.3
Total Encumbrances		1,062.0
Total Expenditures and Encumbrances		\$7,540.1

⁽¹⁾ The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.
⁽²⁾ To date \$645 million has been transferred from the SHA to the TBSRP, including the full \$290 million transfer scheduled by the CTC to occur in 2005-06. An additional \$100 million has been expended directly from the account.
⁽³⁾ To date \$130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.
⁽⁴⁾ To date \$10 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" identified under AB 144. Approximately \$120 million remains to be distributed as scheduled by the CTC.
⁽⁵⁾ As of January 1, 2010, seismic retrofitting of Antioch and Dumbarton Bridges became part of the Toll Bridge Seismic Retrofit Program with the passage of AB 1175.

Notes:

Summary of the Toll Bridge Oversight Committee (TBPOC) Expenses

Pursuant to Streets and Highways Code Section 30952.1 (d), expenses incurred by Caltrans, BATA, and the California Transportation Commission (CTC) for costs directly related to the duties associated with the TBPOC are to be reimbursed by toll revenues. Table 3 -Toll Bridge Program Oversight Committee Estimated Expenses: July 1, 2005 through June 30, 2010 shows expenses through June 30, 2010 for TBPOC functioning, support, and monthly and quarterly reporting.

Table 2—CTC Toll Bridge Seismic Retrofit Program Contributions Adopted December 2005
Schedule of Contributions to the Toll Bridge Seismic Retrofit Program (\$ Millions)

Source	Description	2005-06 (Actual)	2006-07 (Actual)	2007-08 (Actual)	2008-09 (Actual)	2009-10 (Actual)	2010-11 (Actual)	2011-12 (Actual)	2012-13 (Actual)	2013-14 (Actual)	Total
AB 1171	SHA	290									290
	PTA	80	40								120
	Highway Bridge Replacement and Rehabilitation (HBRR)	100	100	100	42						342
	Contingency				1	99	100	100	148		448
AB 144	SHA*	2	8				53	50	17		130
	Motor Vehicle Account (MVA)	75									75
	Spillover		125								125
	SHA**									300	300
	Total	547	273	100	43	99	153	150	165	300	1830

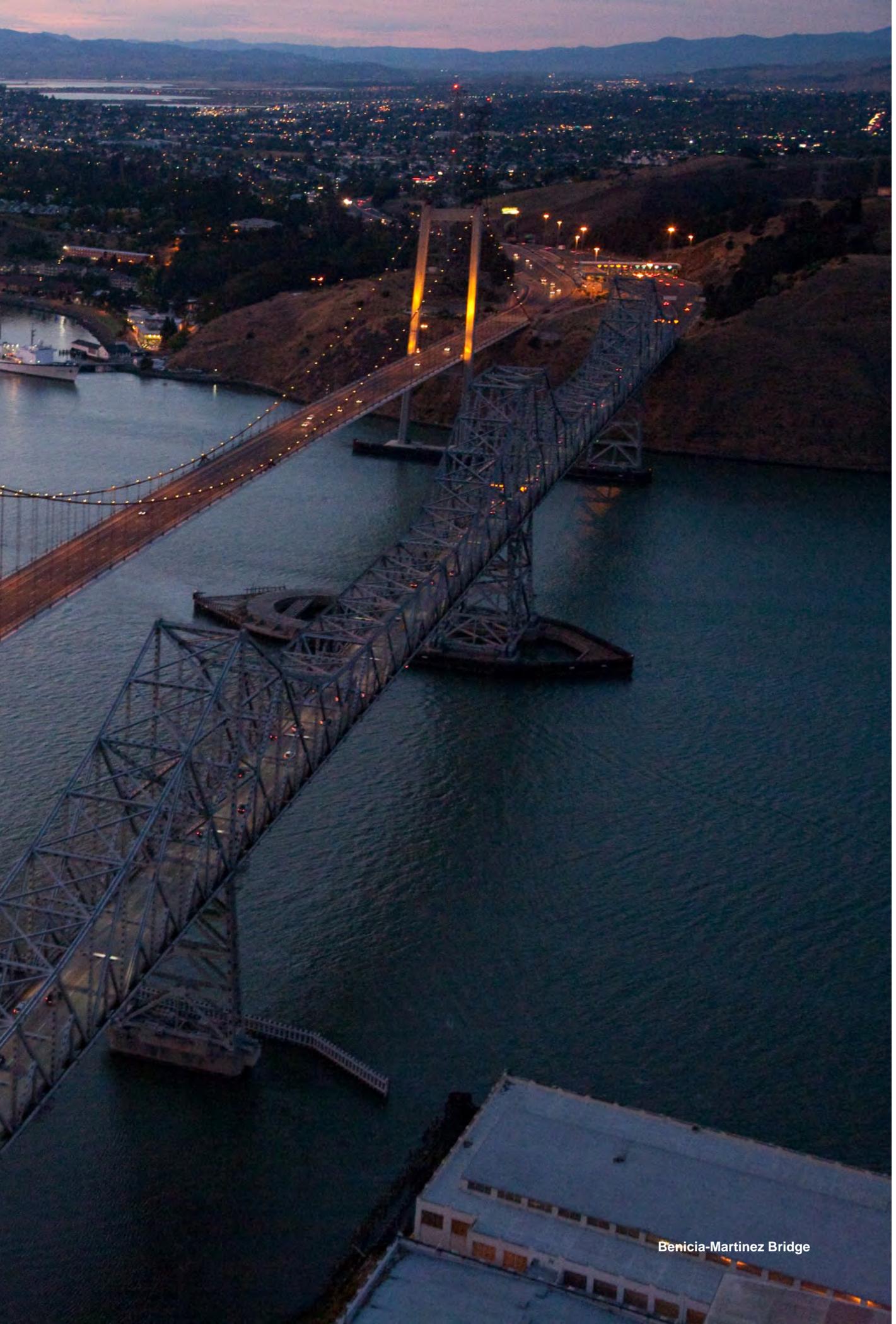
* Caltrans Efficiency Savings

** SFOBB East Span Demolition Cost

Table 3—Toll Bridge Program Oversight Committee
Estimated Expenses: July 1, 2005 through June 30, 2010
(\$ Millions)

Agency/Program Activity	Expenses
BATA	0.9
Caltrans	1.9
CTC	1.6
Reporting	3.6
Total Program	8.0





Benicia-Martinez Bridge

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Status: **In Construction**

The Interstate 880/State Route 92 Interchange Reconstruction Project is the final project under the Regional Measure 1 Toll Bridge Program. Project completion fulfills a promise made to Bay Area voters in 1988 to deliver a slate of projects that help expand bridge capacity and improve safety on the bridges.

This corridor is consistently one of the Bay Area's most congested during the evening commute. This is due in part to the lane merging and weaving that is required by the existing cloverleaf interchange. The new interchange will feature direct freeway-to-freeway connector ramps that will increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct-connector ramps, drivers coming off the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880 (see progress photos on pages 74 and 75).



Overview of Progress of 92/880

Interstate 880/State Route 92 Interchange Reconstruction Contract

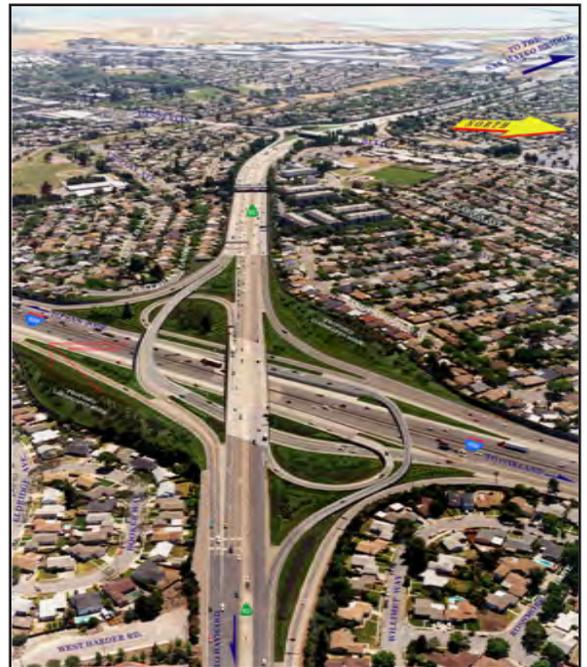
Contractor: Flatiron/Granite

Approved Capital Outlay Budget: **\$158.0 M**

Status: **72% Complete** as of June 2010



92/880 Calaroga Bridge Top Deck Rebar Placed



Future Interstate 880/State Route 92 Interchange (as simulated) Looking West toward San Mateo

Stage 1 – Construct East Route 92 to North Interstate 880 Connector

The new east Route 92 to north Interstate 880 connector (ENCONN) is the most critical fly over structure for relieving congestion in the corridor. The ENCONN will be first used as a detour to allow for future stages of work, while keeping traffic flowing.

Status: ENCONN was completed and opened to detour traffic on May 16, 2009.

Stage 2 – Replace South Side of Route 92 Separation Structure

By detouring eastbound Route 92 traffic onto ENCONN, the existing separation structure that carries SR92 over I-880 can be replaced. The existing structure will be cut lengthwise, and then demolished and replaced separately. In this stage, the south side of the structure will be replaced, while west Route 92 and south-Interstate-880-to-east-Route-92 traffic will stay on the remaining structure.

Status: Work on the south side of the separation structure is complete.

Stage 3 – Replace North Side of Route 92 Separation Structure

Upon completion of Stage 2, the existing north side of the separation structure will be demolished and replaced. Its traffic will then be shifted onto the newly reconstructed south side.

Status: The demolition of the existing westbound separation structure (north side) was completed on May 5, 2010. The north side structure is forecast to be complete in March of 2011.

Stage 4 – Final Realignment and Other Work

In addition to ENCONN and the separation structure, direct north 880 to west 92 connector (NWCONN) and west 92 to south 880 connector (WCONN) remain to be completed along with a new Eldridge Avenue Pedestrian Overcrossing and new Calaroga Avenue Overcrossing.

Status: The NWCONN structure is approximately 50 percent complete while the WCONN structure is approximately 30 percent complete. The new Eldridge Avenue pedestrian overcrossing will be opened in August 2010 and is currently 85 percent complete. A new pump station for the interchange is also in construction and scheduled to be completed in August 2010. A temporary Calaroga Avenue Bridge widening was completed in January 2010 to allow for stage construction of a new Calaroga Avenue Bridge. The left Calaroga Avenue is approximately 75 percent complete and is forecast to be complete in August 2010. Upon completion of the left bridge the right bridge will be constructed and is forecast to be complete the first quarter of 2011.



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



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



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



Stage 4 - Final Realignment and Other Work

REGIONAL MEASURE 1 PROGRAM

Other Completed Projects

San Mateo-Hayward Bridge-Widening Project

Project Status: Completed 2003

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



Widening of the San Mateo-Hayward Bridge Trestle on Left

Richmond-San Rafael Bridge Rehabilitation Projects

Project Status: Completed 2006

Two major rehabilitation projects for the Richmond-San Rafael Bridge were funded and completed: (1) replacement of the western concrete approach trestle and ship-collision protection fender system; and (2) rehabilitation of deck joints and resurfacing of the bridge deck.

In 2005, along with the seismic retrofit of the bridge, the trestle and fender replacement work was completed as part of the same project. Under a separate contract in 2006, the bridge was resurfaced with a polyester concrete overlay along with the repair of numerous deck joints.



New Richmond-San Rafael Bridge West Approach Trestle under Construction

Richmond Parkway Construction Project

Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

New Alfred Zampa Memorial (Carquinez) Bridge Project

Project Status: Completed 2003



New Alfred Zampa Memorial (Carquinez) Bridge Soon after Opening to Traffic, with Crockett Interchange Still under Construction

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin-towered suspension bridge with three mixed-flow lanes, a new carpool lane shoulders and a bicycle and pedestrian pathway.

Benicia-Martinez Bridge Project

Project Status: Completed 2009



Benicia-Martinez Bridge Pedestrian/Bicycle Pathway Opened to the Public in August 2009

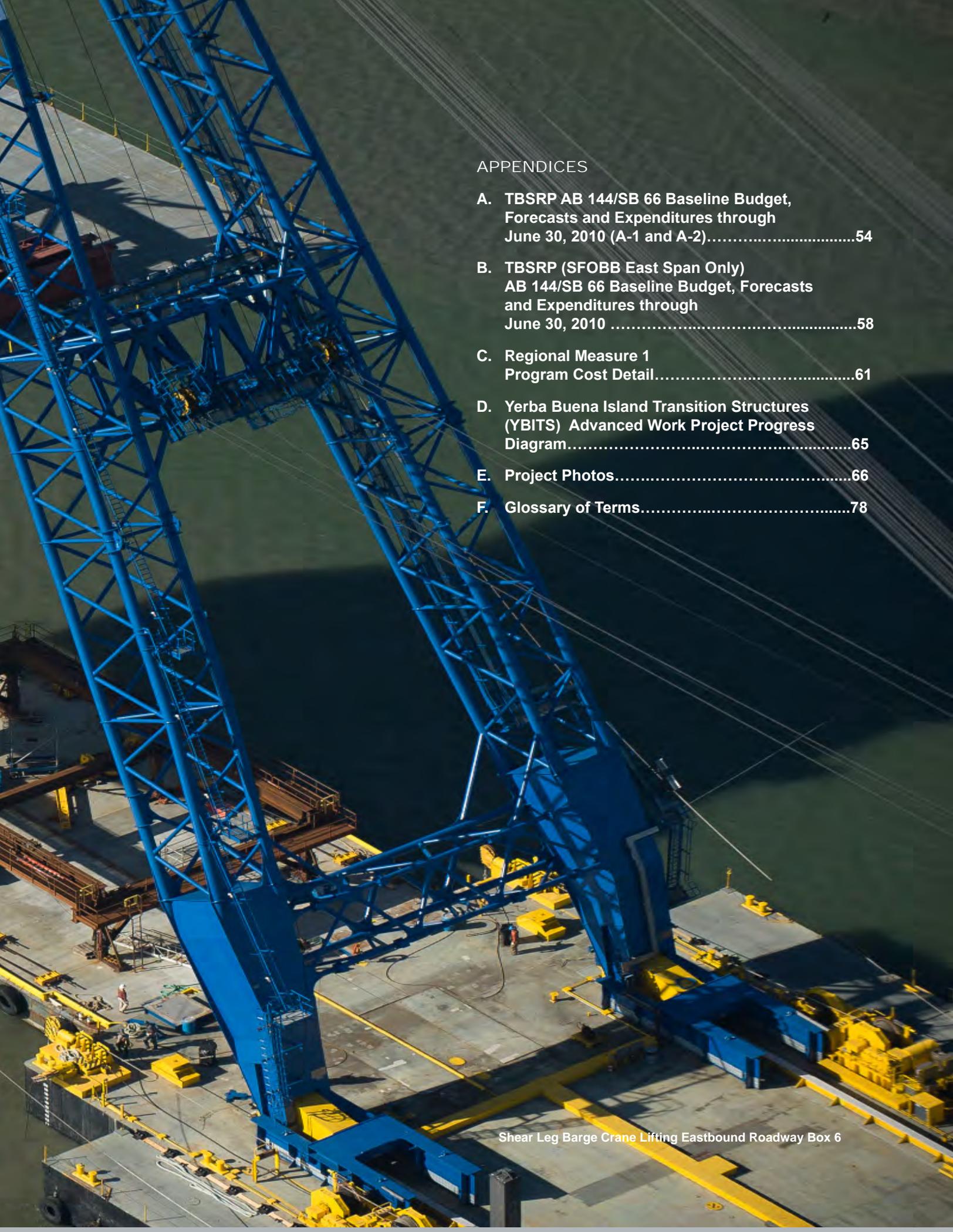
A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile roadway surface on the steel deck truss bridge was modified to carry four lanes of southbound traffic (one more than before)—with shoulders on both sides—plus a bicycle/pedestrian path on the west side of the span that connects to Park Road in Benicia and to Marina Vista Boulevard in Martinez. Reconstruction of the east side of the bridge and approaches was completed in August 2008 and reconstruction of the west side of the bridge an approaches and construction of the bicycle/pedestrian pathway was completed in August 2009.

Bayfront Expressway (State Route 84) Widening Project

Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the US 101/Marsh Road interchange by adding additional lanes and turn pockets and improving bicycle and pedestrian access in the area.





APPENDICES

A. TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through June 30, 2010 (A-1 and A-2).....	54
B. TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through June 30, 2010	58
C. Regional Measure 1 Program Cost Detail.....	61
D. Yerba Buena Island Transition Structures (YBITS) Advanced Work Project Progress Diagram.....	65
E. Project Photos.....	66
F. Glossary of Terms.....	78

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through June 30, 2010 (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (06/2010)	Cost to Date (06/2010)	Cost Forecast (06/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	203.0	1,162.3	858.0	1,272.2	109.9
Capital Outlay Construction	4,492.2	203.8	4,696.0	3,397.3	5,005.8	309.8
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	403.5	5,890.1	4,256.0	6,285.7	395.6
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	(2.0)	118.0	117.5	118.5	0.5
Capital Outlay Construction	309.0	41.7	350.7	328.0	338.1	(12.6)
Total	429.0	39.7	468.7	445.5	456.6	(12.1)
SFOBB West Span Retrofit						
Capital Outlay Support	75.0	(0.2)	74.8	74.9	74.8	-
Capital Outlay Construction	232.9	(5.5)	227.4	227.4	227.4	-
Total	307.9	(5.7)	302.2	302.3	302.2	-
Richmond-San Rafael Bridge Retrofit*						
Capital Outlay Support	134.0	(7.0)	127.0	126.8	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	667.5	689.5	-
Total	914.0	(97.5)	816.5	794.3	816.5	-
Benicia-Martinez Bridge Retrofit						
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	0.1	28.8	28.8	28.8	-
Capital Outlay Construction	85.5	(0.1)	85.4	85.4	85.4	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Retrofit						
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	(0.1)	135.3	135.3	135.3	-
Total	163.5	(0.1)	163.4	163.4	163.4	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	(0.1)	42.0	42.0	42.0	-
Total	58.5	(0.1)	58.4	58.4	58.4	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	(0.3)	33.2	33.2	33.2	-
Capital Outlay Construction	70.0	(0.6)	69.4	69.4	69.4	-
Total	103.5	(0.9)	102.6	102.6	102.6	-

Note: Details may not sum to totals due to rounding effects.

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through June 30, 2010 (\$ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (06/2010)	Cost to Date (06/2010)	Cost Forecast (06/2010)	At- Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Antioch Bridge						
Capital Outlay Support	-	31.0	31.0	9.6	35.5	4.5
Capital Outlay Support by BATA				6.2		
Capital Outlay Construction	-	70.0	70.0	-	62.5	(7.5)
Total	-	101.0	101.0	15.8	98.0	(3.0)
Dumbarton Bridge						
Capital Outlay Support	-	95.0	95.0	15.9	56.0	(39.0)
Capital Outlay Support by BATA				6.0		
Capital Outlay Construction	-	270.0	270.0	0.3	92.7	(177.3)
Total	-	365.0	365.0	22.2	148.7	(216.3)
Subtotal Capital Outlay Support	1,433.1	319.6	1,752.7	1,359.5	1,828.6	75.9
Subtotal Capital Outlay	6,286.8	488.6	6,775.4	5,092.3	6,887.8	112.4
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	25.5	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	804.9	8,589.9	6,478.0	8,754.1	164.2
Net Programmatic Risks**	-	-	-	-	202.8	202.8
Program Contingency	900.0	(191.9)	708.1	-	341.1	(367.0)
Total Toll Bridge Seismic Retrofit Program	8,685.0	613.0	9,298.0	6,478.0	9,298.0	-

Notes:

* Budget for Richmond-San Rafael Bridge includes \$16.9 million of deck joint rehabilitation work that considered to be eligible for seismic retrofit program funding.

** The Net Programmatic Risks of \$202.8 million is comprised of \$195.8 million program level risks and \$7 million risk reconciliation.

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through June 30, 2010 (\$ Millions)

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of June 2010 See Note (1)	Estimated Costs not yet spent or Encumbered as of June 2010	Total Forecast as of June 2010
a	b	c	d	e	f = d + e
Other Completed Projects					
Capital Outlay Support	144.9	144.6	144.6	-	144.6
Capital Outlay	472.6	471.9	472.6	(0.8)	471.8
Total	617.5	616.5	617.2	(0.8)	616.4
Rochmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.8	0.2	127.0
Capital Outlay	698.0	689.5	674.1	15.4	689.5
Project Reserves	82.0	-	-	-	-
Total	914.0	816.5	800.9	15.6	816.5
West Span Retrofit					
Capital Outlay Support	75.0	74.8	74.8	-	74.8
Capital Outlay	232.9	227.4	232.9	(5.5)	227.4
Total	307.9	302.2	307.7	(5.5)	302.2
West Approach					
Capital Outlay Support	120.0	118.0	117.6	0.9	118.5
Capital Outlay	309.0	350.7	342.5	(4.4)	338.1
Total	429.0	468.7	460.1	(3.5)	456.6
SFOBB East Span - Skyway					
Capital Outlay Support	197.0	181.2	181.1	0.1	181.2
Capital Outlay	1,293.0	1,254.1	1,368.3	(114.2)	1,254.1
Total	1,490.0	1,435.3	1,549.4	(114.1)	1,435.3
SFOBB East Span - SAS - Superstructure					
Capital Outlay Support	214.6	375.5	244.3	228.0	472.3
Capital Outlay	1,753.7	1,753.7	1,753.7	293.1	2,046.8
Total	1,968.3	2,129.2	1,998.0	521.1	2,519.1
SFOBB East Span - SAS - Foundations					
Capital Outlay Support	62.5	37.6	37.6	-	37.6
Capital Outlay	339.9	307.3	308.7	(1.4)	307.3
Total	402.4	344.9	346.3	(1.4)	344.9
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.2	0.4	10.6
Capital Outlay	15.6	15.6	16.6	(0.9)	15.7
Total	26.2	26.2	26.8	(0.5)	26.3
YBI Detour					
Capital Outlay Support	29.5	90.7	83.8	6.3	90.1
Capital Outlay	131.9	492.8	493.1	(3.7)	489.4
Total	161.4	583.5	576.9	2.6	579.5
YBI- Transition Structures					
Capital Outlay Support	78.7	106.4	16.4	99.8	116.2
Capital Outlay	299.4	206.3	125.9	112.5	238.4
Total	378.1	312.7	142.3	212.3	354.6

Note: Details may not sum to totals due to rounding effects.

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through June 30, 2010 (\$ Millions) Cont.

Contract	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of June 2010 see Note (1)	Estimated Costs not yet spent or Encumbered as of June 2010	Total Forecast as of June 2010
a	b	c	d	e	f = d + e
Oakland Touchdown					
Capital Outlay Support	74.4	93.9	77.2	18.0	95.2
Capital Outlay	283.8	288.0	218.0	64.1	282.1
Total	358.2	381.9	295.2	82.1	377.3
East Span Other Small Projects					
Capital Outlay Support	212.3	206.5	214.2	(7.6)	206.6
Capital Outlay	170.8	170.8	94.0	52.6	146.6
Total	383.1	377.3	308.2	45.0	353.2
Existing Bridge Demolition					
Capital Outlay Support	79.7	59.9	0.4	62.0	62.4
Capital Outlay	239.2	239.1	-	233.0	233.0
Total	318.9	299.0	0.4	295.0	295.4
Antioch Bridge					
Capital Outlay Support	-	31.0	9.8	19.5	29.3
Capital Outlay Support by BATA	-	-	6.2	-	6.2
Capital Outlay	-	70.0	47.0	15.5	62.5
Total	-	101.0	63.0	35.0	98.0
Dumbarton Bridge					
Capital Outlay Support	-	95.0	15.9	34.1	50.0
Capital Outlay Support by BATA	-	-	6.0	-	6.0
Capital Outlay	-	270.0	0.3	92.4	92.7
Total	-	365.0	22.2	126.5	148.7
Miscellaneous Program Costs	30.0	30.0	25.5	4.5	30.0
Total Capital Outlay Support	1,463.2	1,782.7	1,392.4	466.2	1,858.6
Total Capital Outlay	6,321.8	6,807.2	6,147.7	747.8	6,895.5
Program Total	7,785.0	8,589.9	7,540.1	1,214.0	8,754.1

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 06/07.

(2). BSA provided a distribution of program contingency in December 2004 based in Bechtel Infrastructure Corporation input.

This Column is subject to revision upon completion of Department's risk assessment update.

(3) Total Capital Outlay Support includes program indirect costs.

Note: Details may not sum to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through June 30, 2010 (\$ Millions)

Contract a	AB 144 / SB 66 Budget (07/2005) c	Approved Changes d	Current Approved Budget (06/2010) e = c + d	Cost to Date (06/2010) f	Cost Forecast (06/2010) g	At- Completion Variance h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project						
East Span - SAS Superstructure						
Capital Outlay Support	214.6	160.9	375.5	238.4	472.3	96.8
Capital Outlay Construction	1,753.7	-	1,753.7	1,054.0	2,046.8	293.1
Total	1,968.3	160.9	2,129.2	1,292.4	2,519.1	389.9
SAS W2 Foundations						
Capital Outlay Support	10.0	(0.8)	9.2	9.2	9.2	-
Capital Outlay Construction	26.4	-	26.4	26.4	26.4	-
Total	36.4	(0.8)	35.6	35.6	35.6	-
YBI South/South Detour						
Capital Outlay Support	29.4	61.3	90.7	83.3	90.1	(0.6)
Capital Outlay Construction	131.9	360.9	492.8	452.8	489.4	(3.4)
Total	161.3	422.2	583.5	536.1	579.5	(4.0)
East Span - Skyway						
Capital Outlay Support	197.0	(15.8)	181.2	181.2	181.2	-
Capital Outlay Construction	1,293.0	(38.9)	1,254.1	1,236.9	1,254.1	-
Total	1,490.0	(54.7)	1,435.3	1,418.1	1,435.3	-
East Span - SAS E2/T1 Foundations						
Capital Outlay Support	52.5	(24.1)	28.4	28.4	28.4	-
Capital Outlay Construction	313.5	(32.6)	280.9	274.8	280.9	-
Total	366.0	(56.7)	309.3	303.2	309.3	-
YBI Transition Structures (see notes below)						
Capital Outlay Support	78.7	27.7	106.4	32.5	116.2	9.8
Capital Outlay Construction	299.3	(93.0)	206.3	12.3	238.4	32.1
Total	378.0	(65.3)	312.7	44.8	354.6	41.9
* YBI- Transition Structures						
Capital Outlay Support			16.4	16.4	16.5	0.1
Capital Outlay Construction			-	-	-	-
Total			16.4	16.4	16.5	0.1
* YBI- Transition Structures Contract No. 1						
Capital Outlay Support			57.0	11.2	65.7	8.7
Capital Outlay Construction			144.0	12.3	164.3	20.3
Total			201.0	23.5	230.0	29.0
* YBI- Transition Structures Contract No. 2						
Capital Outlay Support			32.0	4.8	33.0	1.0
Capital Outlay Construction			59.0	-	70.8	11.8
Total			91.0	4.8	103.8	12.8
* YBI- Transition Structures Contract No. 3 Landscape						
Capital Outlay Support			1.0	-	1.0	-
Capital Outlay Construction			3.3	-	3.3	-
Total			4.3	-	4.3	-

Note: Details may not sum to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through June 30, 2010 (\$ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (06/2010)	Cost to Date (06/2010)	Cost Forecast (06/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Oakland Touchdown (see notes below)						
Capital Outlay Support	74.4	19.5	93.9	76.6	95.2	1.3
Capital Outlay Construction	283.8	4.2	288.0	208.7	282.1	(5.9)
Total	358.2	23.7	381.9	285.3	377.3	(4.6)
*OTD Prior-to-Split Costs						
Capital Outlay Support			21.7	20.1	21.7	-
Capital Outlay Construction			-	-	-	-
Total			21.7	20.1	21.7	-
*OTD Submarine Cable						
Capital Outlay Support			0.9	0.9	0.9	-
Capital Outlay Construction			9.6	7.9	9.6	-
Total			10.5	8.8	10.5	-
*OTD No.1 (Westbound)						
Capital Outlay Support			47.3	47.7	47.6	0.3
Capital Outlay Construction			212.0	200.8	208.9	(3.1)
Total			259.3	248.5	256.5	(2.8)
*OTD No.2 (Eastbound)						
Capital Outlay Support			22.5	7.2	23.5	1.0
Capital Outlay Construction			62.0	-	59.2	(2.8)
Total			84.5	7.2	82.7	(1.8)
*OTD Electrical Systems						
Capital Outlay Support			1.5	0.8	1.5	-
Capital Outlay Construction			4.4	-	4.4	-
Total			5.9	0.8	5.9	-
Existing Bridge Demolition						
Capital Outlay Support	79.7	(19.8)	59.9	0.4	62.4	2.5
Capital Outlay Construction	239.2	(0.1)	239.1	-	233.0	(6.1)
Total	318.9	(19.9)	299.0	0.4	295.4	(3.6)
YBI/SAS Archeology						
Capital Outlay Support	1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction	1.1	-	1.1	1.1	1.1	-
Total	2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relations						
Capital Outlay Support	3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction	3.0	-	3.0	2.8	3.0	-
Total	6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct						
Capital Outlay Support	6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction	11.6	-	11.6	11.3	11.6	-
Total	18.1	-	18.1	17.7	18.1	-
Oakland Geofill						
Capital Outlay Support	2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction	8.2	-	8.2	8.2	8.2	-
Total	10.7	-	10.7	10.7	10.7	-

Note: Details may not sum to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through June 30, 2010 (\$ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (06/2010)	Cost to Date (06/2010)	Cost Forecast (06/2010)	At- Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Pile Installation Demonstration Project						
Capital Outlay Support	1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction	9.3	-	9.3	9.2	9.3	-
Total	11.1	-	11.1	11.0	11.1	-
Stormwater Treatment Measures						
Capital Outlay Support	6.0	2.2	8.2	8.1	8.2	-
Capital Outlay Construction	15.0	3.3	18.3	16.7	18.3	-
Total	21.0	5.5	26.5	24.8	26.5	-
Right-of-Way and Environmental Mitigation						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay & Right-of-Way	72.4	-	72.4	51.3	72.4	-
Total	72.4	-	72.4	51.3	72.4	-
Sunk Cost - Existing East Span Retrofit						
Capital Outlay Support	39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction	30.8	-	30.8	30.8	30.8	-
Total	70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support						
Environmental Phase	97.7	-	97.7	97.8	97.7	-
Pre-Split Project Expenditures	44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs	20.0	(8.0)	12.0	3.2	12.0	-
Total	162.6	(8.0)	154.6	145.9	154.6	-
Subtotal Capital Outlay Support	959.3	203.0	1,162.3	858.0	1,272.2	109.9
Subtotal Capital Outlay Construction	4,492.2	203.8	4,696.0	3,397.3	5,005.8	309.8
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total SFOBB East Span Replacement Project	5,486.6	403.5	5,890.1	4,256.0	6,285.7	395.6

Note: Details may not sum to totals due to rounding effects.

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

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (06/2010)	Cost to Date (06/2010)	Cost Forecast (06/2010)	At- Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project						
New Bridge						
Capital Outlay Support						
BATA Funding	84.9	6.9	91.8	91.9	91.9	0.1
Non-Bata Funding	-	0.1	0.1	0.1	0.1	-
Subtotal	84.9	7.0	91.9	92.0	92.0	0.1
Capital Outlay Construction						
BATA Funding	661.9	94.6	756.5	753.8	756.5	-
Non-Bata Funding	10.1	-	10.1	10.1	10.1	-
Subtotal	672.0	94.6	766.6	763.9	766.6	-
Total	756.9	101.6	858.5	855.9	858.6	0.1
I-680/I-780 Interchange Reconstruction						
Capital Outlay Support						
BATA Funding	24.9	5.2	30.1	30.1	30.1	-
Non-Bata Funding	1.4	5.2	6.6	6.3	6.6	-
Subtotal	26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction						
BATA Funding	54.7	26.9	81.6	77.1	81.6	-
Non-Bata Funding	21.6	-	21.6	21.7	21.7	0.1
Subtotal	76.3	26.9	103.2	98.8	103.3	0.1
Total	102.6	37.3	139.9	135.2	140.0	0.1
I-680/Marina Vista Interchange Reconstruction						
Capital Outlay Support	18.3	1.8	20.1	20.2	20.2	0.1
Capital Outlay Construction	51.5	4.9	56.4	56.1	56.4	-
Total	69.8	6.7	76.5	76.3	76.6	0.1
New Toll Plaza and Administration Building						
Capital Outlay Support	11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction	24.3	2.0	26.3	25.1	26.3	-
Total	36.2	5.8	42.0	40.8	42.0	-
Existing Bridge & Interchange Modifications						
Capital Outlay Support						
BATA Funding	4.3	13.5	17.8	17.8	17.8	-
Non-Bata Funding	-	0.9	0.9	0.8	0.9	-
Subtotal	4.3	14.4	18.7	18.6	18.7	-
Capital Outlay Construction						
BATA Funding	17.2	32.8	50.0	37.2	50.0	-
Non-Bata Funding	-	9.5	9.5	-	9.5	-
Subtotal	17.2	42.3	59.5	37.2	59.5	-
Total	21.5	56.7	78.2	55.8	78.2	-
Other Contracts						
Capital Outlay Support	11.4	(2.3)	9.1	9.1	9.1	-
Capital Outlay Construction	20.3	3.3	23.6	17.8	23.6	-
Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Total	52.1	0.9	53.0	43.9	53.0	-

Note: Details may not sum to totals due to rounding effects.

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

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (06/2010)	Cost to Date (06/2010)	Cost Forecast (06/2010)	At- Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project continued...						
Subtotal BATA Capital Outlay Support	155.7	28.9	184.6	184.8	184.8	0.2
Subtotal BATA Capital Outlay Construction	829.9	164.5	994.4	967.1	994.4	-
Subtotal Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Subtotal Non-BATA Capital Outlay Support	1.4	6.2	7.6	7.2	7.6	-
Subtotal Non-BATA Capital Outlay Construction	31.7	9.5	41.2	31.8	41.3	0.1
Project Reserves	20.8	3.6	24.4	-	24.1	(0.3)
Total New Benicia-Martinez Bridge Project	1,059.9	212.6	1,272.5	1,207.9	1,272.5	-
Notes:	Includes EA's 00601_,00603_,00605_,00606_,00608_,00609_,0060A_,0060C_,0060E_,0060F_,0060G_,0060H_, and all Project Right-of-Way					
Carquinez Bridge Replacement Project						
New Bridge						
Capital Outlay Support	60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction	253.3	2.7	256.0	255.9	256.0	-
Total	313.8	2.4	316.2	316.1	316.2	-
Crockett Interchange Reconstruction						
Capital Outlay Support	32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction	73.9	(1.9)	72.0	71.9	72.0	-
Total	105.9	(2.0)	103.9	103.8	103.9	-
Existing 1927 Bridge Demolition						
Capital Outlay Support	16.1	(0.5)	15.6	15.7	15.7	0.1
Capital Outlay Construction	35.2	-	35.2	34.8	35.2	-
Total	51.3	(0.5)	50.8	50.5	50.9	0.1
Other Contracts						
Capital Outlay Support	15.8	1.2	17.0	16.4	17.0	-
Capital Outlay Construction	18.8	(1.2)	17.6	16.3	17.6	-
Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Total	45.1	(0.1)	45.0	42.6	45.0	-
Subtotal BATA Capital Outlay Support	124.4	0.3	124.7	124.2	124.8	0.1
Subtotal BATA Capital Outlay Construction	381.2	(0.4)	380.8	378.9	380.8	-
Subtotal Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Project Reserves	12.1	(9.8)	2.3	-	2.2	(0.1)
Total Carquinez Bridge Replacement Project	528.2	(10.0)	518.2	513.0	518.2	-
Notes	Other Contracts include EA's 01301_,01302_,01303_,01304_,01305_,01306_,01307_,01308_,01309_,0130A_,0130C_,0130D_,0130F_,0130G_,0130H_,0130J_,00453_,00493_,04700_,00607_,2A270_,and 29920_ and all Project Right-of-Way					

Note: Details may not sum to totals due to rounding effects.

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

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (06/2010)	Cost to Date (06/2010)	Cost Forecast (06/2010)	At- Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation			See note below			
Capital Outlay Support						
BATA Funding	2.2	(0.8)	1.4	1.4	1.4	-
Non-BATA Funding	8.6	1.8	10.4	10.4	10.4	-
Subtotal	10.8	1.0	11.8	11.8	11.8	-
Capital Outlay Construction						
BATA Funding	40.2	(6.8)	33.4	33.3	33.4	-
Non-BATA Funding	51.1	-	51.1	51.1	51.1	-
Subtotal	91.3	(6.8)	84.5	84.4	84.5	-
Project Reserves	-	0.8	0.8	-	0.8	-
Total	102.1	(5.0)	97.1	96.2	97.1	-
Richmond-San Rafael Bridge Deck Overlay Rehabilitation						
Capital Outlay Support						
BATA Funding	4.0	(0.7)	3.3	3.3	3.3	-
Non-BATA Funding	4.0	(4.0)	-	-	-	-
Subtotal	8.0	(4.7)	3.3	3.3	3.3	-
Capital Outlay Construction	16.9	(0.6)	16.3	16.3	16.3	-
Project Reserves	0.1	0.3	0.4	-	0.4	-
Total	25.0	(5.0)	20.0	19.6	20.0	-
Richmond Parkway Project (RM 1 Share Only)						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	5.9	-	5.9	4.3	5.9	-
Total	5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening						
Capital Outlay Support	34.6	(0.5)	34.1	34.1	34.1	-
Capital Outlay Construction	180.2	(6.1)	174.1	174.1	174.1	-
Capital Outlay Right-of-Way	1.5	(0.9)	0.6	0.5	0.6	-
Project Reserves	1.5	(0.5)	1.0	-	1.0	-
Total	217.8	(8.0)	209.8	208.7	209.8	-
I-880/SR-92 Interchange Reconstruction						
Capital Outlay Support	28.8	34.6	63.4	54.1	63.4	-
Capital Outlay Construction						
BATA Funding	85.2	66.2	151.4	100.3	151.4	-
Non-BATA Funding	9.6	-	9.6	-	9.6	-
Subtotal	94.8	66.2	161.0	100.3	161.0	-
Capital Outlay Right-of-Way	9.9	7.0	16.9	12.3	16.9	-
Project Reserves	0.3	3.4	3.7	-	3.7	-
Total	133.8	111.2	245.0	166.7	245.0	-
Bayfront Expressway Widening						
Capital Outlay Support	8.6	(0.2)	8.4	8.3	8.4	-
Capital Outlay Construction	26.5	(1.5)	25.0	24.9	25.0	-
Capital Outlay Right-of-Way	0.2	-	0.2	0.2	0.2	-
Project Reserves	0.8	(0.3)	0.5	-	0.5	-
Total	36.1	(2.0)	34.1	33.4	34.1	-

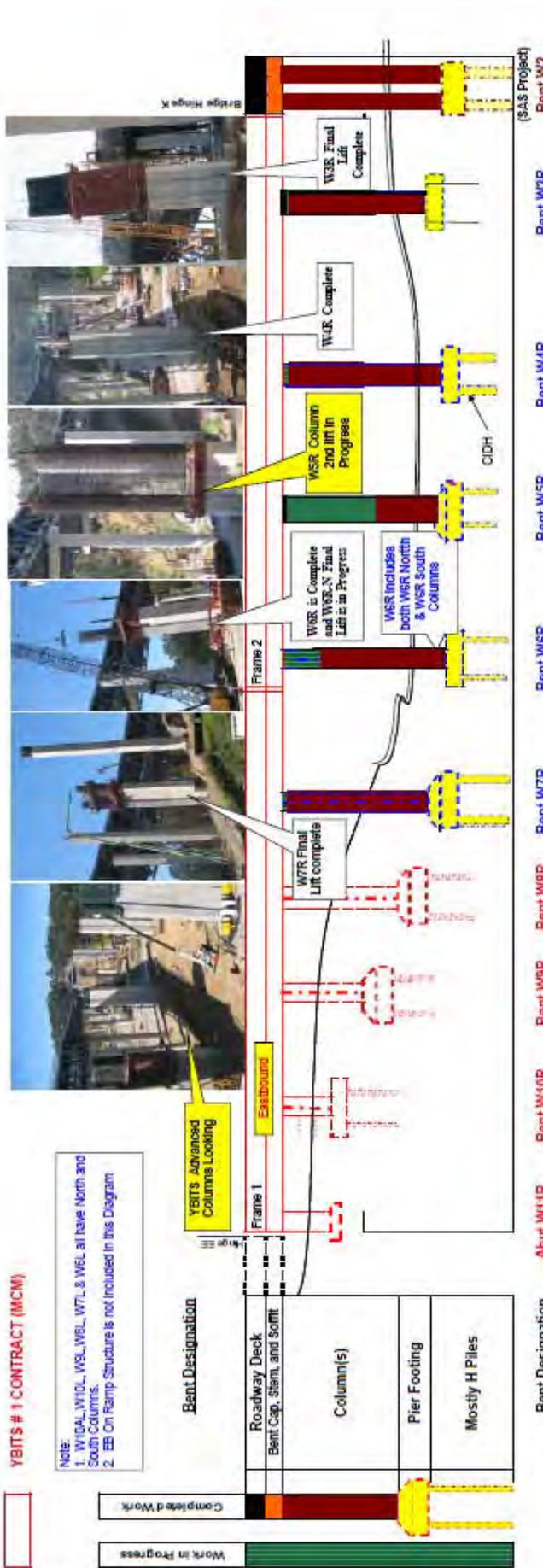
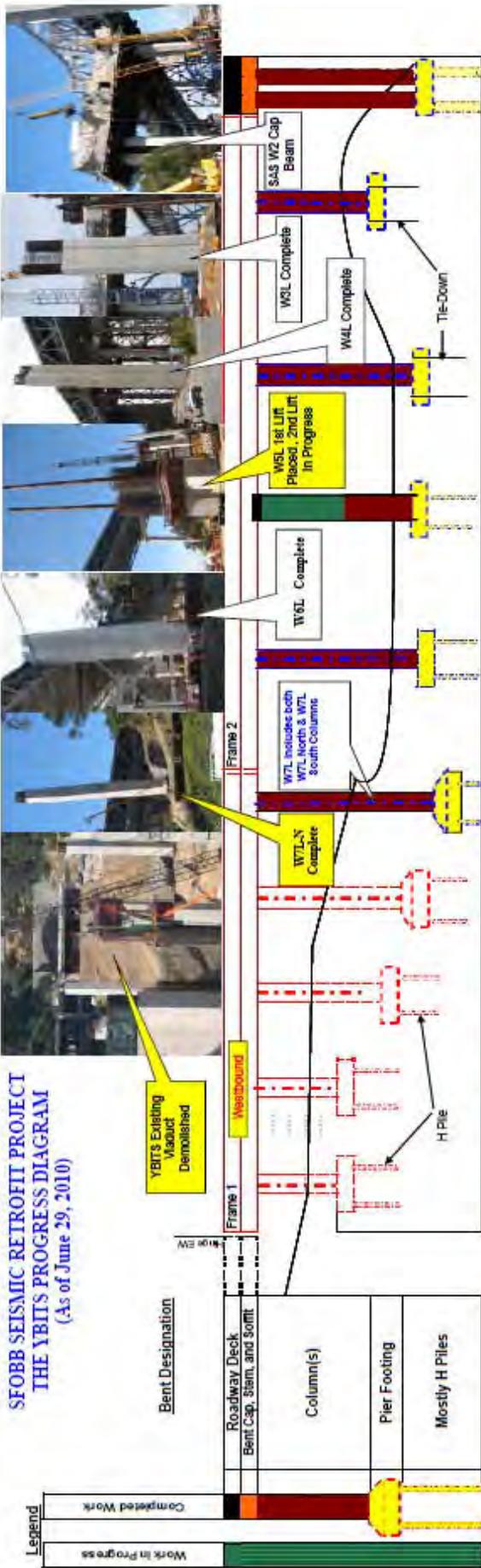
Note: Details may not sum to totals due to rounding effects.

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

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (06/2010)	Cost to Date (06/2010)	Cost Forecast (06/2010)	At- Completion Variance
a	c	d	e = c + d	f	g	h = g - e
US 101/University Avenue Interchange Modification						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	3.8	-	3.8	3.7	3.8	-
Total	3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support	358.3	61.6	419.9	410.2	420.2	0.3
Subtotal BATA Capital Outlay Construction	1,569.8	215.3	1,785.1	1,702.9	1,785.1	-
Subtotal Capital Outlay Right-of-Way	42.5	5.9	48.4	39.9	48.4	-
Subtotal Non-BATA Capital Outlay Support	14.0	4.0	18.0	17.6	18.0	-
Subtotal Non-BATA Capital Outlay Construction	92.4	9.5	101.9	82.9	102.0	0.1
Project Reserves	35.6	(2.5)	33.1	-	32.7	(0.4)
Total RM1 Program	2,112.6	293.8	2,406.4	2,253.5	2,406.4	-
Notes:	1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_ 2 San Mateo-Hayward Bridge Widening includes EA's 00305_,04501_,04503_,04504_,04504_,04505_,04506_,04507_,04508_,04509_,27740_,27790_,04860_					

Note: Details may not sum to totals due to rounding effects.

SFOBB SEISMIC RETROFIT PROJECT
THE YBITS PROGRESS DIAGRAM
 (As of June 29, 2010)



Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication



Heavy Dock Lift 7 and 8



Traveler Rail Fabrication



Traveler Rail Fabrication



Lift 14 Anchorage Construction Model

Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication (cont.)



Segments of Roadway Box 9 in Trial Assembly Yard



Roadway Box 8 with Crossbeam 9 and 10 and Roadway Box 7 Segments in Background



Roadway Box 9 in Trial Assembly Yard



Roadway Box 8 in Trial Assembly Yard





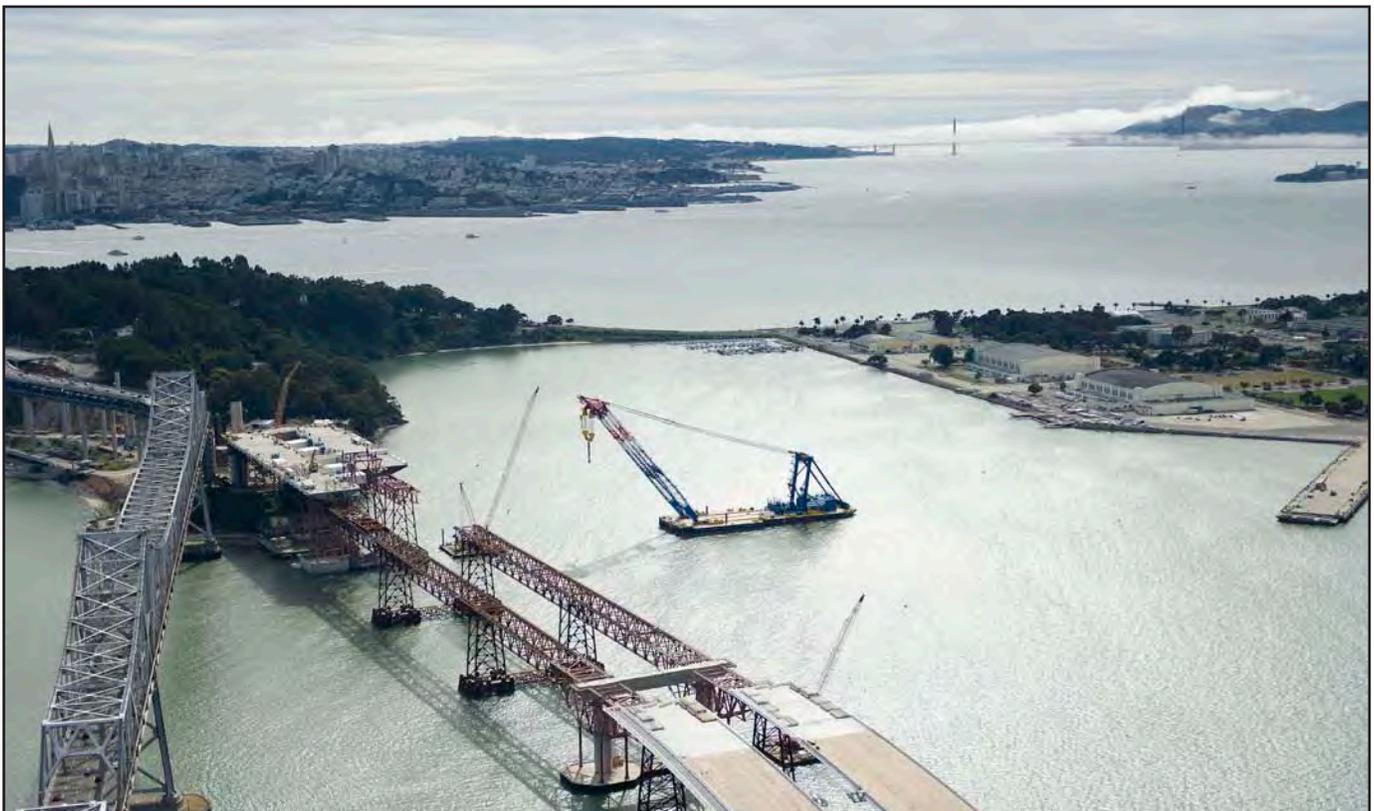
Shearleg Barge Crane Lifting Roadway Box #7

Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Field Work



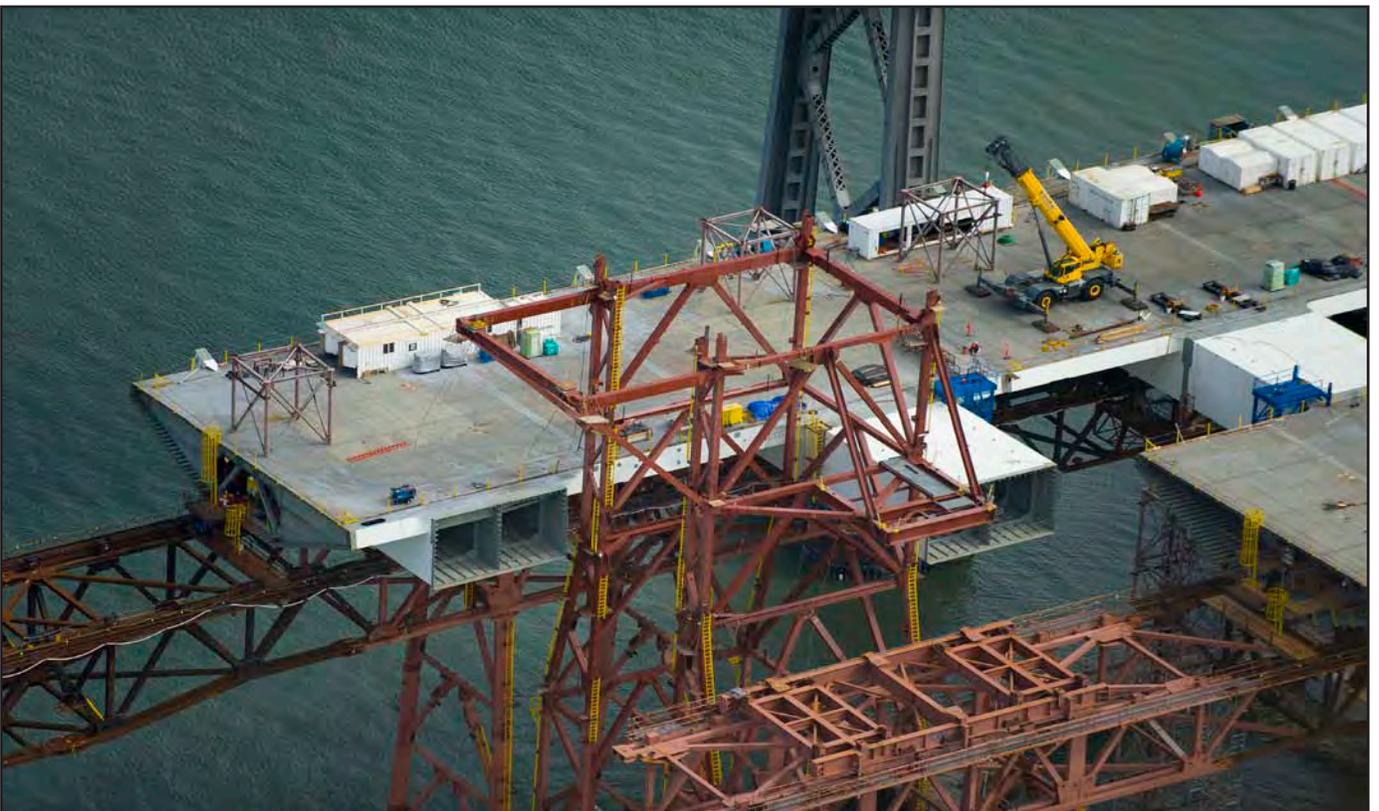
SAS Eastbound and Westbound Roadway Boxes Placed



Overview of the SAS Construction Progress



SAS Sixth Westbound Roadway Box Ready Stored at Pier 7 and Ready for Installation



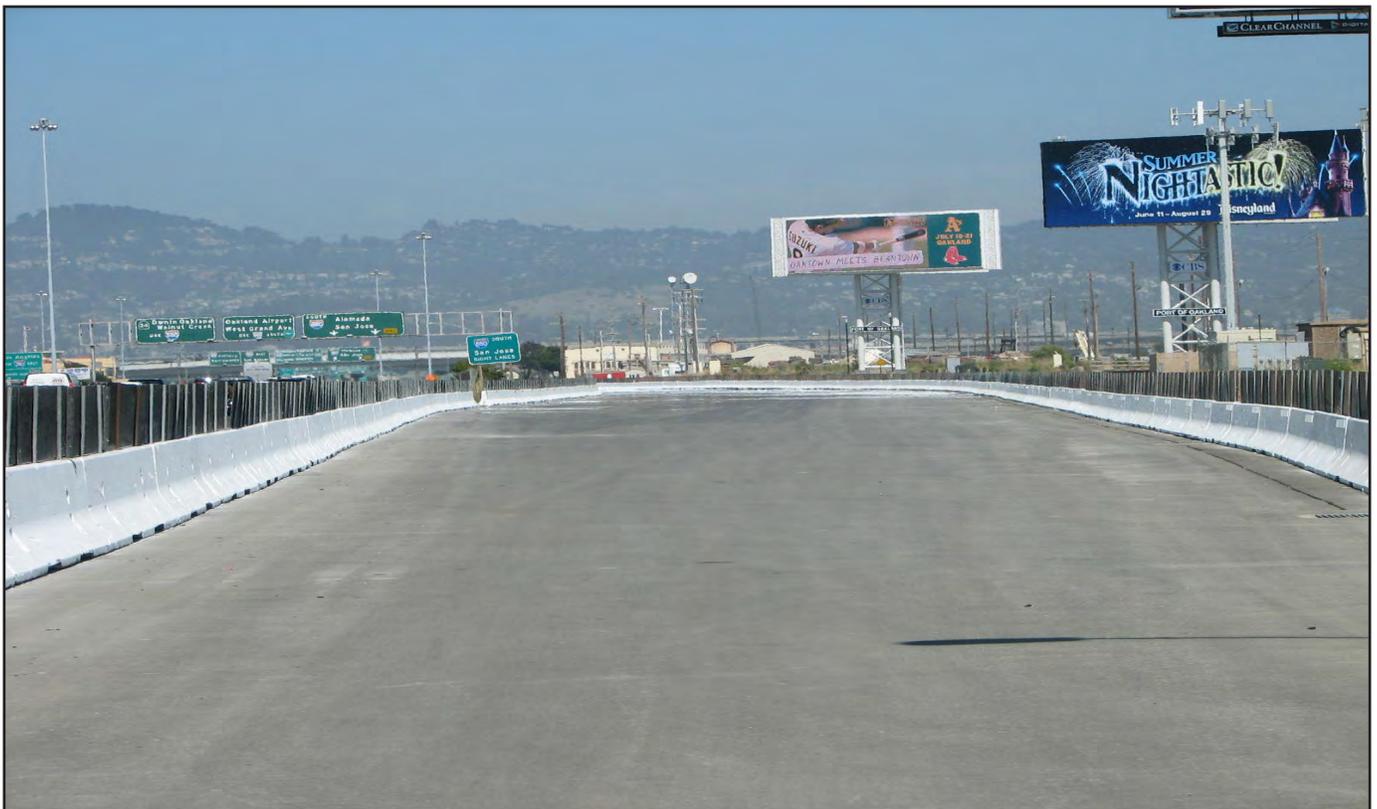
Tower Erection Framing Structure Being Erected

Appendix E: Project Progress Photographs

Oakland Touchdown



OTD #1 Temporary Access Road to Skyway from Oakland Touchdown



OTD #1 Eastbound Detour Road Completed



OTD #1 Mole Substation Completed



OTD #1 Service Platform and Equipment Completed

Appendix E: Project Progress Photographs

92/880 Interchange



Irrigation Crossover at Hesperian Blvd.



Eldridge Pedestrian Over Crossing



Overview of 92/880 Interchange

Appendix F: Glossary of Terms

Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

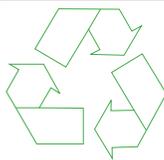
BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

% COMPLETE: % Complete is based on an evaluation of progress on the project, expenditures to date, and schedule.



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The information in this report is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production is \$1,574,873.73.







Aerial View of First Segment of the Tower Put into Position