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## *Memorandum*

TO: BATA Oversight Committee

DATE: January 6, 2009

FR: Executive Director

W. I. 1256

RE: Toll Bridge Program Capital and Operating Budget Revisions (BATA Resolution No. 86, Revised)

Toll Bridge Program capital and operating budget revisions and fund allocations are proposed as follows:

A. Allocation of \$144 million for Yerba Buena Island Transition Structures (YBITS #1) Contract

As part of the San Francisco-Oakland Bay Bridge Seismic Replacement Project, the YBITS #1 contract is the first of two contracts that will construct the concrete roadway sections linking the new Self Anchored Suspension Span to the existing Yerba Buena Island Tunnel. The first contract constructs the mainline roadways, while a later contract after the mainline is opened to traffic will complete a new eastbound on-ramp from Yerba Buena Island onto the new bridge.

On December 15, 2009, Caltrans opened three bids for the contract. All three bids were significantly lower than the engineer's estimate. The \$87 million low bid from MCM Construction of North Highlands, California was \$47 million less than the Caltrans engineer's estimate of \$134 million. Including supplemental work and contingencies, Caltrans has requested an allocation of \$144 million in toll funds for the contract. A risk adjusted forecast for the contract is still being prepared, but will be significantly lower than the current \$223 million forecast.

Work will start in earnest during the latter half of this year after contract submittals are reviewed and accepted and demolition work is completed by the Yerba Island Detour Contractor. The existing transition structures that were closed with the opening of the detour structure last Labor Day weekend need to be removed to make room for the YBITS #1 contract. The mainline structures are scheduled to be ready for the 2013 opening of the new east span.

B. Adding the Dumbarton Bridge and Antioch Bridge Seismic Retrofit Projects to the Toll Bridge Seismic Retrofit Program

With the recently enacted AB 1175, the Dumbarton Bridge and Antioch Bridge Seismic Retrofit Projects are now part of the Toll Bridge Seismic Retrofit Program (TBSRP). Design work on both projects have been proceeding through the use of Toll Bridge Rehabilitation Program

funding with the assumption that full funding for the projects would come from the proposed toll schedule increase. Transfer of the projects to the TBSRP places the projects fully under the jurisdiction of the Toll Bridge Program Oversight Committee, modifies the project overhead rates charged by Caltrans, and requires Authority approval of project bid documents for advertisement.

The current cost of the two projects, as previously reported, is \$750 million including construction, support, and contingencies. Attachment A shows the budgeting of the entire TBSRP, including the Antioch Bridge and Dumbarton Bridge seismic retrofits added to the program. As shown in the Attachment a total of \$560 million is budgeted for the Antioch and Dumbarton Bridges, which represents the capital and support cost estimates for both projects. An additional \$190 million is added to the TBSRP Program Contingency, which includes the combined “risk” cost estimate for the two projects.

Staff is requesting that the Authority take the following actions:

- Add the Antioch Bridge and Dumbarton Bridge seismic retrofit projects into the TBSRP and budgeting a total of \$750 million (\$267,000 for the Antioch Bridge and \$483 million for the Dumbarton Bridge) for the projects, subject to adoption of the proposed increase in toll on the state-owned bridges.
- Re-allocate \$43 million in prior allocations for the design and engineering of the Antioch and Dumbarton Bridge retrofits from the Toll Bridge Rehabilitation Program to the TBSRP.
- Approve release of bid documents for the Antioch Bridge Seismic Retrofit and authorize for the BATA Executive Director to approve any future contract addenda for the project.

The Antioch Bridge Seismic Retrofit Project was advertised by Caltrans in December 2009 with bid opening scheduled for April 2010. The Dumbarton Bridge Seismic Retrofit Project is scheduled to be advertised at the end of March 2010 with bid opening scheduled for August 2010. Although the Antioch Bridge project already has been advertised, to be consistent with the new law which became effective January 1, staff further requests approval of bid documents for the Antioch Bridge Seismic Retrofit and authorization for the BATA Executive Director to approve any future contract addenda.

### C. Revised BATA Operating Budget

Increase the transfer budget by \$1,683,000 to include the balance of the 2% transit capital transfers. Section 30913 (b) authorizes the transfer of up to 2% of base toll revenue to MTC for transit capital purposes. The adopted budget included \$863,000. This change will bring the transfer to its fully authorized amount of \$2,546,000. There is also a balance of \$1,463,466 in prior year contract encumbrances that will be added to the FY 2009-10 budget.

## Recommendation

Staff recommends that this Committee refer BATA Resolution No. 86, revised to the Authority for approval to take the following actions:

- Allocate \$144 million in toll funds for the Yerba Buena Island Transition Structures #1 Contract.
- Program \$750 million in toll funds for the Antioch Bridge (\$267 million) and Dumbarton Bridge (\$483 million) Seismic Retrofit Projects into the Toll Bridge Seismic Retrofit Program, subject to adoption of the proposed increase in toll on the state-owned bridges, and re-allocate \$43 million in prior allocations of Toll Bridge Rehabilitation Program funds for the Antioch and Dumbarton Bridge seismic retrofit projects to the TBSRP
- Approve release of bid documents for the Antioch Bridge Seismic Retrofit and authorize the BATA Executive Director to approve any future contract addenda for the project.
- Increase the transfer budget by \$1,683,000 to accommodate the balance of the authorized transit capital transfers.

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Steve Heminger

SH: pl

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**Attachment A**  
**Toll Bridge Seismic Retrofit Program Budget Schedule**

Toll Bridge Seismic Retrofit Projects	Current Total Project Budget	Proposed Project Budget Changes	Revised Total Project Budget	Notes
	a	b	c = a + b	
San Francisco-Oakland Bay Bridge East Span Replacement	\$ 5,752,710,000		\$ 5,752,710,000	
San Francisco-Oakland Bay Bridge West Span Retrofit	\$ 307,900,000		\$ 307,900,000	
San Francisco-Oakland Bay Bridge West Approach Replacement	\$ 470,700,000		\$ 470,700,000	
Richmond-San Rafael Bridge Retrofit	\$ 816,500,000		\$ 816,500,000	
Benicia-Martinez Bridge Retrofit	\$ 177,830,000		\$ 177,830,000	
Carquinez Bridge Retrofit	\$ 114,130,000		\$ 114,130,000	
San Mateo-Hayward Bridge Retrofit	\$ 163,510,000		\$ 163,510,000	
Antioch Bridge Retrofit		\$ 195,000,000	\$ 195,000,000	
Dumbarton Bridge Retrofit		\$ 365,000,000	\$ 365,000,000	
<b>Subtotal for Bay Area Bridges</b>	\$ 7,803,280,000	\$ 560,000,000	\$ 8,363,280,000	
Vincent Thomas Bridge Retrofit ( <i>non-BATA, for information only</i> )	\$ 58,510,000		\$ 58,510,000	
San Diego-Coronado Bridge Retrofit ( <i>non BATA, for information only</i> )	\$ 103,520,000		\$ 103,520,000	
<b>Program Indirects</b>	\$ 30,000,000	\$ -	\$ 30,000,000	
<b>Subtotal for All Bridges</b>	\$ 7,995,310,000	\$ 560,000,000	\$ 8,555,310,000	
<b>Program Contingency</b>	\$ 689,690,000	\$ 190,000,000	\$ 889,690,000	
<b>Total for Toll Bridge Seismic Retrofit Program</b>	\$ 8,685,000,000	\$ 750,000,000	\$ 9,435,000,000	

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Notes: