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Memorandum

TO: BATA Oversight Committee

DATE: September 7, 2011

FR: Executive Director

W. I. 1256

RE: Toll Bridge Capital Program Updates – BATA Resolution No. 98 Revised

A. Toll Bridge Bridge Seismic Retrofit Program

Pursuant to California Streets and Highways Code § 30952.05, the Authority is required to review and approve contract specifications and bid documents prior to release. Staff is requesting Authority approval to release the Oakland Touchdown #2 (OTD2) contract document for advertisement,

At the Oakland end of the new east span, a pair of reinforced concrete approach structures, called the Oakland Touchdown, need to be constructed to connect the existing toll plaza to the completed skyway section of the new eastern span. In June 2010, Caltrans completed the Oakland Touchdown #1 contract that constructed the westbound approach and portions of the eastbound approach that was not in conflict with the existing bridge. Having already completed an eastbound detour last Memorial Day, Caltrans is currently in the process of constructing a westbound detour to open in early 2012 that will allow for construction remaining portions of the eastbound approach.

The remaining work will be constructed under the OTD2 contract, which will also accomplish the final grading and striping necessary to open the Oakland end of the bridge. The current budget for the contract is \$62 million. The contract is scheduled for advertisement by Caltrans in October 2011 with a bid opening in February 2012. After bids are opened and a responsive low bidder determined, the Authority will be requested to make an allocation of toll seismic funds to the contract.

BATA staff and our oversight consultants have conducted a review of the Plans and Specifications for the contract and deem them acceptable for advertisement. Further, the Toll Bridge Program Oversight Committee is scheduled to review and approve the contract for advertisement at its September 8, 2011 meeting.

B. Toll Bridge Rehabilitation Program

The Toll Bridge Rehabilitation Program funds a number of toll bridge related projects, including FasTrak[®] lane improvements, toll plaza/facilities improvements, and more typical bridge rehabilitation work, like deck overlays and fender replacements. BATA and Caltrans continually develop and update the ten-year rehabilitation program to maintain the safe and efficient operation of the bridges and associated facilities.

The current 10-year plan includes a total of about \$670 million in projects over the 10-year period. The total program cost over the 10-year period is consistent with the expected toll revenues available for bridge rehabilitation projects over the same time period. Staff is requesting Authority approval to adopt minor project changes based on current budget forecasts and schedules. These changes are noted in Attachments D1 and D2 to the FY 2011-12 BATA Capital Budget. The changes do not change the overall budget of the program.

Recommendation

Staff recommends that the Committee refer BATA Resolution No. 98, Revised to the Authority to approve the OTD2 contract specifications and bid documents for release and authorize the BATA Executive Director, or his designee, to authorize amendments to these contract specifications and bid documents as necessary; and to approve minor revisions to the Toll Bridge Rehabilitation Program.

Steve Heminger

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