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Memorandum

TO: BATA Oversight Committee

DATE: May 7, 2014

FR: Executive Director

W. I. 1256

RE: 1st Quarter 2014 Project Progress and Financial Update Report for the Toll Bridge Seismic Retrofit Program

The Toll Bridge Program Oversight Committee's (TBPOC) 1st Quarter 2014 Project Progress and Financial Update Report for the Toll Bridge Seismic Retrofit Program will present program and project updates through the end of March 2014 and will be made available at the Committee meeting.

TBPOC was established by Assembly Bill 144 (AB 144) in 2005 to oversee the delivery of the Toll Bridge Seismic Retrofit Program and consists of the Executive Director of BATA, the Director of Caltrans, and the Executive Director of the California Transportation Commission. In directing the establishment of the TBPOC, the Legislature exempted the TBPOC from the state's open meeting laws because it is not a policy body and because of the unusual role it plays in providing oversight over a complex set of seismic retrofit projects. For instance, when Caltrans is negotiating a change order or responding to a construction claim, the TBPOC may advise Caltrans as to the negotiations strategy and monetary risks. Making this information public prior to final execution of the change order or final resolution of the claim would undermine Caltrans' negotiating position.

Guided by a perspective and philosophy in favor of transparency, the TBPOC has decided to open its meetings to the public to the greatest extent possible while still balancing the unusual nature of the POC's operations and the exigencies with which it is often confronted. The TBPOC convened its first public meeting on May 6, 2014. From this point forward agendas and packets can be found at www.baybridgeinfo.org or MTC website.

Quarterly Progress Report

With the opening of the new east span of the San Francisco-Oakland Bay Bridge, all seven state-owned toll bridges in the Bay Area have now achieved seismic safety either via retrofit or replacement of existing structures. Recent progress on completing the east span project included:

- Functional completion of the saddle retrofit of the failed rods on Pier E2 of the Self-Anchored Suspension (SAS) span was achieved on December 19, 2013. No additional rods have failed in service on the bridge. The extensive rod testing program outlined by the TBPOC in the July 8, 2013 meeting is on-going. The TBPOC hosted a technical briefing about the rod testing program on February 26, 2014, and invited technical professionals and

others who have expressed opinions or an interest in this issue to participate. A video of the entire workshop can be found at <http://baybridgeinfo.org/rods/briefing>.

- Dismantling of the old span continues with the removal of the upper and lower concrete decks of the main cantilever section of the bridge. The main cantilever truss was cut in half on April 2, 2014. As noted in the Toll Bridge Seismic Retrofit Program (TBSRP) report from last quarter, the demolition work on the cantilever section of the old east span was delayed due to construction equipment access conflicts with other contractors on Yerba Buena Island. The TBPOC has pursued a series of actions to get the demolition work schedule back on track.
- The permanent east bicycle/pedestrian pathway approach from the toll plaza to the new east span was opened on March 25, 2014.

If you have any project questions, please contact BATA staff.



Steve Heminger

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