

1 [Supporting Self-Anchored Suspension Design]

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Resolution endorsing the principle that the most expeditious path to seismic safety for this critical component of the region's transportation infrastructure is to retain the Self-Anchored Suspension design that is 100 percent complete, fully permitted and ready to construct.

WHEREAS, In January 2002, then Governor Gray Davis presided over groundbreaking ceremonies to mark the start of construction of the new east span of the Bay Bridge; and

WHEREAS, Construction work has continued since that time, with over 65 percent (65%) of the skyway portion of the bridge near the Oakland shore now completed, the west pier of the Self-Anchored Suspension now complete on Yerba Buena Island, the contract to construct the tower and east pier of the Self-Anchored Suspension span is 20 percent (20%) complete, and a total of over \$200 million in design and construction work on the Self-Anchored Suspension span has already been expended; and

WHEREAS, In August 2004, Caltrans reported additional cost overruns for the toll bridge seismic retrofit program, with the Self-Anchored Suspension portion of the new east span replacement project estimated to be responsible for approximately half of the cost increase; and

WHEREAS, In September 2004, Caltrans rejected the sole bid received to construct the superstructure of the Self-Anchored Suspension design and announced it was undertaking a review of the east span project to determine whether or not to redesign the bridge; and

WHEREAS, In December 2004, Governor Arnold Schwarzenegger proposed to scrap the Self-Anchored Suspension design and replace it with a skyway alternative originally proposed by then Governor Wilson seven years previously; and

1 WHEREAS, Independent report from the Federal Highway Administration, Bechtel
2 Infrastructure Corporation, and Caltrans Seismic Safety Peer Review Panel generally support
3 retaining the current Self-Anchored Suspension design, with the seismic safety panel
4 concluding that, "Any change in bridge type or geometry could result in multi-year delays
5 which are unacceptable from a seismic safety point of view. Furthermore, with recent and
6 continuing increases in material and construction costs it is not clear that project delays will
7 result in overall cost savings."; and

8 WHEREAS, The San Francisco Bay Area has experienced nine (9) major earthquakes
9 in excess of 6.5 or greater over the past 170 years, averaging one major earthquake every 19
10 years; and

11 WHEREAS, The U.S. Geological Survey has estimated that there is a 62 percent
12 (62%) probability that an earthquake of a magnitude 6.7 or greater will occur within the next
13 30 years on the San Andreas and Hayward faults, both of which are adjacent to the east span;
14 and

15 WHEREAS, Such an earthquake could cause the collapse of major sections of the
16 existing east span cantilever truss structure, which is used by 180,000 individuals daily; and

17 WHEREAS, Such a collapse could cause the death and/or injury of thousands of
18 people and cause economic distress for businesses and workers through nine counties of the
19 San Francisco Bay Area; now, therefore, be it

20 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
21 endorses the principle that the most expeditious path to seismic safety for this critical
22 component of the region's transportation infrastructure is to retain the Self-Anchored
23 Suspension design that is 100 percent complete, fully permitted and ready to construct; and
24 be it

25 FURTHER RESOLVED, That the Board of Supervisors urges the California Legislature
to retain the Self-Anchored Suspension design in State law and further requests the Governor
of California and Caltrans to immediately advertise and solicit construction bids for that
design; and be it

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FURTHER RESOLVED, That the Board of Supervisors urges the California Legislature and the Governor of California to promptly commence negotiations to achieve a fair and equitable cost-sharing agreement for the latest cost overruns for the toll bridge seismic retrofit program; and be it

FURTHER RESOLVED, That the Board of Supervisors requests the Clerk of the Board forward the resolution upon passage to the Governor of California, the California Senate and Assembly, and the Metropolitan Transportation Commission.



City and County of San Francisco

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Tails
Resolution

File Number: 050140

Date Passed:

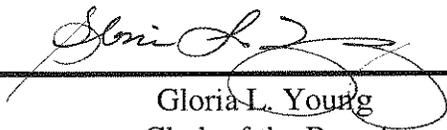
Resolution endorsing the principle that the most expeditious path to seismic safety for this critical component of the region's transportation infrastructure is to retain the Self-Anchored Suspension design that is 100 percent complete, fully permitted and ready to construct.

February 1, 2005 Board of Supervisors — ADOPTED

Ayes: 10 - Alioto-Pier, Ammiano, Daly, Elsbernd, Ma, Maxwell, McGoldrick,
Mirkarimi, Peskin, Sandoval
Excused: 1 - Dufty

File No. 050140

I hereby certify that the foregoing Resolution was ADOPTED on February 1, 2005 by the Board of Supervisors of the City and County of San Francisco.

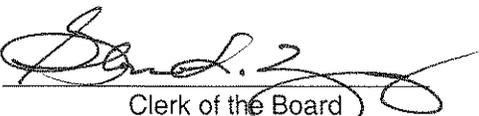

Gloria L. Young
Clerk of the Board


Date Approved


Mayor Gavin Newsom

Date: February 11, 2005

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, became effective without his approval in accordance with the provision of said Section 3.103 of the Charter.


Clerk of the Board

File No.
050140