

Architectural & Engineering Contracts (232): The Department is requesting a total of \$276.4 million and 1,191 Personnel Year Equivalents (PYEs) in A&E funding for the FY 2009-10. This is a net increase of \$1.6 million and a decrease of 75 PYEs from the current year. The methodology used to request funding for PYEs remains consistent as in the prior year. Personnel year equivalents are calculated using the same methodology used for calculating personnel years; that is 1,758 hours equate to one personnel year or one personnel year equivalent. The statewide PYE average rate for the budget year is approximately \$232,000 and is based on negotiated contracts.

Additional Capital Outlay Support Operating Expenses:

Summary of Additional Operating Expense	
Out of Country Travel	\$ 1,200,000
DES Long Term Assignments	\$ 2,000,000
Project Specific Liability Insurance	\$ 4,000,000
Total	\$ 7,200,000

Out of Country Travel: Out of Country Travel: The Department is requesting a one-time increase in reimbursable authority of \$1.2 million for out of country travel for the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project (ESSSP). The request includes travel, lodging and per diem expenses incurred to coordinate and monitor the fabrication of steel and cable in China, Japan and Korea. The Bay Area Transportation Authority (BATA) will reimburse the State for these costs per the BATA agreement. The out of country request has been submitted to the Governor's office and is pending approval.

The ESSSP is a critical seismic retrofit project, which together with the West Approach project will provide a lifeline trans-bay connection for the Bay Area in the event of a major earthquake. Prompt completion of the ESSSP is of tremendous importance, not only due to the need for a lifeline connection but also due to the vulnerability of the existing East Span. A major component of the ESSSP is the Self Anchored Suspension Span (SAS), which controls the schedule for completion of the ESSSP. The SAS is a technically complex structure in terms of both design and construction, which places a premium on a highly focused effort to insure that the SAS schedule is maintained, at a minimum, and advanced if possible for the benefit of public safety.

The SAS contract was awarded in April 2006 to the American Bridge/Fluor (ABF) joint venture. ABF has subcontracted with the Zhenhua Port Machinery Company