



Agenda Item No. (3)

To: Building and Operating Committee/Committee of the Whole
Meeting of May 22, 2025

From: John R. Eberle, District Engineer
Denis J. Mulligan, General Manager

Subject: **APPROVE ACTIONS RELATIVE TO THE GOLDEN GATE SUSPENSION
BRIDGE SEISMIC RETROFIT PRECONSTRUCTION**

Recommendation

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to Project #1923, *Golden Gate Suspension Bridge Seismic Retrofit Preconstruction*:

1. Authorize execution of the Second Amendment to Professional Services Agreement (PSA) No. 2023-B-015, *Golden Gate Suspension Bridge Seismic Retrofit CMGC Preconstruction Services*, with Halmar International, LLC, Nanuet, NY, (Halmar) in an amount not-to-exceed \$2,237,868, for continuation of Construction Manager/General Contractor (CMGC) preconstruction services;
2. Authorize execution of the Second Amendment to PSA No. 2023-B-042, *Golden Gate Suspension Bridge Seismic Retrofit ICE Services*, with Leland Saylor Associates, Walnut Creek, CA, in an amount not-to-exceed \$738,505, for continuation of Independent Cost Estimator (ICE) preconstruction services;
3. Authorize execution of the Sixteenth Amendment to PSA No. 2010-B-1, *Golden Gate Suspension Bridge Seismic Retrofit Design Services* with HDR Engineering, Inc., Walnut Creek, CA, in an amount not-to-exceed \$862,486, for continuation of engineering design services to finalize the design documents and preconstruction services; and,
4. Authorize an \$5,568,659 increase, to be funded with District reserves, in the FY 24/25 Bridge Division Capital Budget for Project #1923 to finance the estimated \$3,838,859 in costs for consultant services, and the estimated \$1,729,800 in costs for the District's staff and other expenses required to develop the final construction documents and the construction price and schedule, for the total Project budget of \$25,643,934.

This matter will be presented to the Finance-Auditing Committee at its May 22, 2025, meeting for concurrence, and to the Board of Directors at its May 23, 2025, meeting for appropriate action.

Summary

By Resolution No. 2018-049, the Board of Directors approved the use of the Construction Manager/General Contractor (CMGC) construction project delivery method for the construction of the Golden Gate Suspension Bridge Seismic Retrofit Project. In April 2019, the Board of Directors, by Resolution No. 2019-023, authorized the establishment of Project #1923, *Golden Gate Suspension Bridge Seismic Retrofit Preconstruction* (Project).

The Construction Manager/General Contractor project delivery method allows the project owner to engage a construction contractor (referred to as the CMGC) during the project design stage (referred to as Preconstruction Phase) to collaboratively work with the project team on development of construction plans and specifications, as well as on the construction price and schedule. The project team consists of the owner's staff, design consultant, Independent Cost Estimator (ICE) consultant, owner's other consultants, and the CMGC. During the Preconstruction Phase, the CMGC provides input on value engineering ideas that improve the project's constructability and price; on impacts of project site, environmental and regulatory constraints on construction cost and schedule; and on construction cost and schedule risks and how those risks can be mitigated. Also, the CMGC prepares construction cost estimates at each pricing milestone and for its Construction Price Proposal (CPP) using an open book production-based estimation method and an agreed to cost model that defines costs related to labor, materials, equipment, subcontractor and supplier quotes, means and methods, production rates, risk, direct costs, mobilization, and overhead and profit.

This arrangement fosters a greater understanding between the project owner and the construction contractor so that misunderstandings and future claims are kept to a minimum, and construction change orders are reduced and better managed. After design plans and specifications for the project are finalized, the owner requests the CMGC's CPP for the project construction. If the CPP is accepted by the owner, a construction contract is issued to the CMGC so that the Construction Phase of the project can begin, and the CMGC becomes the prime contractor for the project. If the CPP is not accepted by the owner, the owner, in its sole discretion, may end the CMGC's participation in the project and advertise the project for construction bids.

The Project is under the California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA) oversight for compliance with applicable state and federal laws, rules, and regulations because of the federal funding participation in the Project.

The implementation of the Project Preconstruction Phase, which will conclude with establishing a construction cost and schedule, will require participation of the following Project Team members:

- CMGC
- ICE consultant
- Design consultant
- Project Technical Review Panel (TRP) consultants
- FHWA and Caltrans oversight staff
- District's project management and contract administration staff

On February 23, 2024, the Board of Directors authorized: (i) entering into a contract with Halmar International, LLC (Halmar) to be the CMGC; (ii) entering into a contract with Leland Saylor Associates (LSA) to be the ICE consultant; and (iii) executing a contract amendment with the District's design consultant, HDR Engineering, Inc. (HDR) to participate in the CMGC process and finalize the design plans and specifications for the Project. The Notices to Proceed for the contracts and contract amendment were issued in March 2024, and since that time, the Project Team has been progressing with the CMGC Preconstruction scope of services, including:

- Participating in Project Team kick-off workshop.
- Participating in Project Team partnering meetings.
- Reviewing and providing comments on design plans and specifications, and other relevant Project documents.
- Performing Project site field reviews and providing field review reports.
- Proposing and tracking innovations and value engineering ideas.
- Developing, reviewing, commenting on, and updating a Project risk register.
- Developing, reviewing, commenting on, and updating construction means and methods plans.
- Developing, reviewing, commenting on, and updating construction access plan.
- Developing, reviewing, commenting on, and updating preconstruction and construction schedules.
- Developing, reviewing, commenting on, and updating quality control plan for the Project construction.
- Developing, reviewing, commenting on, and updating health and safety plan for the Project construction.
- Developing, reviewing, commenting on, and updating a construction cost model.
- Developing, reviewing, commenting on, and updating a subcontracting plan and a DBE engagement plan.
- Preparing, reviewing, and commenting on opinions of probable construction costs (OPCCs).
- Updating the design plans and specifications.

After reviewing the 90% level design documents, reviewing site record drawings and other informational documents, performing site visits, and participating in technical review meetings with the other Project Team members discussing the scope of work and design details, Halmar developed its preliminary proposed access plans and preliminary means and method plans for performing the work. Halmar also developed a construction cost model for use by the Project Team in performing the opinions of the probable construction cost (OPCC) for the work. Halmar, LSA, and HDR performed their own independent quantity take-offs and independent OPCCs using production-based estimation methods. After submission of the OPCCs, Project Team meetings were held to reconcile differences in the OPCCs, including quantity take-offs, estimated labor production rates, and individual bid item amounts. After the reconciliation meetings, it was determined that the OPCC for the 90% designed project greatly exceeded the amount budgeted for the Project construction.

Engineering staff and its design consultant reviewed the three independent OPCCs for the 90% designed project and compared it to the previous estimate that was developed to establish the project construction budget. A portion of the cost increase was determined to be due to inflation

that had occurred since the previous estimate was completed in 2022. Another portion of the cost increase was due to additional scope added to the Project since the previous estimate. The largest cost increase was determined to be for the estimated cost to clean and paint the Bridge structural steel.

Cal/OSHA issued new regulations that went into effect on January 1, 2025, which impose new rules on employers of workers with occupational exposure to lead. The new Cal/OSHA regulations, among other things, decrease the Permissible Exposure Limits for lead by 80%, lower the Action Level for lead by 93%, and appeared to reduce the number of hours each day that a worker may perform abrasive blasting on steel surfaces containing lead paint. Painting contractors have not been able to determine the costs of implementing the new regulations, and the uncertainty has greatly increased the cost estimate for the clean and paint bid items.

FHWA also requires that the Project cost be evaluated through a Cost and Schedule Risk Assessment (CSRA) workshop, which uses a probabilistic methodology for determining a project's cost. FHWA requires that the results of the CSRA be used in the Project's Financial Plan, which details the funding plan for paying for the project construction. The Financial Plan must be finalized and accepted prior to FHWA approving and obligating federal funds for the construction of a project. The CSRA uses the ICE's OPCC amount, the identified construction engineering support services amounts, and then uses a probabilistic methodology for quantifying costs associated with all identified project risks. The results of the CSRA workshop confirmed that the probable cost for the 90% designed project greatly exceeds the amount budgeted and available for the Project construction.

The District does not have sufficient funds to finance the construction of the currently contemplated Project. In an effort to reduce costs, Engineering staff and its design consultant investigated the 90% design project scope of work to determine if any scope could be reduced or eliminated. Halmar also proposed modifications to certain design details and specifications that would potentially simplify construction and reduce costs. Engineering staff determined that these measures alone would not produce enough savings to bring the Project within the construction budget and determined that further actions needed to be investigated.

After consulting with representatives from FHWA and Caltrans, FHWA stated that the District may consider breaking the project into smaller phases of independent utility, similar to how the District initially phased the Bridge retrofit. Engineering staff and its design consultant determined that the Project could be split into two phases, one phase to retrofit the two main towers, the south side span and the north side span and another phase to retrofit the main suspension spans. Engineering staff informed the Project Team of this determination and directed them to revise the design drawings and specifications and perform the next OPCC accordingly. The project phasing changes will require additional time and effort to complete the preconstruction services and receive a final construction price proposal.

Recommendation of Award of the Second Amendment to PSA No. 2023-B-015, *Golden Gate Suspension Bridge Seismic Retrofit CMGC Preconstruction Services*

As stated above, by Resolution No. 2024-009, the Board of Directors authorized the execution of PSA No. 2023-B-015, *Golden Gate Suspension Bridge Seismic Retrofit CMGC Preconstruction Services*, with Halmar International, LLC (Halmar), to perform Construction Manager/General

Contractor (CMGC) preconstruction services. Since the Notice to Proceed was issued in March 2024, Halmar has been progressing with the CMGC preconstruction scope of services.

Due to the complexity of the Project and the time necessary to review and evaluate the design drawings, develop access plans, develop means and methods, identify problematic design details, develop innovation requests, propose alternate details to simplify construction, review revised design details and specifications, perform quantity take-offs and prepare an initial OPCC, it has taken longer to complete the preconstruction services than originally contemplated. The original time of completion ended in March 2025, so the first Amendment to the PSA was issued to only extend the time of completion. However, it is estimated that new project phasing will require additional time and effort to complete the CMGC Preconstruction scope of services, including:

- Participating in additional Project Team technical meetings to review the phased work.
- Reviewing revised design plans and specifications.
- Updating and completing the project risk register.
- Updating and completing the construction means and methods plans.
- Updating and completing the construction access plan.
- Updating and completing the preconstruction and construction schedules.
- Updating the construction cost model.
- Implementing the subcontracting plan and DBE engagement plan.
- Finalizing the quality control plan for the Project construction.
- Finalizing the health and safety plan for the Project construction.
- Preparing and submitting an opinion of probable construction cost (OPCC) based on the new phasing.
- Preparing and submitting a construction price proposal (CPP).
- Administering the CMGC preconstruction services.

Engineering staff requested, and Halmar provided a cost proposal for performing the additional scope of work through the end of 2025 as presented above. Engineering staff has reviewed the cost proposal and negotiated the price of services in the not-to-exceed amount of \$2,237,868, which staff finds to be reasonable in terms of Halmar's budgeted labor hours to perform the scope of services requested by the District and consistent with Halmar's current labor and overhead billing rates. Halmar will be compensated for actual time expended at specified hourly rates, and other direct expenses incurred, for the not-to-exceed authorized amount.

There was no contract specific Disadvantaged Business Enterprise (DBE) goal for the CMGC Preconstruction Services. The District's DBE Program Office has determined that Halmar is not a DBE and there will be no DBE participation with the work under the Second Amendment.

Staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize the execution of the Second Amendment to PSA No. 2023-B-15, with Halmar International, LLC, in the not-to-exceed amount of \$2,237,868, to finalize the Preconstruction Services as presented in this staff report. See Table 2 below for an account of PSA No. 2023-B-15.

Recommendation of Award of the Second Amendment to PSA NO. 2023-B-042, Golden Gate Suspension Bridge Seismic Retrofit ICE Services

As stated above, by Resolution No. 2024-009, the Board of Directors authorized execution of PSA No. 2023-B-042, *Golden Gate Suspension Bridge Seismic Retrofit ICE Services*, with Leland Saylor Associates (LSA), Walnut Creek, CA, in an amount not-to-exceed \$1,514,263, for Independent Cost Estimator (ICE) preconstruction services. Since the Notice to Proceed was issued in March 2024, LSA has been progressing with their ICE preconstruction scope of services previously noted above. Similar to the CMGC services noted above, the complexity of the Project and the time necessary to review and evaluate the design drawings and different design details, review and comment on the CMGC deliverable, perform independent quantity take-offs and perform and independent OPCC, it has taken longer to complete the preconstruction services than originally contemplated. The original time of completion ended in March 2025, so the first Amendment to the PSA was issued to only extend the time of completion. The new project phasing will require additional time and effort to complete the ICE Preconstruction scope of services, including:

- Participating in additional Project Team technical meetings for the phased work.
- Reviewing revised design plans and specifications.
- Reviewing and commenting on the updated project risk register.
- Reviewing and commenting on the updated construction means and methods plans.
- Reviewing and commenting on the updated construction access plan.
- Reviewing and commenting on the updated preconstruction and construction schedules.
- Reviewing and commenting on the updated construction cost model.
- Preparing and submitting an independent opinion of probable construction cost (OPCC) based on the new phasing.
- Preparing and submitting an independent construction price proposal (CPP).
- Reviewing and commenting on subcontractor bids.
- Administering the ICE preconstruction services.

Engineering staff requested, and LSA provided a cost proposal for performing the additional scope of work through the end of 2025 as presented above. Engineering staff has reviewed the cost proposal and negotiated the price of services in the not-to-exceed amount of \$738,505 which staff finds to be reasonable in terms of LSA's budgeted labor hours to perform the scope of services requested by the District and consistent with LSA's current labor and overhead billing rates. LSA will be compensated for actual time expended at specified hourly rates, and other direct expenses incurred, for the not-to-exceed authorized amount.

The District's DBE Program Office has determined that LSA is an SBE and 100% SBE participation is anticipated during the performance of the preconstruction services associated with the Second Amendment to the PSA.

Staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize the Second Amendment to PSA No. 2023-B-042, with Leland Saylor & Associates, Inc., in the not-to-exceed amount of \$738,505, to finalize the Preconstruction Services as presented in this report. See Table 3 below for an account of PSA No. 2023-B-042.

Recommendation of Award of the Sixteenth Amendment to PSA No. 2010-B-1, Golden Gate Suspension Bridge Seismic Retrofit Design Services

As stated above, by Resolution No, 2024-009, the Board of Directors authorized execution of the Fourteenth Amendment to PSA No. 2010-B-1, with HDR Engineering, Inc. (HDR), Walnut Creek, CA, in an amount not-to-exceed \$5,543,833 for engineering design services to finalize the Project construction documents and to assist the District in establishing construction price and schedule for the Project during the Preconstruction Phase. Since the Notice to Proceed was issued, HDR has been diligently working on its Preconstruction Phase scope of services noted above, in addition to the following:

- Presenting 90%-completion and further updates of design plans and specifications to the Project Team.
- Reviewing and commenting on innovations and value engineering ideas.
- Updating design calculations, plans, and specifications as necessary to address the CMGC innovations and value engineering ideas.
- Reviewing and commenting on risk register.
- Assisting the District with the Project environmental re-evaluation.
- Assisting the District with obtaining construction permits.
- Progressing with the wind studies necessary to validate that the CMGC's proposed temporary access systems and containment systems will not adversely affect the aerodynamics of the Bridge.
- Progressing the 90%-complete construction plans and specifications to 95% complete.

The new project phasing will require additional time and effort for HDR to complete the Preconstruction Phase scope of services, including:

- Participating in additional Project Team technical meetings for the phased work.
- Revising and completing the design plans and specifications for the phased work.
- Reviewing and commenting on the updated project risk register.
- Reviewing and commenting on the updated construction means and methods plans.
- Reviewing and commenting on the updated construction access plan.
- Reviewing and commenting on the updated preconstruction and construction schedules.
- Reviewing and commenting on the updated construction cost model.
- Preparing and submitting an independent opinion of probable construction cost (OPCC) based on the new phasing.
- Preparing and submitting an independent construction price proposal (CPP).
- Administering the designer of record for preconstruction services.

Engineering staff requested, and HDR has provided a cost proposal for the scope of work presented above. Engineering staff has reviewed the cost proposal and negotiated the price of services in the not-to-exceed amount of \$862,486, which staff finds to be reasonable in terms of HDR's budgeted labor hours to perform the scope of services requested by the District and consistent with HDR's audited labor and overhead billing rates. HDR will be compensated for actual time expended and expenses incurred, plus a fixed fee, for the not-to-exceed authorized amount.

The District's DBE Program Office has determined an anticipated DBE participation of 6.1% is associated with the work under the Sixteenth Amendment.

Staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize the execution of the Sixteenth Amendment to PSA No. 2010-B-1, with HDR Engineering, Inc., in the not-to-exceed amount of \$862,486, to finalize the Project construction documents and to assist the District in establishing construction price and schedule for the Project during the Preconstruction Phase as presented in this staff report. See Table 4 below for an account of PSA No. 2010-B-1.

Project Management and Contract Administration by Engineering Staff

The District's Engineering staff has been engaged in performing the following work during the Preconstruction Phase:

- Participating in Project Team meetings.
- Reviewing and commenting on the deliverables submitted by the Project Team members.
- Coordinating the work of the Project Team and external agencies, including the National Park Service (NPS), State Historic Preservation Office (SHPO), Caltrans, and FHWA.
- Applying for construction permits from NPS, BCDC, California State Water Resources Control Board, and Caltrans.
- Preparing for Caltrans and FHWA review and approvals of the Project Management Plan for the Construction Phase.
- Assisting with securing and obligating funding for the Construction Phase.
- Finalizing the Project risk register.
- Negotiating the fee for the construction project.
- Administering contracts executed with the CMGC, ICE, design consultant, and TRP.

As a result of phasing the construction, additional time and effort will be necessary for performing project management and contract administration. The additional time will also require an extension to the temporary office space lease and an extension to the document control system software being utilized for the Project. Engineering staff has performed an analysis of the level of effort necessary for staff to perform this work through the end of 2025 and has estimated that a budget of \$1,594,887 (\$1,143,124 for District staff labor and fringe and \$451,763 for indirect cost) be established for this effort. Engineering staff has also determined that an increase in the amount of \$70,913 is needed for the temporary office space lease, and an increase in the amount of \$64,000 is required for another year of the document control system software.

Recommendation of Funding to Complete the Project Preconstruction Phase

The total cost increase to complete the second stage of the Project Preconstruction Phase is estimated at \$5,568,659, which includes the CMGC, ICE, design consultant, Engineering staff, and all other costs that may be incurred to complete the Preconstruction Phase as presented in Table 1 below.

Staff recommends that the Building and Operating Committee recommend that the Board of Directors approve a \$5,568,659, increase to the Project #1923 budget, which would provide for

the CMGC, ICE, design consultant, Engineering staff, and all other costs that may be incurred to complete this phase as presented in this staff report.

Fiscal Impact

Project #1923, *Golden Gate Suspension Bridge Seismic Retrofit Preconstruction*, is included in the FY 2024/25 Bridge Division Capital Budget with a total project budget of \$20,075,275.

The estimated \$2,237,868 cost for the 2nd Amendment to PSA No. 2023-B-015, the estimated \$738,505 cost for the 2nd Amendment to PSA No. 2023-B-042, the estimated \$862,486 cost for the 16th Amendment to PSA No. 2010-B-1, and the estimated cost of \$1,729,800 for Engineering staff, office lease and software costs, will require a \$5,568,659, increase in the FY 2024/25 Bridge Division Capital Budget for Project #1923, for a revised total Project budget of \$25,643,934. This increase is proposed to be financed with District reserves. The new total Project #1923 budget of \$25,643,934 will be funded with \$15,575,523 (61%) federal funds and \$10,068,411 (39%) District funds.

Table 1: Project Budget - #1923, Golden Gate Suspension Bridge Seismic Retrofit Preconstruction

DESCRIPTION	AUTHORIZED EXPENSE/ BUDGET ITEMS	PROPOSED BUDGET INCREASE	PROPOSED ADJUSTED TOTAL
FIRST STAGE			
District Staff (Labor + Fringe Benefits)	\$1,128,215		\$1,128,215
Indirect Cost (ICAP)	\$595,584		\$595,584
General Project Expenditures	\$15,507		\$15,507
Permits and Fees	\$3,295		\$3,295
Miscellaneous/Incidentals	\$269		\$269
Office Space Lease	\$58,623		\$58,623
Design Consultant	\$2,005,237		\$2,005,237
Technical Review Panel	\$17,588		\$17,588
e-Builder Document Control Software	\$108,163		\$108,163
Total First Stage Expenses	\$3,932,481		\$3,932,481
SECOND STAGE			
District Staff (Labor + Fringe Benefits)	\$1,232,099	\$1,143,124	\$2,375,223
Indirect Cost (ICAP)	\$564,711	\$451,763	\$1,016,474
General Project Expenditures	\$50,000		\$50,000
Printing & Advertising	\$10,000		\$10,000
Permits and Fees	\$400,000		\$400,000
Miscellaneous/Incidentals	\$4,952		\$4,952
Delivery Expense - Financing	\$207,000		\$207,000
Office Space Lease	\$141,377	\$70,913	\$212,290
Design Consultant (HDR)	\$5,773,570	\$862,486	\$6,636,056
Technical Review Panel	\$430,490		\$430,490
CMGC Consultant (Halmar)	\$5,754,332	\$2,237,868	\$7,992,200

Consultant ICE (Leland Saylor)	\$1,514,263	\$738,505	\$2,252,768
Document Control System (eBuilder)	\$60,000	\$64,000	\$124,000
Total Second Stage Budget	\$16,142,794	\$5,568,659	\$21,711,453
TOTAL PROJECT BUDGET	\$20,075,275	\$5,568,659	\$25,643,934

Table 2: History of PSA No. 2023-B-015

	DATE APPROVED	DESCRIPTION	AMOUNT	SOURCE OF FUNDS
PSA No. 2023-B-015	02/23/2024	Original Contract PSA No. 2023-B-015, Golden Gate Suspension Bridge Seismic Retrofit CMGC Preconstruction Services; Resolution No. 2024-009	\$5,754,332	(part of the CMGC Preconstruction Phase Project Budget)
1 st Amendment	02/12/2025	No cost time extension	\$0	
2 nd Amendment (proposed)	<i>This staff report</i>	<i>Additional CMGC preconstruction services</i>	\$2,237,868	(part of the CMGC Preconstruction Phase Project Budget)
		TOTAL PSA AMOUNT Proposed	\$7,992,200	

Table 3: History of PSA No. 2023-B-042

	DATE APPROVED	DESCRIPTION	AMOUNT	SOURCE OF FUNDS
PSA No. 2023-B-042	02/23/2024	Original Contract PSA No. 2023-B-042, Golden Gate Suspension Bridge Seismic Retrofit ICE Services; Resolution No. 2024-009	\$1,514,263	(part of the CMGC Preconstruction Phase Project Budget)

	DATE APPROVED	DESCRIPTION	AMOUNT	SOURCE OF FUNDS
1 st Amendment	01/30/2025	No cost time extension	\$0	
2 nd Amendment (proposed)	<i>This staff report</i>	<i>Additional ICE preconstruction services</i>	<i>\$738,505</i>	(part of the CMGC Preconstruction Phase Project Budget)
		TOTAL PSA AMOUNT <i>Proposed</i>	<i>\$2,252,768</i>	

Table 2: History of PSA No. 2010-B-1:

	DATE APPROVED	DESCRIPTION	AMOUNT	SOURCE OF FUNDS
PSA No. 2010-B-1	11/17/2010	Original Contract PSA No. 2010-B-1, Phase IIIB Design Services; Resolution No. 2009-070	\$18,258,232	100% Federal (part of the Phase IIIB Design budget)
1 st Amendment	10/3/2012	Wind-Lock Repair Design; (under the GM authority)	\$24,576	100% District (not part of the Phase IIIB Design budget)
2 nd Amendment	7/3/2013	Additional Wind-Lock Repair Design; (under the GM authority)	\$11,449	100% District (not part of the Phase IIIB Design budget)
3 rd Amendment	9/26/2013	No cost time extension	\$0	
4 th Amendment	3/4/2015	EDD Testing, Resolution No. 2015- 008	\$1,521,789	100% Federal (part of the Phase IIIB Design budget)
1 st Addendum to 4 th Amendment	1/25/2016	Additional EDD Testing; (under the GM authority)	\$152,034	

	DATE APPROVED	DESCRIPTION	AMOUNT	SOURCE OF FUNDS
		Total 4 th Amendment	\$1,673,823	
5 th Amendment	10/9/2015	Bid support during advertising period of the Wind Retrofit, Contract No. 2016-B-1, Resolution No. 2015- 090 ----- Actual Spent Remaining Balance reallocated to 2 nd Addendum to 7 th Amendment, Resolution No. 2020- 028	\$70,469 ----- \$45,160 (\$25,309)	100% Federal (part of the Wind Retrofit Construction budget)
6 th Amendment	12/31/2016	No cost time extension	\$0	
7 th Amendment	1/16/2017	Engineering support services during the Wind Retrofit Project construction, Resolution No. 2016-088	\$300,000	100% Federal (part of the Wind Retrofit Construction budget)
1 st Addendum to 7 th Amendment	12/18/2019	Additional engineering support services during the Wind Retrofit construction	\$30,000	
2 nd Addendum to 7 th Amendment	5/29/2020	Additional engineering support services during the Wind Retrofit construction, Resolution No. 2022-028	\$106,752	
3 rd Addendum to 7 th Amendment	01/25/2021	No cost time extension	\$0	
4 th Addendum to	10/28/2022	Additional engineering support services during	\$39,868	

	DATE APPROVED	DESCRIPTION	AMOUNT	SOURCE OF FUNDS
7 th Amendment		the Wind Retrofit construction, Resolution No. 2022-085		
5 th Addendum to 7 th Amendment	12/8/2022	No cost time extension	\$0	
		----- Total 7 th Amendment	----- \$476,620	
8 th Amendment	3/6/2017	Additional design services, Resolution No. 2017-017	\$2,200,000	100% Federal (part of the Phase IIIB Design budget)
9 th Amendment	05/26/2017	Wind tunnel testing, Resolution No. 2017- 047	\$191,000	100% Federal (part of the Phase IIIB Design budget)
1 st Addendum to 9 th Amendment	11/20/2017	Additional wind tunnel testing, Resolution No. 2017-106	\$216,500	
2 nd Addendum to 9 th Amendment	07/27/2020	Additional wind tunnel testing, Resolution No. 2020-044	\$260,217	
3 rd Addendum to 9 th Amendment	06/01/2021	Additional wind tunnel testing, Resolution No. 2020-044 contingency	\$39,000	
4 th Addendum to 9 th Amendment	06/25/2021	Additional wind tunnel testing and acoustic analysis of the new bridge railing, Resolution No, 2021- 043	\$130,418	
		Total 9th Amendment	\$837,135	

	DATE APPROVED	DESCRIPTION	AMOUNT	SOURCE OF FUNDS
10 th Amendment	8/14/2017	Assistance with preparation of the Risk Assessment Plan and Major Project Management Plan, Resolution No. 2017-068	\$399,000	100% Federal (part of the Phase IIIB Design budget)
11 th Amendment	6/26/2019	Additional design services to develop stainless steel welding procedures for the fabrication of the energy dissipation devices, Resolution No. 2019-037	\$235,500	100% Federal (part of the Phase IIIB Design budget)
12 th Amendment	8/25/2023	e-Builder software module customization and staff training, Resolution No. 2023-054	\$399,637	(part of the CMGC Preconstruction Phase Project Budget)
13 th Amendment	10/27/2023	Additional engineering design services	\$351,150	(part of the CMGC Preconstruction Phase Project Budget)
14 th Amendment	2/23/2024	Additional engineering design and preconstruction services	\$5,543,833	(part of the CMGC Preconstruction Phase Project Budget)
1 st Addendum to 14 th Amendment	Date	Additional environmental support services	\$208,852	
		Total 14 th Amendment	\$5,752,685	
15 th Amendment		No cost time extension	\$0	

	DATE APPROVED	DESCRIPTION	AMOUNT	SOURCE OF FUNDS
<i>16th Amendment (proposed)</i>	<i>This staff report</i>	<i>Additional preconstruction services</i>	<u><i>\$862,486</i></u> <i>(proposed)</i>	(part of the CMGC Preconstruction Phase Project Budget)
		TOTAL PSA AMOUNT <i>Proposed</i>	<u><i>\$31,527,453</i></u>	

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