

Date Issued: May 23, 2025



SUMMARY OF ACTIONS
BOARD OF DIRECTORS MEETING OF MAY 23, 2025

Resolution No. 2025-030 (May 22, 2025 meeting of the Finance-Auditing Committee)

Ratifies actions taken by the Auditor-Controller, as follows:

- (1) Ratifies Commitments and/or Expenditures;
- (2) Ratifies previous investments;
- (3) Authorizes reinvestments; and,
- (4) Accepts the "Investment Report" for April 2025.

Resolution No. 2025-031 (May 22, 2025 meeting of the Building and Operating Committee)

Approves actions relative to Project #1923, *Golden Gate Suspension Bridge Seismic Retrofit Preconstruction*, as follows:

- 1) Authorizes execution of the Second Amendment to Professional Services Agreement No. 2023-B-015, *Golden Gate Suspension Bridge Seismic Retrofit CMGC Preconstruction Services*, with Halmar International, LLC, of Nanuet, NY, in an amount not-to-exceed \$2,237,868, for continuation of Construction Manager/General Contractor (CMGC) preconstruction services;
- 2) Authorizes execution of the Second Amendment to Professional Services Agreement No. 2023-B-042, *Golden Gate Suspension Bridge Seismic Retrofit ICE Services*, with Leland Saylor Associates, of Walnut Creek, CA, in an amount not-to-exceed \$738,505, for continuation of Independent Cost Estimator (ICE) preconstruction services;
- 3) Authorizes execution of the Sixteenth Amendment to PSA No. 2010-B-1, *Golden Gate Suspension Bridge Seismic Retrofit Design Services*, with HDR Engineering, Inc., of 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) Authorizes a budget increase in the FY 24/25 Bridge Division Capital Budget in the amount of \$5,568,659 to be funded with District reserves, for Project #1923, *Golden Gate Suspension Bridge Seismic Retrofit Preconstruction* to finance the increased costs relative to these amendments, District staff costs 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, in concurrence with the Finance-Auditing Committee, as detailed in the staff report.

Resolution No. 2025-032 (May 22, 2025 meeting of the Building and Operating Committee)

Authorizes execution of the Third Amendment to Contract No. 2016-MD-01, *Janitorial Services*, with Imperial Cleaning Service, of Fairfield, CA, in the amount of \$50,000, for janitorial services at Larkspur Ferry Terminal and on Larkspur Ferry Vessels., as detailed in the staff report.

~ Continued on the next page ~

Summary of Actions of the Board of Directors
Meeting of May 23, 2025/Page 2

Resolution No. 2025-033 (May 22, 2025 meeting of the Finance-Auditing Committee)

Authorizes the execution of an extension of the Line of Credit with JPMorgan Chase Bank, for the Commercial Paper Program, at a cost of 0.43% per annum, for a total cost of approximately \$666,000, for the period of June 30, 2025, through June 29, 2027, as detailed in the staff report.

Resolution No. 2025-034 (May 23, 2025 meeting of the Rules, Policy and Industrial Relations Committee)

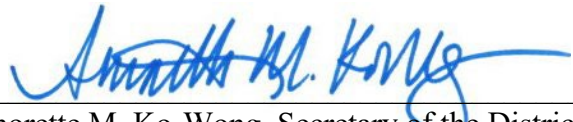
Establishes a 1.1% proposed Race-Neutral Disadvantaged Business Enterprise overall goal for Federal Fiscal Years 2025/2026 through 2027/2028 applicable to \$27,520,000 in anticipated contracts assisted by the Federal Transit Administration; and approves all other items including authorizing the General Manager to publish a notice of the proposed goal as well as subsequent adoption and submission of the overall goal, as detailed in the staff report.

Resolution No. 2025-035 (May 23, 2025 meeting of the Rules, Policy and Industrial Relations Committee)

Approves amendments to the District's Engineering Department's Table of Organization, as detailed in the staff report and as follows:

- 1) Eliminates one vacant position of Deputy District Engineer; and,
- 2) Establishes four new positions consisting of one Directing Civil Engineer, two Senior Civil Engineers and, one Associate Engineering Inspector;

with the understanding that these actions will be funded through salary savings in the current fiscal year and will be budgeted accordingly in future years.



Amorette M. Ko-Wong, Secretary of the District

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2025-030

**RATIFY PREVIOUS ACTIONS BY THE AUDITOR-CONTROLLER AND ACCEPT
THE INVESTMENT REPORT FOR APRIL 2025
AS PREPARED BY PUBLIC FINANCIAL MANAGEMENT**

May 23, 2025

WHEREAS, the Auditor-Controller and the Finance-Auditing Committee/Committee of the Whole, at its meeting of May 22, 2025, has so recommended; now, therefore, be it

RESOLVED, that the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District had no commitments and/or expenditures to ratify for the period of April 1, 2025 through April 30, 2025; and be it further

RESOLVED, that the Board ratifies investments made during the period April 15, 2025 through May 12, 2025; and be it further

RESOLVED, that the Board hereby authorizes the reinvestment, within the established policy of the Board, of any investments maturing between May 13, 2025 and June 9, 2025, as well as the investment of all other funds not required to cover expenditures which may become available; and be it further

RESOLVED, that the Board hereby accepts the Investment Report for April 2025, as prepared by Public Financial Management and included in the staff report.

ADOPTED this 23rd day of May 2025, by the following vote of the Board of Directors:

AYES (16): Directors Devlin, Engardio, Garbarino, Giudice, Hardeman, Hernández, Mastin, Moulton-Peters, Pahre, Parrish, Rodoni, Sauter and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

NOES (0): None.

ABSENT (1): Director Snyder.

[Note: On this date, there were two vacancies on the Board of Directors.]



Gerald D. Cochran
President, Board of Directors

ATTEST:



Amorette M. Ko-Wong
Secretary of the District

Reference: May 22, 2025, Finance-Auditing Committee, Agenda Item No. (3)
<https://www.goldengate.org/assets/1/25/2025-0522-financecomm-no3-ratofaction.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2025-031

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

May 23, 2025

WHEREAS, by Resolution No. 2018-049, the Board of Directors of the Golden Gate Bridge, Highway and Transportation District (District) approved the use of the Construction Manager/General Contractor (CMGC) project delivery method for the construction of the *Golden Gate Suspension Bridge Seismic Retrofit Project* (Project);

WHEREAS, the CMGC project delivery method allows the District to engage a construction contractor 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;

WHEREAS, 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, on environmental and regulatory constraints on construction cost and schedule; and on construction cost and schedule risks and how those risks can be mitigated, and prepares construction cost estimates at each pricing milestone and for its Construction Price Proposal (CPP);

WHEREAS, the implementation of the Golden Gate Suspension Bridge Seismic Retrofit Project Preconstruction Phase, which will conclude with establishing a construction cost and schedule, will require participation of the following Project Team members: the CMGC, Independent Cost Estimator (ICE) consultant, Design consultant (previously retained by the District), Project Technical Review Panel (TRP) consultants (previously retained by the District), Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans) oversight staff, as well as the District's project management and contract administration staff (Project Team);

WHEREAS, in consultation with FHWA, Caltrans, the District's Disadvantaged Business Enterprise (DBE) Office and the District's Attorney, Engineering staff has developed documents for the procurement of CMGC and ICE services that define the scopes of work and qualifications of firms that would be performing the CMGC services and ICE services, as detailed in the staff report;

WHEREAS, in conformance with the FHWA-approved December 2022 Caltrans Local Assistance Procedures for CMGC Projects and the District's Procurement Manual, the District's qualification-based CMGC selection process involved evaluation and selection procedures utilizing a Request for Qualifications (RFQ);

RESOLUTION NO. 2025-031

BOARD OF DIRECTORS MEETING OF MAY 23, 2025

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WHEREAS, pursuant to Resolution No. 2024-009, on February 23, 2024, the Board of Directors authorized: (i) the execution of PSA No. 2023-B-015, *Golden Gate Suspension Bridge Seismic Retrofit CMGC Preconstruction Services*, with Halmar International, LLC (Halmar) to be the CMGC; (ii) execution of PSA No. 2023-B-042, *Golden Gate Suspension Bridge Seismic Retrofit ICE Services*, with Leland Saylor Associates (LSA) to be the ICE consultant; and (iii) execution of the Fourteenth Amendment to PSA No. 2010-B-1, *Golden Gate Suspension Bridge Seismic Retrofit Design Services*, 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, as detailed in the staff report;

WHEREAS, 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, 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;

WHEREAS, Halmar, LSA, and HDR performed their own independent quantity take-offs and independent OPCCs using production-based estimation methods, and 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;

WHEREAS, after the reconciliation meetings, it was determined that the OPCC for the 90% designed project greatly exceeded the amount budgeted for the Project construction and, after further review, it was determined that the cost increases were due to inflation that had occurred since the previous estimate was completed in 2022, additional scope added to the Project since the previous estimate, and a large increase in the estimated cost to clean and paint the Bridge's structural steel as further discussed in the next recital;

WHEREAS, 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 and 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;

WHEREAS, FHWA also requires that the Project cost be evaluated through a Cost and Schedule Risk Assessment (CSRA) workshop wherein the results are then used in the Project's Financial Plan that must be finalized and accepted prior to FHWA approving and obligating federal funds for the construction of a project;

WHEREAS, 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 and the District does not have sufficient funds to finance the construction of the currently contemplated Project;

WHEREAS, 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, but will require additional time and effort to complete the Preconstruction Phase services and receive a final construction price proposal;

WHEREAS, due to the numerous reasons detailed above, resulting in the new project phasing requiring additional time and effort to complete the CMGC Preconstruction scope of services, Engineering staff requested, and Halmar provided, a cost proposal for the Second Amendment to PSA No. 2023-B-015 for the additional scope of work through the end of 2025, which staff found 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;

WHEREAS, Engineering staff also requested, and LSA provided, a cost proposal for the Second Amendment to PSA No. 2023-B-042 for the additional scope of work through the end of 2025, which staff found 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;

WHEREAS, Engineering staff finally requested, and HDR provided, a cost proposal for the Sixteenth Amendment to PSA No. 2010-B-1 for the additional scope of work, which staff found 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;

WHEREAS, 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, HDR, Engineering staff, and all other costs that may be incurred to complete the Preconstruction Phase as presented in Table 1 of the staff report, necessitating an increase in the amount of \$5,568,659 in the FY 2024/25 Bridge Division Capital Budget for Project #1923, *Golden Gate Suspension Bridge Seismic Retrofit Preconstruction* to be funded with District reserves; and,

WHEREAS, the Building and Operating Committee has so recommended, and the Finance-Auditing Committee has concurred, at their meetings of May 22, 2025; now, therefore, be it

RESOLVED that the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) hereby authorizes 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, of Nanuet, NY, in an amount not to exceed \$2,237,868, for continuation of Construction Manager/General Contractor (CMGC) Preconstruction Phase services; and be it further

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BOARD OF DIRECTORS MEETING OF MAY 23, 2025
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RESOLVED that the Board hereby authorizes execution of the Second Amendment to PSA No. 2023-B-042, *Golden Gate Suspension Bridge Seismic Retrofit ICE Services*, with Leland Saylor Associates, of Walnut Creek, CA, in an amount not to exceed \$738,505, for continuation of Independent Cost Estimator (ICE) Preconstruction Phase services; and be it further

RESOLVED that the Board hereby authorizes execution of the Sixteenth Amendment to PSA No. 2010-B-1, *Golden Gate Suspension Bridge Seismic Retrofit Design Services*, with HDR Engineering, Inc., of Walnut Creek, CA, in an amount not to exceed \$862,486, for continuation of engineering design services to finalize the design documents and Preconstruction Phase services; and be it further

RESOLVED that the Board hereby authorizes an \$5,568,659 increase, to be funded with District reserves, in the FY 24/25 Bridge Division Capital Budget for Project #1923, *Golden Gate Suspension Bridge Seismic Retrofit Preconstruction*, 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.

ADOPTED this 23rd day of May 2025, by the following vote of the Board of Directors:

AYES (15): Directors Devlin, Engardio, Garbarino, Giudice, Hardeman, Hernández, Mastin, Moulton-Peters, Pahre, Parrish, Rodoni and Sauter; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

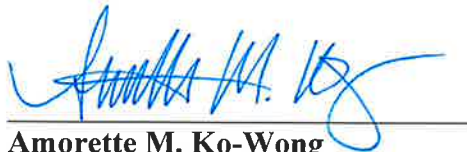
NOES (0): None.

ABSENT (2): Directors Snyder and Thier.

[Note: On this date, there were two vacancies on the Board of Directors.]


Gerald D. Cochran
President, Board of Directors

ATTEST:


Amorette M. Ko-Wong
Secretary of the District

Reference: May 22, 2025, Building and Operating Committee, Agenda Item No. (3)
<https://www.goldengate.org/assets/1/25/2025-0522-bocomm-no3-appractionsaddnlstaffconsultcostscmgcpreconstrphase.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2025-033

**AUTHORIZE EXECUTION OF AN EXTENSION TO THE COMMERCIAL PAPER
LINE OF CREDIT AGREEMENT WITH JPMORGAN CHASE BANK**

May 23, 2025

WHEREAS, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District), by Resolution Nos. 99-223, 2000-038 and 2000-039, authorized the Commercial Paper Program (CP Program), with the requirement that a Line of Credit Agreement (Agreement) be in place (liquidity requirement) to assure creditors that there are sufficient funds to repay principal and interest in full upon each maturity date in the event that the remarketing agents cannot find new investors to “roll-over” the CP Program Notes (CP Notes) in a timely fashion;

WHEREAS, in order to satisfy its liquidity requirement, the District originally purchased a Line of Credit (LC) from JPMorgan Chase Bank, N.A. (JPMorgan), for a one-year term, at an annual cost of \$76,000.00, and the annual cost increased modestly each year to \$248,000.00 in 2008 and, in 2009, during the peak of the global credit crisis, the District extended the term of its agreement with JPMorgan for an additional year, through July 2010, at an annual cost of \$995,000.00;

WHEREAS, the Board, by Resolution No. 2010-048 at its meeting of June 11, 2010, approved renewal of its Agreement with JPMorgan through July 1, 2011, at a cost of 0.78 basis points, or \$595,000.00 annually;

WHEREAS, the Board, by Resolution No. 2011-055 at its meeting of June 10, 2011, approved renewal of its Agreement with JPMorgan, at a cost of 0.67% per annum, or an approximate annual fee of \$511,000.00, for the period of July 2, 2011, through June 29, 2012;

WHEREAS, the Board, by Resolution No. 2012-039 at its meeting of June 8, 2012, authorized an extension to the Agreement with JPMorgan, at a cost of 0.65% per annum, or an approximate annual fee of \$496,000.00, for the period of May 31, 2012, through June 30, 2014;

WHEREAS, the Board, by Resolution No. 2014-048 at its meeting of May 23, 2014, authorized an extension to the Agreement with JPMorgan, at a cost of 0.47% per annum, or an approximate annual fee of \$363,200.00, for the period of May 30, 2014, through June 30, 2016;

WHEREAS, the Board, by Resolution No. 2016-033 at its meeting of May 26, 2016, authorized an extension to the Agreement with JPMorgan, at a cost of 0.50% per annum, or an approximate annual fee of \$386,500.00, for the period of July 1, 2016, through June 29, 2018;

RESOLUTION NO. 2025-033
BOARD OF DIRECTORS MEETING OF MAY 23, 2025
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WHEREAS, the Board, by Resolution No. 2018-036 at its meeting of May 18, 2018, authorized an extension to the Agreement with JPMorgan, at a cost of 0.43% per annum, or an approximate annual fee of \$666,000, for the period of May 18, 2018, through June 29, 2020;

WHEREAS, the Board, by Resolution No. 2020-031 at its meeting of May 29, 2020, authorized an extension to the Agreement with JPMorgan for a one-year period, at a cost of 0.825% per annum, or an approximate annual fee of \$637,500, for the period of June 30, 2020, through June 29, 2021;

WHEREAS, the Board, by Resolution No. 2021-037 at its meeting of May 21, 2021, authorized an extension to the Agreement with JPMorgan, at a cost of 0.52% per annum, or an approximate annual fee of \$804,000, for the period of June 30, 2021, through June 29, 2023;

WHEREAS, the Board, by Resolution No. 2023-033 at its meeting of April 28, 2023, authorized an extension to the Agreement with JPMorgan, at a cost of 0.43% per annum, or an approximate annual fee of \$666,000, for the period of June 29, 2023, through June 29, 2025;

WHEREAS, as has been done with each year of the CP Program, the District's financial advisor, Public Financial Management, Inc. (PFM), has surveyed current market conditions and the results of recent credit Requests for Proposals (RFPs) put out by similar public entities, to determine the market rate and to assist the District's Auditor-Controller to negotiate terms with JPMorgan;

WHEREAS, for this 2025 renewal, JP Morgan has offered to extend the Agreement at a cost of 0.43% per annum for a two-year renewal period, effective June 30, 2025, through June 29, 2027, at an annual cost of \$333,000, which is the same cost of the current Agreement;

WHEREAS, the Finance-Auditing Committee, at its meeting of May 22, 2025, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby authorizes the execution of an extension of the Line of Credit with JPMorgan Chase Bank, for the Commercial Paper Program, at a cost of 0.43% per annum, for a total cost of approximately \$666,000, for the period of June 30, 2025, through June 29, 2027.

ADOPTED this 23rd day of May 2025, by the following vote of the Board of Directors:

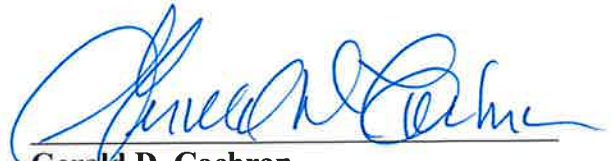
AYES (16): Directors Devlin, Engardio, Garbarino, Giudice, Hardeman, Hernández, Mastin, Moulton-Peters, Pahre, Parrish, Rodoni, Sauter and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

NOES (0): None.

ABSENT (1): Director Snyder.

[Note: On this date, there were two vacancies on the Board of Directors.]

RESOLUTION NO. 2025-033
BOARD OF DIRECTORS MEETING OF MAY 23, 2025
PAGE 3



Gerald D. Cochran
President, Board of Directors

ATTEST:



Amorette M. Ko-Wong
Secretary of the District

Reference: May 22, 2025, Finance-Auditing Committee, Agenda Item No. (6)
<https://www.goldengate.org/assets/1/25/2025-0522-financecomm-no6-appripmrenewal.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2025-033

**AUTHORIZE EXECUTION OF AN EXTENSION TO THE COMMERCIAL PAPER
LINE OF CREDIT AGREEMENT WITH JPMORGAN CHASE BANK**

May 23, 2025

WHEREAS, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District), by Resolution Nos. 99-223, 2000-038 and 2000-039, authorized the Commercial Paper Program (CP Program), with the requirement that a Line of Credit Agreement (Agreement) be in place (liquidity requirement) to assure creditors that there are sufficient funds to repay principal and interest in full upon each maturity date in the event that the remarketing agents cannot find new investors to “roll-over” the CP Program Notes (CP Notes) in a timely fashion;

WHEREAS, in order to satisfy its liquidity requirement, the District originally purchased a Line of Credit (LC) from JPMorgan Chase Bank, N.A. (JPMorgan), for a one-year term, at an annual cost of \$76,000.00, and the annual cost increased modestly each year to \$248,000.00 in 2008 and, in 2009, during the peak of the global credit crisis, the District extended the term of its agreement with JPMorgan for an additional year, through July 2010, at an annual cost of \$995,000.00;

WHEREAS, the Board, by Resolution No. 2010-048 at its meeting of June 11, 2010, approved renewal of its Agreement with JPMorgan through July 1, 2011, at a cost of 0.78 basis points, or \$595,000.00 annually;

WHEREAS, the Board, by Resolution No. 2011-055 at its meeting of June 10, 2011, approved renewal of its Agreement with JPMorgan, at a cost of 0.67% per annum, or an approximate annual fee of \$511,000.00, for the period of July 2, 2011, through June 29, 2012;

WHEREAS, the Board, by Resolution No. 2012-039 at its meeting of June 8, 2012, authorized an extension to the Agreement with JPMorgan, at a cost of 0.65% per annum, or an approximate annual fee of \$496,000.00, for the period of May 31, 2012, through June 30, 2014;

WHEREAS, the Board, by Resolution No. 2014-048 at its meeting of May 23, 2014, authorized an extension to the Agreement with JPMorgan, at a cost of 0.47% per annum, or an approximate annual fee of \$363,200.00, for the period of May 30, 2014, through June 30, 2016;

WHEREAS, the Board, by Resolution No. 2016-033 at its meeting of May 26, 2016, authorized an extension to the Agreement with JPMorgan, at a cost of 0.50% per annum, or an approximate annual fee of \$386,500.00, for the period of July 1, 2016, through June 29, 2018;

RESOLUTION NO. 2025-033
BOARD OF DIRECTORS MEETING OF MAY 23, 2025
PAGE 2

WHEREAS, the Board, by Resolution No. 2018-036 at its meeting of May 18, 2018, authorized an extension to the Agreement with JPMorgan, at a cost of 0.43% per annum, or an approximate annual fee of \$666,000, for the period of May 18, 2018, through June 29, 2020;

WHEREAS, the Board, by Resolution No. 2020-031 at its meeting of May 29, 2020, authorized an extension to the Agreement with JPMorgan for a one-year period, at a cost of 0.825% per annum, or an approximate annual fee of \$637,500, for the period of June 30, 2020, through June 29, 2021;

WHEREAS, the Board, by Resolution No. 2021-037 at its meeting of May 21, 2021, authorized an extension to the Agreement with JPMorgan, at a cost of 0.52% per annum, or an approximate annual fee of \$804,000, for the period of June 30, 2021, through June 29, 2023;

WHEREAS, the Board, by Resolution No. 2023-033 at its meeting of April 28, 2023, authorized an extension to the Agreement with JPMorgan, at a cost of 0.43% per annum, or an approximate annual fee of \$666,000, for the period of June 29, 2023, through June 29, 2025;

WHEREAS, as has been done with each year of the CP Program, the District's financial advisor, Public Financial Management, Inc. (PFM), has surveyed current market conditions and the results of recent credit Requests for Proposals (RFPs) put out by similar public entities, to determine the market rate and to assist the District's Auditor-Controller to negotiate terms with JPMorgan;

WHEREAS, for this 2025 renewal, JP Morgan has offered to extend the Agreement at a cost of 0.43% per annum for a two-year renewal period, effective June 30, 2025, through June 29, 2027, at an annual cost of \$333,000, which is the same cost of the current Agreement;

WHEREAS, the Finance-Auditing Committee, at its meeting of May 22, 2025, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby authorizes the execution of an extension of the Line of Credit with JPMorgan Chase Bank, for the Commercial Paper Program, at a cost of 0.43% per annum, for a total cost of approximately \$666,000, for the period of June 30, 2025, through June 29, 2027.

ADOPTED this 23rd day of May 2025, by the following vote of the Board of Directors:

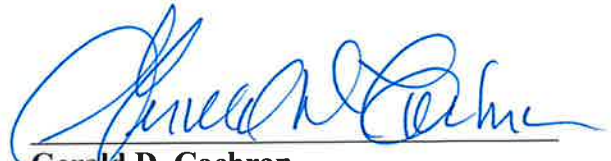
AYES (16): Directors Devlin, Engardio, Garbarino, Giudice, Hardeman, Hernández, Mastin, Moulton-Peters, Pahre, Parrish, Rodoni, Sauter and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

NOES (0): None.

ABSENT (1): Director Snyder.

[Note: On this date, there were two vacancies on the Board of Directors.]

RESOLUTION NO. 2025-033
BOARD OF DIRECTORS MEETING OF MAY 23, 2025
PAGE 3



Gerald D. Cochran
President, Board of Directors

ATTEST:



Amorette M. Ko-Wong
Secretary of the District

Reference: May 22, 2025, Finance-Auditing Committee, Agenda Item No. (6)
<https://www.goldengate.org/assets/1/25/2025-0522-financecomm-no6-apprijpmrenewal.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2025-034

**APPROVE FEDERAL FISCAL YEARS 2025/2026 THROUGH 2027/2028 OVERALL
DISADVANTAGED BUSINESS ENTERPRISE GOAL ON FEDERAL TRANSIT
ADMINISTRATION ASSISTED PROJECTS**

May 23, 2025

WHEREAS, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) receives federal transportation funding for various projects, and is required to have a Disadvantaged Business Enterprise (DBE) Program, including a Small Business Enterprise (SBE) Element for procurement activities assisted by the United States Department of Transportation (U.S. DOT).;

WHEREAS, in accordance with federal regulations, FTA Tier I recipients that will award prime contracts (excluding transit vehicle purchases) for which the cumulative total value exceeds \$670,000 in planning, capital, and/or operating assistance are required to develop a triennial overall DBE goal;

WHEREAS, in order to establish the overall triennial DBE goal, the Manager, SBE Compliance Programs held several meetings with District divisions to identify future projects, as identified in Attachment A, that will be FTA-assisted and anticipated for an award during the Federal Fiscal Year (FFY) 2025-2028;

WHEREAS, the District anticipates a total of sixteen FTA-assisted contracts will be awarded during the triennial period, totaling \$27,520,000, all Ferry Division projects;

WHEREAS, upon application of the two-step process prescribed in the federal regulations for setting the overall DBE goal, staff recommends establishing a 1.1% Race-Neutral overall DBE goal, which the General Manager, or designee, shall publicly publish in a notice "GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT PROPOSED DISADVANTAGED BUSINESS ENTERPRISE TRIENNIAL GOAL FOR FEDERAL FISCAL YEARS 2025/2026 THROUGH 2027/2028," listed herein as Attachment B; and,

WHEREAS, the Rules, Policy and Industrial Relations Committee at its meeting of May 23, 2025, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District hereby establishes, relative to the FFY 2025/2026 through 2027/2028 overall Triennial Disadvantaged Business Enterprise (DBE) goals on Federal Transit Administration (FTA) projects, a 1.1% Race-Neutral DBE goal applicable to \$27,520,000 in anticipated contracts assisted by the FTA and for the three forthcoming FFYs; and, be it further

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BOARD OF DIRECTORS MEETING OF MAY 23, 2025

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RESOLVED that the Board authorizes the General Manager to publish notice of the proposed goal, in accordance with federal regulations governing the establishment of DBE goals; and, be it further

RESOLVED that the Board authorizes the General Manager to adopt the overall DBE goal if no further consideration or modifications to the proposed goal are warranted; and, be it further

RESOLVED that the Board authorizes staff to submit the District's overall DBE Goal Methodology to FTA by August 1, 2025.

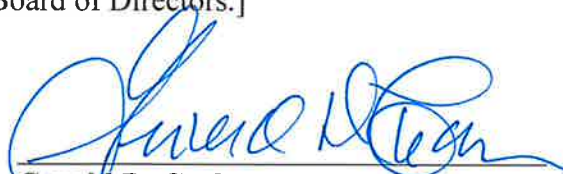
ADOPTED this 23rd day of May 2025, by the following vote of the Board of Directors:

AYES (16): Directors Devlin, Engardio, Garbarino, Giudice, Hardeman, Hernández, Mastin, Moulton-Peters, Pahre, Parrish, Rodoni, Sauter and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

NOES (0): None.

ABSENT (1): Director Snyder.

[Note: On this date, there were two vacancies on the Board of Directors.]


Gerald D. Cochran
President, Board of Directors

ATTEST:


Amorette M. Ko-Wong
Secretary of the District

Attachments

Reference: May 23, 2025, Rules, Policy & Industrial Relations Committee, Agenda Item No. 3
<https://www.goldengate.org/assets/1/25/2025-0523-rulescomm-no3-appprffy2528propoveralltriendbegoalfta.pdf>

Attachment A

FFY 2025/2026 through 2027/2028 Overall Triennial DBE Goal for FTA-Assisted Contracts

The availability figures determined for FTA-assisted contracts were calculated into projected DBE participation dollars by taking the FTA dollars budgeted for each contract and multiplying by the availability figure for each contract. The total of the projected DBE participation dollars was then divided by the total of the budgeted FTA dollars for all contracts, resulting in a 1.1% overall triennial DBE goal.

Division	A. DESCRIPTION OF CONTRACT	B. FTA DOLLARS	C. DBE AVAILABILITY PER CONTRACT	FTA \$ Projected for DBEs
	Anticipated for award in FFY 2025/26 -2027/28			
Ferry	Dry Docking and Capital Improvements for M.S. Marin (2025)	\$480,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.V. Napa (2025)	\$800,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.V. Golden Gate (2025)	\$800,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.V. Mendocino (2026)	\$800,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.S. San Francisco (2026)	\$1,040,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.V. Del Norte (2026)	\$480,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.S. Sonoma (2027)	\$480,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.V. Napa (2027)	\$520,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.V. Golden Gate (2027)	\$520,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.V. Mendocino (2028)	\$520,000	0.0%	\$0
Ferry	Dry Docking and Capital Improvements for M.V. Marin (2028)	\$800,000	0.0%	\$0
Ferry	Larkspur Ferry Terminal Drainage Culvert Rehabilitation (Professional Service)	\$360,000	7.8%	\$28,080
Ferry	Larkspur Ferry Terminal Drainage Culvert Rehabilitation (Construction)	\$560,000	12.2%	\$68,320
Ferry	Larkspur Mooring Camels Restoration	\$1,040,000	0.1%	\$1,040
Ferry	Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Design and Permit Support Services	\$640,000	6.4%	\$40,960
Ferry	Gangways & Piers Sausalito Construction	\$17,680,000	0.9%	\$159,120
	Total FTA Funds:	\$27,520,000		\$297,520
	Step Two Adjustment:	1.1%		

PUBLIC NOTICE

**GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT
PROPOSED DISADVANTAGED BUSINESS ENTERPRISE TRIENNIAL GOAL
FOR FEDERAL FISCAL YEARS 2025/2026 THROUGH 2027/2028**

The Board of Directors of the Golden Gate Bridge, Highway and Transportation District announces a proposed 1.1% overall triennial goal for the participation of Disadvantaged Business Enterprises applicable to contracting opportunities that are budgeted to receive federal financial assistance from the U.S. Department of Transportation, as administered by the Federal Transit Administration, for the period beginning October 1, 2025 and ending September 30, 2028.

Information on the development of the proposed goal and its rationale is available on the District's website at <https://www.goldengate.org/district/doing-business/dbe-sbe/>.

The District will accept comments on this proposed goal for thirty (30) days from the date of this Notice. Comments will be received electronically accessible at <https://forms.cloud.microsoft/r/uD4S0SQmBM>. Information on the District's website is available in over 100 languages. If you need additional translation services, contact 415-455-2000.

/s/Amorette Ko-Wong, Secretary of the District. Dated: May 24, 2025

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2025-035

**APPROVE ACTIONS RELATIVE TO THE TABLE OF ORGANIZATION IN THE
ENGINEERING DEPARTMENT**

May 23, 2025

WHEREAS, the Rules, Policy and Industrial Relations Committee, at its meeting of May 23, 2025, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby approves the following actions relative to the Engineering Department's Table of Organization:

1. Eliminates one vacant position in the Table of Organization:
 - a. Deputy District Engineer at an annual salary range of \$209,331.20 to \$254,446.40, not including benefits;
2. Establishes four new positions on the Table of Organization, as follows:
 - a. One new Directing Civil Engineer (for a total of six positions), with an annual compensation range of \$185,660.80 to \$225,638.40, not including benefits, reporting to the District Engineer;
 - b. Two new Senior Civil Engineer positions (for a total of 16 positions), with an annual compensation range of \$156,707.20 to \$190,465.60, not including benefits, reporting to a Directing Civil Engineer;
 - c. One new Associate Engineering Inspector position (for a total of 4 positions), with an annual compensation range of \$112,320.00 to \$136,510.40, not including benefits, reporting to the Directing Civil Engineer; and,
3. Amends the Table of Organization accordingly, as shown on the Attachment of the staff report.

ADOPTED this 23rd day of May 2025, by the following vote of the Board of Directors:

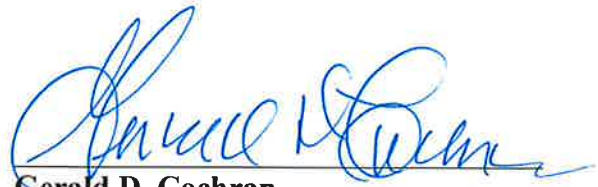
AYES (16): Directors Devlin, Engardio, Garbarino, Giudice, Hardeman, Hernández, Mastin, Moulton-Peters, Pahre, Parrish, Rodoni, Sauter and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

NOES (0): None.

ABSENT (1): Director Snyder.

[Note: On this date, there were two vacancies on the Board of Directors.]

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BOARD OF DIRECTORS MEETING OF MAY 23, 2025
PAGE 2



Gerald D. Cochran
President, Board of Directors

ATTEST:



Amorette M. Ko-Wong
Secretary of the District

Reference: May 23, 2025, Rules, Policy & Industrial Relations Committee, Agenda Item No. 4
<https://www.goldengate.org/assets/1/25/2025-0523-rulescomm-no4-appractsengineeringdeptreorg.pdf>