Agenda Item No. (10)

To: Building and Operating Committee/Committee of the Whole
Meeting of June 26, 2025

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

Subject: **STATUS REPORT ON ENGINEERING PROJECTS**

The following report is provided for informational purposes and no action is required. *Items that have changed since the last report are in this typeface.*

Summary

BRIDGE FACILITIES

Design Services for the Golden Gate Bridge Physical Suicide Deterrent System, RFP No. 2011-B-2. On January 22, 2010, the District issued the Final Environmental Impact Report and Environmental Assessment and Section 4(f) Evaluation with Finding of No Significant Impact for the Golden Gate Bridge Physical Suicide Deterrent System Project (Project) with the horizontal Net System as the environmentally superior alternative. On February 12, 2010, the Board of Directors approved a resolution that certified the Final Environmental Impact Report, adopted the Project, and adopted Findings of Fact, which includes a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan.

The District has a Project website to inform the public regarding the Project. All Project documents, such as the Wind Report and the environmental studies, are available at the website: www.ggbsuicidebarrier.org.

On July 28, 2010, the Metropolitan Transportation Commission (MTC) voted to provide $5 million for the design of the Physical Suicide Deterrent System. On August 13, 2010, the Board of Directors, by Resolution No. 2010-068, authorized acceptance of $5 million from MTC for design and added the design Project to the Fiscal Year 10/11 Bridge Division Capital Budget.

On August 13, 2010, the District posted on its website a Request for Proposals (RFP) to engage consultants to design and prepare construction bid documents for the Suicide Deterrent Net System. On June 24, 2011, the Board authorized the General Manager to award a Professional Services Agreement (PSA) for Design Services for the Golden Gate Bridge Physical Suicide Deterrent System, Contract No. 2011-B-2, to HNTB Corporation in an amount not to exceed $3,990,000 upon receiving FHWA/Caltrans approvals of the Agreement. The Contract was awarded to HNTB Corporation on July 28, 2011. On October 11, 2013, the Board authorized execution of the Second Amendment to the Professional Services Agreement in the not-to-exceed amount of $130,000 for the design of power supply lines to electric battery charging stations. On May 23, 2014, the Board authorized execution of a Fourth Amendment to the Professional Services Agreement with HNTB Corporation, in an amount not to exceed $72,743, for review and coordination of the construction contract documents. On September 26, 2014, the Board authorized execution of a Fifth Amendment to the Professional Services Agreement with HNTB Corporation, in an amount not to exceed $75,227 for a Value Engineering Study and a Sixth Amendment in an amount not to exceed $65,492 for the design of a training rescue net.

On July 30, 2015, the final Value Engineering Study Report was sent to Caltrans.

On December 18, 2014, the Board, by Resolution No. 2014-107: 1) approved the final design of the Project; 2) approved the installation of the Physical Suicide Deterrent System as defined in the final design plans and technical specifications; 3) approved construction of the Physical Suicide Deterrent System in conjunction with the Suspension Bridge Wind Retrofit as part of the same construction contract; 4) approved the sequence of construction requiring installation of the Wind

Retrofit prior to installation of the net fabric on the west side of the Suspension Bridge main span; 5) approved the conclusion of SDS Project's environmental revalidation that, based on the Project's final design review and an examination of the current conditions and supporting information, the original environmental document remains valid and there is no need for subsequent environmental review under state or federal law; and, 6) confirmed that the interpretation of the policy-level project criterion, listed in the Board of Directors Resolution No. 2005-033 as the tenth criterion, which states that the physical suicide deterrent system: "Must not in and of itself create undue risk of injury to anyone who comes in contact with the suicide deterrent system" is not applicable to nor intended to ensure that individuals who jump into the net, or otherwise end up in the net, would be free from injury.

On July 31, 2015, consultant submitted the draft 100% design plans.

On August 21, 2015, the National Park Service (NPS) provided a draft Special Use Permit (SUP) associated with the use of staging areas and access roads required for construction of the Project. On October 7, 2015, staff & NPS negotiated the final terms of the SUP. On October 9, 2015, the Board, by Resolution No. 2015-089, approved the permit and authorized the General Manager to execute the NPS SUP. The permit was executed on October 9, 2015.

On December 20, 2019, the Board, by Resolution No. 2019-086, authorized Amendment No. 1 to the National Park Service's Special Use Permit for construction of Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit, to extend the permit term to December 31, 2023, to pay an annual permit fee in an amount of $48,717, and to increase the Project #1526 budget by $194,868.

On December 15, 2023, the Board of Directors, by Resolution No. 2023-072, authorized Amendment No. 2 to the National Park Service Special Use Permit extending the permit term to December 31, 2027, to pay an annual permit fee in an amount of $48,717, and to increase Project #1526 budget by $194,868.

On August 21, 2015, the Board, by Resolution No. 2015-070, authorized the Ninth Amendment with HNTB Corp. for construction support services during advertisement and transferred $355,182 from the construction project budget (1526) to the design project budget (1118) to finance this amendment.

On December 16, 2016, the Board, by Resolution No. 2016-089, authorized the Twelfth Amendment to PSA No. 2011-B-2, in the not to exceed amount of $6,000,000 with HNTB Corporation for providing engineering support services during construction of the Physical Suicide Deterrent System Project as part of construction Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent and Wind Retrofit, and also authorized a contingency amount of $600,000. On January 30, 2023, using the authorized contingency budget, the First Addendum to the Twelfth Amendment to PSA No. 2011-B-2 with HNTB Corporation in the amount not-to-exceed $600,000 was executed for continuation of engineering support services during construction of the Physical Suicide Deterrent System Project.

On October 27, 2023, the Board, by Resolution No. 2023-063, authorized award of the Second Addendum to the Twelfth Amendment to PSA No. 2011-B-2 with HNTB Corporation in the amount not-to-exceed $1,400,000 for continuation of the construction engineering design support services during construction of the Golden Gate Bridge Physical Suicide Deterrent System.

On February 24, 2023, the Board, by Resolution No. 2023-015, authorized award of the First Addendum to the Sixth Amendment to PSA No. 2011-B-2 with HNTB Corporation in the amount not-to-exceed $66,000 for engineering support services during construction of the rescue net.

Golden Gate Bridge Physical Suicide Deterrent System Environmental Revalidation, PSA No. 2015-B-10. On September 26, 2014, the Board of Directors, by Resolution No. 2014-081, authorized execution of Professional Services Agreement No. 2015-B-10, with AECOM in the not-to-exceed amount of $30,000 and authorized an increase in FY14/15 Bridge Division Capital Budget in the amount of $33,000. The Notice to Proceed was issued effective October 28, 2014. The consultant completed the Revalidation Report. The report was submitted to Caltrans on September 15, 2015.

Golden Gate Bridge Physical Suicide Deterrent and Wind Retrofit, Contract No. 2016-B-1. On June 27, 2014, the Board of Directors, by Resolution No. 2014-066, amended the FY 14/15 Bridge Division Capital Budget to include the construction of the Golden Gate Bridge Physical Suicide Deterrent System Project (Project) in the amount of $76 million, with the understanding that the Project will be funded with $22 million of federal Local Highway Bridge Program funds programmed by Caltrans, $27 million of federal Surface Transportation Program funds programmed by the Metropolitan Transportation Commission, $7 million of California Mental Health Service Act Funds, and $20 million from District Reserves.

On December 19, 2014, the Board, by Resolution No. 2014-107, approved inclusion of the Golden Gate Bridge Wind Retrofit Construction Project, as a separate project in the fiscal year 2014-2015 Bridge Division Capital Budget, with the budget of $8 million to be 100% federally funded.

On March 26, 2015, the Board, by Resolution No. 2015-026, adopted a finding that the Golden Gate Bridge Physical Suicide Deterrent and Wind Retrofit is unique and substantially complex, and therefore approved that up to a 10% retention may be withheld from progress payments due to the construction contractor until satisfactory completion of the work.

On September 16, 2015, staff submitted a request for authorization to proceed with construction of the project to Caltrans. On September 28, 2015, Caltrans and the Federal Highway Administration authorized the project construction.

On October 13, 2015, the District advertised the construction contract, Contract No. 2016-B-1, for the Physical Suicide Deterrent System and Wind Retrofit. The pre-bid conference was held on December 9, 2015. On July 12, 2016, two bids were received and opened. The Board, by Resolution No. 2016-062, authorized staff to seek a 90-day extension of the bid validity period for all bids received for Contract No. 2016-B-1, in order to allow the development of a revised funding plan. Both bidders agreed to the 90-day extension of the bid validity.

On December 16, 2016, the Board, by Resolution No. 2016-087, approved actions relative to a revised funding plan for the construction of the Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit. The Board also authorized award of a contract to construct the Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit, Contract No. 2016-B-1, to Shimmick Construction Company, Inc./Danny's Construction Company LLC, JV, in the amount of $142,051,868, and a contingency of $27,578,969. The Notice to Proceed was issued effective February 13, 2017.

On April 13, 2017, a ceremony commemorating the beginning of construction was held.

On July 15, 2024, a ceremony commemorating the completion of the deterrent system was held.

On January 27, 2017, the Board of Directors, by Resolution No. 2017-003 authorized the execution of an on-call service agreement with the California Highway Patrol in an amount not to exceed $2,000,000, for enforcement services during construction of Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Project. On March 1, 2017, the agreement was executed. On December 14, 2021, the First Amendment extending the agreement time from December 31, 2021, to December 31, 2022, was executed. On December 12, 2022, the Second Amendment extending the agreement time from December 31, 2022, to December 31, 2023, was executed.

On March 24, 2023, the Board, by Resolution No. 2023-024 authorized the Third Amendment to Agreement No. 16R350000, Construction Zone Enhanced Enforcement Program (COZEEP) Services, with the Department of California Highway Patrol, increasing the budget by $1,280,000 and extending the time through December 31, 2025.

On February 24, 2017, the Board, by Resolution No. 2017-018, approved revised General Manager's Authorization Limits for change orders to Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Project, and for Amendments to the related Professional Services Agreements.

On August 7, 2017, the Contractor began installing the temporary security fencing on the west sidewalk.

On August 14, 2017, the Contractor began installing the temporary security fencing on the east sidewalk. On September 7, 2017, the Contractor completed installation of the temporary security fencing. On January 9, 2025, the Contactor began removing the temporary security fence at Suspension Span 4 on the east sidewalk and finished removal on January 10, 2025. On May 05, 2025, the Contractor began removal of the temporary security fence all along the Bridge. The majority of the temporary security fence had been removed except around the South Tower.

On March 7, 2018, the Contractor began fabricating the SDS net supports, the new traveler rails, and the new west sidewalk bridge railing at their fabricator's facility in Oregon. The fabrication by this fabricator is complete. On August 3, 2022, the Contractor's new steel fabricator began fabrication of the remaining structural steel elements and the remaining net support and North Anchorage Housing vertical barrier structural steel elements. Fabrication of the remaining items was completed the last week of March 2023.

On January 3, 2024, the Contractor began fabrication for the bottom traveler mechanical components. On January 29, 2024, the Contractor began fabrication for the interior traveler mechanical components. On February 7, 2024, the Contractor began fabrication for side traveler mechanical components. Fabrication of mechanical components of all Travelers is approximately *91*% complete. On February 19, 2024, the Contractor began fabrication of the interior traveler structural frame at their fabricator's facility near Portland, Oregon. Fabrication of all interior travelers structural frame is approximately 84% complete. On April 25, 2024, the Contractor began fabrication of the side traveler structural frame at their fabricator's facility in Corvallis, Oregon. Fabrication of all side travelers structural frame is approximately *70*% complete. On May 9, 2024,

the Contractor began fabrication of the bottom traveler structural frame at their fabricator's facility near Portland, Oregon. Fabrication of all bottom traveler structural frame is approximately *74*%. Test frame for the traveler prototype testing at the fabricator's facility was completed during the last week of December 2024. Fabrication is continuing.

On March 14, 2018, Engineering staff met with the Contractor and its net system supplier to discuss fabrication and installation of a net mock-up to be used to verify full scale installation procedures. On August 30, 2018, the Contractor began construction of the mock-up in their yard in Richmond, CA, and on January 28, 2019, the Contractor completed the construction of the mock-up and submitted the installation report. On January 30, 2019, the District brought representatives from suicide prevention advocacy groups to view the mock-up.

On April 15, 2019, the Contractor's net manufacturer began fabrication of the net to be installed on the Bridge. The fabricator has completed fabrication of all the major portions of the net and has delivered them to the Contractor's yard. Sample net panels, miscellaneous hardware, and net panels for the travelers remain to be delivered.

On July 11, 2018, the Contractor began nighttime bridge lane closures to facilitate preparatory work for the installation of the work platforms to be installed below the stiffening trusses of the Suspension Bridge. Nighttime lane closures are ongoing.

On June 14, 2018, the Contractor began paint abatement and primer coat painting at the new SDS bracket locations on the Suspension Bridge. Paintwork is ongoing.

On August 14, 2018, the Contractor began installing the first of five work access platform in the Suspension Bridge to be used for the installation of the net supports, the interior traveler rails, and the bottom traveler trolley beams. On September 24, 2018, the Contractor began installing the second and third work access platforms in the Suspension Bridge. The first platform was completed and ready for use on October 16, 2018. The second platform was completed and ready for use on December 14, 2018. The third platform was completed and ready for use on January 22, 2019. The fourth platform was completed and ready for use on February 25, 2019. On September 16, 2019, the Contractor began installing the fifth work access platform on Span 1 of the Suspension Bridge. The fifth platform was completed and ready for use on November 12, 2019. On February 1, 2024, the Contractor began removing one of the work access platforms. The removal of this platform has been completed. On June 28, 2024, removal of the second work access platform was complete. On December 8, 2024, the Contractor began removing the third work access platform. On February 7, 2025, removal of the third work access platform was complete.

On September 3, 2020, the Contractor began installation of the first of 60 fixed access platforms located in the Suspension Spans. On September 6, 2024, the Contractor installed the last of the 60 fixed access platforms. *On May 13, 2025, the Contractor began work installing safety signs and hardware on the fixed access platforms. This work is in progress.*

The Contractor has completed installing the ten electric charging station platforms, except for the swing gates. Electrical equipment placement and equipment wiring are continuing at all ten locations. On May 20, 2024, the Contractor started work pulling high-voltage wires starting from the Power house moving north across the bridge. Testing and termination of the wiring was

completed on August 28, 2024. The Contractor has energized 1 of the 10 charging stations. The Contractor is continuing to make final preparations on the remaining charging stations prior to energizing.

On December 4, 2019, the Contractor began installing containment, abrasive blasting, and painting the west sidewalk stringer and new side traveler rail support locations in Span 3 of the Suspension Bridge. On December 12, 2019, the Contractor began installing the new side traveler rail supports and trolley beams in Span 3 on the west side of the Suspension Bridge. The removal and replacement of the west side crane rails, trolley beams, and rail chairs in Span 2 and Span 3, is complete.

On October 31, 2018, the Contractor began removal of the existing inner traveler crane rails and the bottom traveler trolley beams in Span 3 of the Suspension Bridge using work access platform no. 1. On November 2, 2018, the Contractor began removal of the existing crane rail and trolley beam support brackets. On November 15, 2018, the Contractor began paint abatement operations for the new crane rails and trolley beams. On November 30, 2018, the Contactor began installing the new crane rail and trolley beam brackets. On December 7, 2018, the Contractor began installation of the new crane rails and trolley beams. On April 28, 2023, the Contractor finished the inner and bottom traveler rail and beam replacement in Span 3.

On December 14, 2018, the Contractor began removal of the existing inner traveler crane rails and the bottom traveler trolley beams in Span 2 of the Suspension Bridge using work access platform no. 3. Inner and bottom traveler crane rail and trolley beam removal and replacement was completed in Span 2 on October 30, 2023. Final painting of the new inner and bottom traveler crane rail and trolley beams was completed in December 2023.

On November 18, 2019, inner and bottom traveler rail removal and replacement in Span 1 began. Installation of inner and bottom traveler rails and trolley beams in Span 1 of the Suspension Bridge was completed on March 1, 2024.

On April 14, 2020, the Contractor began removal of the west side traveler crane rails, rail chairs and trolley beams and installation of new crane rail chairs in Span 1 of the Suspension Bridge. On October 30, 2020, the Contractor began installing side access platforms on the west side of Span 1 of the Suspension Bridge. All of the Span 1 west side traveler crane rails, rail chairs, and trolley beams have been removed and replaced. Final relative alignment of the trolley beams and crane rails is complete and final painting was completed on June 15, 2022.

On June 9, 2021, the Contractor began removal of the existing east side traveler crane rails, rail chairs, and trolley beams in Span 1 of the Suspension Bridge. On June 17, 2021, the Contractor began installing access platforms to be used for removing and replacing east side existing traveler rail chairs. All of the Span 1 east side traveler rail, trolley beam, and rail chair removal is complete, and the installation of the new rail chairs, crane rail, and trolley beams is complete. Final relative alignment of the crane rail and trolley beams is complete and final painting was completed on June 13, 2023.

On November 29, 2018, the Contractor began installing the first net supports on the Suspension Bridge. On November 19, 2019, the Contractor began installing the net supports in Span 1 of the Suspension Bridge. On December 3, 2019, the Contractor began installing net supports in Span 4 of the Suspension Bridge. On August 6, 2024, the Contractor finished installing the end panel net

supports at Span 4 west near the North Tower. Installation of the Suspension Bridge net supports, except the end panel east net supports in Span 4 near the North Tower and near the North Pylon, is complete. On December 12, 2024, the Contractor completed the end panel installation near the North Tower, east side, and on December 19, 2024, the Contractor completed the end panel installation near the North Pylon, east side.

On December 5, 2022, the Contractor began installation of North Main Tower lower access platforms to be used for installing the Tower truss net supports. On December 23, 2022, the west side scaffolding was completed and on January 25, 2023, the east side scaffolding was completed. On February 6, 2023, paint abatement began on the west side and on February 10, 2023, installation of the new net support truss frame steel began. On April 14, 2023, installation of the new net support truss frame and new net support arms onto the truss frame on the west side was completed. On March 9, 2023, installation of the new net support truss frame on the east side began. On April 21, 2023, installation of the new support truss frame and new net support arms onto the truss frame at the east side was completed. On August 23, 2023, the installation of the interior and exterior cables at the east side was completed. On September 18, 2023, the Contractor began installation of the SDNS net on the east side. On November 7, 2023, the east side SDNS work, except for the untensioned net sections, was completed. On April 30, 2025, all SDNS work was completed at the North Tower.

On August 10, 2023, the Contractor began installation of the interior and exterior border cables at the west side of the North Tower. On August 16, 2023, installation of the interior and exterior border cable at the west side was completed. On August 22, 2023, the Contractor began installation of the SDNS net on the west side. On October 13, 2023, the west side SDNS work was completed. On March 4, 2024, the Contractor began installation of the untensioned net section between Span 3 and North Tower west. On March 11, 2024, this work was completed. *Final paint touch-up remains.*

On December 21, 2022, the Contractor began installation of South Main Tower lower access platforms to be used for installing the Tower truss net supports. On March 20, 2023, installation of the east lower access platform was completed and on March 30, 2023, installation of the west lower access platform was completed. On May 1, 2023, the Contractor began installing the South Main Tower east side net support truss frames. On June 9, 2023, installation of the east side truss frames was complete. On May 16, the Contractor began installation of the west side net support truss frame. On June 26, 2023, installation of the west side truss frame was completed. On July 28, 2023, the Contractor began installation of the west side net supports. On August 4, 2023, the installation of the west side net supports was completed. On July 18, 2023, the Contractor began installation of the east side net supports. On July 21, 2023, installation of the east side net supports was completed. On October 25, 2023, the Contractor began the SDNS installation on the east side of the South Main Tower. On October 26, 2023, the Contractor began the SDNS installation on the west of the South Main Tower. On March 4, 2024, installation of SDNS on the east and west sides of South Main Tower was completed. Paint touch-up on the SDNS was completed on June 7, 2024. Access removal and final paint touch-up remains.

On April 1, 2020, the Contractor began removal of the existing west side traveler crane rails, trolley beams, and rail chairs in Span 4 of the Suspension Bridge and on November 19, 2020, began installing the new rail chairs. On October 5, 2020, the Contractor began installing side access

platforms on the west side of Span 4 of the Suspension Bridge. On January 6, 2021, the Contractor began installation of new revised access platforms to perform side traveler crane rail removal and replacement. On January 11, 2021, the Contractor began installation of new side traveler crane rails in Span 4. All of the Span 4 west side traveler crane rails, rail chairs, and trolley beams have been removed and replaced. Final relative alignment of the crane rail and trolley beams is complete. Final painting was completed on March 16, 2022.

On April 27, 2021, the Contractor began removing existing east side traveler rails and trolley beams in Span 4 of the Suspension Bridge. On May 11, 2021, the Contractor began installing access platforms to be used for removing and replacing east side existing traveler rail chairs. On May 21, 2021, the Contractor began removal of the east side existing traveler rail chairs. All of the Span 4 east side traveler rail, trolley beam, and rail chair removal has been completed, all of the new chairs have been installed and all of the new rails and trolley beams have been installed. Final relative alignment of trolley beams and crane rails is complete. Final painting was completed on September 13, 2022.

On April 22, 2020, the Contractor removed the existing Span 4 bottom maintenance traveler. On March 12, 2021, the Contractor completed removal of the existing Span 4 west side maintenance traveler. On March 23, 2021, the Contractor completed removal of the existing Span 4 east side maintenance traveler. On April 5, 2021, work began removing the existing Span 1 east and west side travelers. On April 27, 2021, the Contractor completed removal of the Span 1 east and west side travelers. On May 4, 2021, work began removing the existing Span 2 east and west side travelers. By May 21, 2021, removal of the Span 2 east and west side travelers was completed. On May 26, 2021, work began removing the existing Span 3 east and west side travelers. By June 18, 2021, removal of the Span 3 east and west side travelers was completed.

On March 6, 2025, the Contractor began removal of the existing interior traveler in Span 1. *On June 10, 2025, the Contractor completed the removal of the existing interior traveler in Span 1*. On March 27, 2025, the Contractor began removal of one of two existing interior traveler in Span 2. This work is progressing.

On March 12, 2021, the Contractor began installing in Span 3 on the east side of the Suspension Bridge work access platforms to be used for removal of the existing side traveler rails, trolley beams, and rail chairs, and the installation of the new side traveler rails, trolley beams and rail chairs. On April 14, 2021, the Contractor began installation of new side traveler rail chairs on the east side of Span 3. The Span 3 east side traveler rail and rail chair removal is complete and installation of the new rail chairs, crane rails, and trolley beams is complete. Final relative alignment of trolley beams and crane rails is complete. Final painting was completed on June 13, 2022.

On May 10, 2021, the Contractor began removal of the Span 2 east side existing side traveler rails and trolley beams. On August 9, 2021, the Contractor began installation of new side traveler rail chairs. The Span 2 east side traveler rail and rail chair removal is complete and installation of the new rail chairs, crane rails, and trolley beams is complete. Final relative alignment of trolley beams and crane rails and painting is complete.

On April 6, 2022, the Contractor began in Span 3 installation of the temporary side platforms to be used to install the net system. Installation of the temporary platforms was completed on April

21, 2022. The Contractor began the interior and exterior border cable installation on April 22, 2022. On August 15, 2022, the Contractor completed installation of the border cables in Span 3, except at the North Main Tower interface and the mid-span weather station interface. On August 15, 2022, the Contractor began installing the temporary auxiliary cables between the interior and exterior border cables in preparation for the net installation. On August 17, 2022, the Contractor began installing the net between the Span 3 interior and exterior border cables. Installation of the net with temporary ties to the border cables has been completed on both the east and west sides. On March 27, 2024, final sewing of the net onto the border cables was completed.

On February 7, 2023, the Contractor began installing in Span 3 the border cables and net at the end panel near the North Main Tower. The end panel net installation at this location is complete. On February 24, 2023, the Contractor began installing the border cables and net at mid-span around the weather stations. On February 27, 2024, the Contractor began net installation at the mid-span. On May 10, 2024, the Contractor completed the installation of the net at the mid-span of the Suspension Bridge.

On April 27, 2022, the Contractor began in Span 2 installation of the temporary side platforms to be used to install the net system. On May 31, 2022, the Contractor began installation of the interior and exterior border cables in Span 2. On August 29, 2022, the Contractor completed installation of the border cables in Span 2, except at the South Main Tower interface and the mid-span weather station interface. On August 30, 2022, the Contractor began installing the temporary auxiliary cables between the interior and exterior border cables in preparation for the net installation. On September 1, 2022, the Contractor began installing the net between the Span 2 interior and exterior border cables. Installation is complete from Panel Point 51 to Panel Point 128 on the east side and from Panel Point 52 to Panel Point 128 on the west side. The temporary side platforms on both the east and west sides have been removed. On March 18, 2025, the Contractor installed interior and exterior border cables between Panel Points 51 to 47 along the east side of Span 2. On March 20, 2025, the Contractor was able to start the SDNS net installation. On April 18, 2025, the Contractor completed the net sewing along the east side of Span 2 between Panel Point 51 to 47. On May 16, 2025, the Contractor completed the untensioned net sewing along the east side of Span 2 between Panel Points 47 and the South Tower.

On December 8, 2022, the Contractor began in Span 1 installation of the interior and exterior border cables. On January 18, 2023, the Contractor completed installation of the border cables in Span 1, except at the South Tower interface and the Pylon S1 interface. On January 23, 2023, the Contractor began installing the temporary auxiliary cables between the interior and exterior border cables in preparation for the net installation. On January 23, 2023, the Contractor began installing the net between the Span 1 interior and exterior border cables. On February 24, 2023, the Contractor began installing the end panel net support and net between Panel Points 0 and 2 near Pylon S1. On April 5, 2023, installation and final sewing at the end panel near Pylon S1 was completed. On April 5, 2023, the Contractor began final sewing of the net in Span 1 between Panel Point 2 near Pylon S1 and Panel Point 39 near the South Tower, working north. On September 29, 2023, the sewing for this portion of Span 1 was completed. On October 4, 2024, the Contractor finished installation of the SDNS at the end panels near the South Main Tower between Panel Point 39 and Panel Point 43 on the east side. On October 17, 2024, the Contractor finished

installation of the untensioned SDNS between Panel Point 43 and the South Main Tower on the east side. The installation of the west side untensioned SDNS at this location remains.

On January 18, 2023, the Contractor began installing the temporary access platform (E-Plat) on the west side of Suspension Bridge Span 4 in preparation for the net support installation near the North Main Tower. On March 17, 2023, the Contractor completed installation of the end panel net support at Panel Point 39' on the west side of Span 4. On March 16, 2023, the Contractor installed the temporary side traveler for use in installing the border cables and net. On April 5, 2023, the Contractor completed installing the interior and exterior border cables, and on April 6, 2023, began installing the net. On April 20, 2023, the Contractor began final sewing of the SDNS nets on the west side of Span 4. On May 17, 2023, the Contractor completed sewing the SDNS net on the west side of Span 4 between Panel Points 0' to 39'. On March 14, 2024, the Contractor re-started work installing west side lower lever access (E-Plat) to complete work for end panel net support arms. On August 6, 2024, the Contractor finished installing the end panel net support on the west side and started to install border cables and SDNS net. This work was completed on September 5, 2024. On September 3, 2024, the Contractor began installation of the untensioned SDNS net between the west end panel and North Main Tower. On September 26, 2024, this work was completed. On October 25, 2024, the Contractor completed removing the lower level access at this location.

On February 19, 2019, the Contractor began removal and replacement activities for the Suspension Bridge west sidewalk railing. Removal of the west sidewalk railing is complete. Final touch-up painting is ongoing.

On March 11, 2020, the Contractor began installation of the wind fairing in Span 3 of the Suspension Bridge. On March 30, 2020, the Contractor began installation of the wind fairing in Span 2 of the Suspension Bridge. Installation of the wind fairings was completed on July 23, 2021. Final touch-up painting is ongoing.

On August 12, 2019, the Contractor began installing in the North Approach Viaduct the temporary access system to be used to perform the floor beam strengthening activities. The access installation was completed on June 26, 2020. On March 12, 2020, the Contractor began layout work for the floor beam strengthening. On June 10, 2020, the Contractor began tensioning the floor beam high strength rods. On June 17, 2020, the work stopped. On May 13, 2021, the Contractor resumed work on the floor beam strengthening. The strengthening of the last of the 42 floor beams has been completed. On January 31, 2021, the Contractor began removing the floor beam strengthening access system. Removal of the access system is complete.

On January 15, 2020, the Contractor began installing on the west side of the North Approach Viaduct the temporary access system to be used to perform the net support and net installation activities. In September 2021, the temporary access system installation was completed. On January 8, 2021, the Contractor completed the installation of the first net support on the west side of the North Approach Viaduct. In October 2021, the Contractor completed installing the 9 total Type 1 net supports and the 15 total Type 2 net supports. On November 15, 2021, the Contractor began installation of the North Approach Viaduct net border cables. On February 3, 2022, the Contractor began installation of the first of four net mesh panels at west side of the North Approach Viaduct. All four panels were installed by February 8, 2022. The Contractor completed sewing the mesh panels to the border cables. On October 25, 2022, the Contractor completed installation of the

untensioned net sections along the west side. The Contractor completed removing all of the temporary access systems from the west side of the North Approach Viaduct.

On April 7, 2022, the Contractor began installing on the east side of the North Approach Viaduct the temporary access system to be used to perform the net support and net installation activities. Temporary access system installation was on hold due to Contractor lack of personnel. On October 05, 2022, the Contractor re-started work along the NAV east side, installing access to the lower level scaffolding. The Contractor completed installation of the 23 east side net support arms. On June 21, 2023, the Contractor began installation of the border cables and on June 23, 2023, the Contractor completed installing the interior and exterior border cables. On June 26, 2023, the Contractor began installing the net on the east side of the NAV. On July 5, 2023, the Contractor completed installing the net. On July 6, 2023, the Contractor began final sewing of nets. On August 8, 2023, final sewing of nets was completed. On August 10, 2023, the Contractor began removing temporary access scaffolds. On April 1, 2024, the Contractor completed the removal of temporary access scaffolds. On April 12, 2024, the Contractor completed the untensioned SDNS net installation on the east side of the NAV at Pylon N2. On April 1, 2024, all lower level access beams were removed along the east side of the NAV. On June 18, 2024, paint touch-up repair to existing steel was completed.

On September 24, 2020, the Contractor began removal of the existing inner traveler crane rails and bottom traveler trolley beams in Span 4 using man lifts from the ground. On March 1, 2023, the Contractor began installing the temporary access platform (SafeSpan) on the East and West track girders of Suspension Bridge Span 4 in preparation for the removal and replacement of the remaining inner and bottom traveler crane rails and trolley beams. Temporary access installation at the East track girder is complete and temporary access installation at the West track girder is complete. Removal and replacement of existing inner and bottom traveler rails and beams resumed on March 15, 2023. On August 16, 2024, the Contractor completed the new inner traveler crane rail and new bottom traveler trolley beam installation on the east track girder. On September 17, 2024, final paint touch-up was completed on the east track girder. On October 8, 2024, the Contractor finished removal of SafeSpan access scaffold at the east track girder. On March 12, 2025, the Contractor completed the new inner traveler crane rail and new bottom traveler trolley bean installation on the west track girder. On March 23, 2025, final paint touch-up was completed on the west track girder. On April 18, 2025, the Contractor finished removal of SafeSpan access scaffold at the west track girder.

On October 1, 2024, the Contractor began installation of the temporary access scaffolding (M-Plat) that will be used to install the remaining net supports and SDNS at the east side of Suspension Span 4. On October 29, 2024, the Contractor completed installing the M-Plat access system. On October 31, 2024, the Contractor began installation of the end panel net support near the North Main Tower at Panel Point 39'. On November 26, 2024, end panel net support arm was installed along the east side at Panel Point 39'. East Side E-Plat access for end panel between Panel Points 0' to 3' and 42' to 43' was completed on November 20, 2024, and December 03, 2024, respectively. On November 26, 2024, the contractor began installation of the east side end panel net support arms between Panel Points 0' to 3'. On December 19, 2024, installation was completed. On December 3, 2024, the contractor began installation of the east side end panel net support arm

at PP43'. On December 12, 2024, installation was completed. On January 13, 2025, the Contractor began installation of the border cables starting from Panel 43' near the North Tower. On January 29, 2025, the Contractor finished installing the border cable between Panel Point 43' to 0'. On January 30, 2025, the Contractor began installation of the SDNS net beginning at the North Pylon and traveling south. On April 18, 2025, the Contractor completed installation of the SDNS net and sewing of the net between Panel Point 43' to 0'. Final paint touch-up on SDNS net support arm is in progress.

The suicide deterrent barrier on and immediately adjacent to the North Anchorage Housing consists of a tall vertical steel barrier. On March 2, 2022, the Contractor began installation of a portion of the vertical steel barrier on the west side of Span 4 Suspension Bridge near Pylon N1. On March 8, 2022, the Contractor began installation of a portion of the vertical steel barrier on the east side of the Span 4 Suspension Bridge near Pylon N1. The work was on hold pending fabrication of miss-fabricated gate components. The west side gate was installed on April 25, 2023, and the east side gate on April 26, 2023. On October 7, 2024, the final paint touch-up on the Span 4 vertical steel barrier was completed.

On March 8, 2023, the Contractor began installation of the vertical steel posts on the west and east sides of the North Anchorage Housing. Installation of posts was completed but the grouting behind and below 51 new posts was determined to be defective. Contractor submitted a non-conformance report with proposed repair scheme. Contractor performed corrective grouting work, which was completed on September 14, 2023. On October 31, 2023, the Contractor began installation of the vertical barrier panels on the west and east sides of the NAH. On December 19, 2024, the Contractor finished installation of all 110 vertical barrier panels. On March 5, 2025, the Contractor completed paint touch-up work along the east and west sides of the North Anchorage House Vertical Barriers. On February 26, 2025, the new Bicycle Bridge Gates at the west side of the NAH was installed. *On June 13, 2025, the final painting of the NAH new vertical barrier was completed.*

On February 28, 2022, the Contractor began installing on the South Approach Viaduct east side the upper level temporary access system to be used to install the east side sidewalk stringer net support brackets. On March 3, 2022, the Contractor began installing the east side sidewalk stringer net support brackets. This work is complete. On March 17, 2022, the Contractor began installing the east side lower level temporary access system to be used for installing the east side net supports. On August 15, 2022, the Contractor began installing on the South Approach Viaduct girder spans the ground supported scaffolding to be used to install the girder span net supports. Installation of the ground supported scaffolding was completed and the net supports have been installed. On November 21, 2022, the Contractor resumed east side net support installation. On July 20, 2023, installation of the 13 east side net support arms was completed. On July 26, 2023, the Contractor completed the installation of the border cables. On August 1, 2023, the Contractor completed the installation of the SDNS net. On August 3, 2023, the Contractor began final sewing of the SDNS nets. On August 22, 2023, final sewing of the SDNS nets was completed. On September 28, 2023, the Contractor started removal of the east side lower level access. The removal work was placed on hold in order for the Contractor to correct a mis-installed net support. On July 10, 2024, the removal work was completed.

On April 18, 2022, the Contractor began installing on the South Approach Viaduct west side the upper level temporary access system for the installation of the west side sidewalk stringer net support brackets. The west side work was on hold due to Contractor lack of personnel. The west side work resumed on October 26, 2022. All west side sidewalk stringer net support brackets have been installed. The Contractor has installed 13 of the 13 west side net support arms. On April 10, 2024, the Contractor began to install border cables. On April 18, 2024, the work was put on hold. On May 13, 2024, the Contractor resumed west side net installation and completed the installation on May 30, 2024. On May 31, 2024, the Contractor started sewing the SDNS Net to the border cables. On June 28, 2024, the final sewing work was completed and the Contractor began performing final paint touch-up of the net supports. The work was completed on August 21, 2024. On August 22, 2024, the Contractor began removing temporary lower level access. On October 17, 2024, removal of the temporary lower access platform was completed.

On August 31, 2022, the Contractor began installing the Fort Point Arch east side lower level access system to be used for installing the east side net supports. On August 22, 2023, the Contractor completed installing access around Pylons S1 which extends to the Fort Point Arch. On September 29, 2023, the Contractor completed installing all 10 net support arms along the east side of the Fort Point Arch. On October 2, 2023, the Contractor installed the east side Interior and Exterior Border Cables. On October 10, 2023, the Contractor began installing the SDNS net. On November 1, 2023, the Contractor completed installation of the SDNS on the east side of the Fort Point Arch. On January 17, 2024, Contractor began removing lower access platform. On September 23, 2024, removal of the lower access platform was completed.

On September 20, 2023, the Contractor began installing access on the west side of the Fort Point Arch. On October 16, 2023, the first net support arm was installed. On April 12, 2024, all net support arms have been installed. On April 15, 2024, the Contractor began installation of border cables. On May 6, 2024, the Contractor completed installation and final sewing of the SDNS net at this location. On October 17, 2024, final touch up painting was completed. On February 5, 2025, the lower access scaffold removal was completed.

On April 17, 2023, the Contractor began installing access system at the east side of both Pylon S1 and S2 to be used for installing the net around Pylon S1 and S2. On August 4, 2023, installation of the access system at the east side of Pylon S1 was completed. On August 22, 2023, installation of the access system at the east side of Pylon S2 was completed. On September 14, 2023, the Contractor began coring on Pylon walls for the installation of Inner Border Cable brackets. On November 28, 2023, the coring and bracket installation work at both pylons was completed. On November 8, 2023, the Contractor began installing the SDNS on the east side of Pylon S1 and completed the installation on January 25, 2024. The Contractor began installing the SDNS at the east side of Pylon S2 on November 30, 2023, and completed the installation on February 6, 2024.

On March 15, 2024, installation of the work access system on the west sides of Pylon S1 and S2 was completed. On March 11, 2024, and March 18, 2024, the Contractor began SDNS installation at Pylon S1 and S2 respectively. On July 8, 2024, SDNS installation at Pylon S1 was completed. Installation of SDNS at Pylon S2 was completed on September 3, 2024. On August 12, 2024, the

Contractor began removing temporary access at Pylon S1 and S2 and completed the removal on September 13, 2024.

On September 20, 2022, the Contractor began removing the existing bottom maintenance traveler from Span 3 of the Suspension Bridge. On October 13, 2022, the Contractor removed the last portion of the existing bottom maintenance traveler.

On September 21, 2022, the Contractor began removing the existing interior maintenance traveler from Span 4 of the Suspension Bridge. On October 27, 2022, the Contractor removed the last portion of the existing interior maintenance traveler.

On December 5, 2022, the Contractor began removing the existing bottom maintenance traveler from Span 2 of the Suspension Bridge. On December 20, 2022, the Contractor removed the last portion of the existing bottom maintenance traveler.

On September 18, 2023, the Contractor began removing the existing bottom maintenance traveler from Span 1 of the Suspension Bridge. On October 2, 2023, removal of all of the existing bottom maintenance travelers was completed.

On August 23, 2019, the Board, by Resolution No. 2019-060, authorized Contract Change Order No. 62 to Contract No. 2016-B-1, Golden Gate Bridge Suicide Deterrent System and Wind Retrofit Project, in the amount of $420,685 for modifications to the suicide deterrent system wire mesh splice details.

On April 24, 2020, the Board, by Resolution No. 2020-021, approved Contract Change Order No. 20 to Contract No. 2016-B-1, Golden Gate Bridge Suicide Deterrent System and Wind Retrofit Project, in the amount of $428,332, for modifications to the North Approach Viaduct floor beam strengthening details.

On June 28, 2024, the Board, by Resolution No. 2024-039, approved Contract Change Order No. 87 Supplement 1 to Contract No. 2016-B-01, Golden Gate Bridge Suicide Deterrent System and Wind Retrofit Project, in the amount of $572,303, for modifications to the sidewalk bracket strengthening details at the North Approach Viaduct.

On August 28, 2020, the Board, by Resolution No. 2020-054, approved a $2,000,000 budget increase in the FY 2020/21 Bridge Division Capital Budget to the Golden Gate Bridge Physical Suicide Deterrent System Project (Project #1526), to finance additional administration and construction engineering staff costs relative to construction Contract No. 2016-B-01.

On February 25, 2021, the Board of Directors, by Resolution No. 2021-012, approved Contract Change Order No. 31 to Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Project, in the amount of $1,132,331, for modifications to the Suspension Bridge Suicide Deterrent System end net panel configuration.

On November 15, 2024, the Board of Directors approved Contract Change Order No. 124 to Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent and Wind Retrofit Project, in the amount of $91,032,600 to resolve all known claims and disputes on the project, and to extend the time of completion for installing the SDNS to December 31, 2025, and to extend the time of completion to December 2026.

On June 25, 2021, the Board of Directors, by Resolution No. 2021-044, approved a $5,270,000 budget increase in the FY 2020/21 Bridge Division Capital Budget to the Golden Gate Bridge Physical Suicide Deterrent System Project (Project #1526), to finance through approximately November 2022, the District staff contract administration and construction engineering costs.

On September 22, 2022, the Board of Directors, by Resolution No. 2022-078, authorized a budget increase in the amount of $4,637,000 to finance through approximately December 2023, the District staff contract administration and construction engineering costs.

On December 15, 2023, the Board of Directors, by Resolution No. 2023-073, authorized a budget increase in the amount of $4,200,000 to finance through approximately December 2024, the District staff contract administration and construction engineering costs.

On December 20, 2024, the Board of Directors, by Resolution No. 2024-082, authorized a budget increase in the amount of $4,000,000 to finance through approximately December 2025, the District staff contract administration and construction engineering costs.

Physical Suicide Deterrent System and Wind Retrofit Environmental Compliance Monitoring Services, RFQ/RFP No. 2017-B-09. On November 21, 2016, the District issued a Request for Statement of Qualifications and Proposals (RFQ/RFP) to engage consultants to provide environmental compliance monitoring services during construction of Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent and Wind Retrofit. On December 20, 2016, the Office of the District Secretary received proposals from two teams. On January 27, 2017, the Board of Directors, by Resolution No. 2017-002, approved the award of a Professional Service Agreement to Environmental Science Associates, of San Francisco, CA, in an amount not to exceed $882,831. The Notice to Proceed was issued effective February 16, 2017. The consultant is performing site surveys and employee training and monitoring the construction Contractor's operations for compliance with the environmental permits.

Physical Suicide Deterrent System and Wind Retrofit Construction Scheduling and Claim Review Services, RFQ/RFP No. 2018-B-07. On August 8, 2017, the District issued a Request for Statement of Qualifications and Proposals (RFQ/RFP) to engage consultants to provide cost estimating and construction scheduling and claim review services during construction of Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent and Wind Retrofit. On September 12, 2017, the Office of the District Secretary received eight proposals. The selection committee reviewed the proposals and on September 29, 2017, interviewed the three top-ranked proposers.

On November 17, 2017, the Board, by Resolution No. 2017-105, authorized the award of Contract No. 2018-B-07, Construction Scheduling and Claim Review Services, to Secretariat International in an amount not to exceed $2,264,332.41 subject to the District receiving the California Department of Transportation's (Caltrans) approval of the PSA prior to its execution. The proposed contract and supporting documentation were submitted to Caltrans for review and approval and on May 22, 2018, Caltrans approved the PSA and supporting documentation. The Notice to Proceed was issued effective July 9, 2018. The consultant is assisting the District with reviews of the Contractor's schedule and schedule updates.

On June 25, 2021, the Board of Directors, by Resolution No. 2021-044, authorized execution of the Second Amendment to Professional Services Agreement No. 2018-B-07, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Construction Scheduling and Claim Review

Services, to Secretariat International for continued scheduling and claim review services in an amount not to exceed $925,000.

On September 22, 2022, the Board of Directors, by Resolution No. 2022-078, authorized execution of the Third Amendment to Professional Services Agreement No. 2018-B-07, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Construction Scheduling and Claim Review Services, with Secretariat International, Manhattan Beach, CA, for continued scheduling, estimating and claim evaluation services in an amount not to exceed $1,542,000.

On December 15, 2023, the Board of Directors, by Resolution No. 2023-073, authorized execution of the Fourth Amendment services in an amount not to exceed $1,108,305 to Professional Services Agreement No. 2018-B-07, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Construction Scheduling and Claim Review Services, with Secretariat International, Manhattan Beach, CA, for continuation of services.

On December 20, 2024, the Board of Directors, by Resolution No. 2024-082, authorized execution of the Sixth Amendment in an amount not to exceed $599,500 to Professional Services Agreement No. 2018-B-07, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Construction Scheduling and Claim Review Services, with Secretariat International, Manhattan Beach, CA, for continuation of services.

Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Steel Fabrication Shop Inspection Services, RFQ/RFP No. 2018-B-06. On August 29, 2017, the District issued a Request for Qualifications/Request for Proposals (RFQ/RFP) to engage fabrication inspection firms to provide structural steel fabrication shop inspection services during construction of Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent and Wind Retrofit. On October 3, 2017, the Office of the District Secretary received six proposals.

On December 15, 2017, the Board, by Resolution 2017-115, approved execution of Professional Services Agreement (PSA) No. 2018-B-06, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit, Steel Fabrication Shop Inspection Services, to Materials Testing & Inspection, Boise, ID, in an amount not to exceed $1,500,000. The Notice to Proceed was issued effective February 28, 2018

On May 29, 2020, the Board, by Resolution No. 2020-027, approved the Second Amendment to Professional Services Agreement (PSA) No. 2018-B-06, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Steel Fabrication Shop Inspection Services with Material Testing & Inspection in an amount not to exceed $180,000, to provide additional shop inspection services. The structural steel fabrication is complete, and this contract has been closed.

Physical Suicide Deterrent System and Wind Retrofit, Suicide Deterrent Net System Fabrication Shop Inspection Services, RFQ/RFP No. 2018-B-075. On March 29, 2018, the District issued a Request for Statement of Qualifications and Proposals (RFQ/RFP), RFQ/RFP No. 2018-B-044, to engage fabrication inspection firms to provide fabrication shop inspection services of the suicide deterrent net system at the Contractor's fabrication facility located near Burr Ridge, Illinois. By the proposal due date of May 1, 2018, no proposals were received. On May 9, 2018, the District re-advertised the Contract under RFQ/RFP No. 2018-B-075. On June 6, 2018, the Office of the District Secretary received three proposals.

On August 24, 2018, the Board, by Resolution No. 2018-059, approved the award of Professional Services Agreement (PSA) No. 2018-B-075, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit, Suicide Deterrent Net System Fabrication Shop Inspection Services, to David Engineering, LLC., Chicago, IL, in an amount not to exceed $400,000. The Notice to Proceed was issued effective October 8, 2018.

On February 25, 2021, the Board, by Resolution No. 2021-013, approved the Third Amendment to PSA No. 2018-B-075, Golden Gate Bridge Physical Suicide Deterrent Net System Fabrication Shop Inspection Services with David Engineering, LLC., in an amount not to exceed $163,000, for continuation of the suicide deterrent net system fabrication inspection services through December 2021.

On March 25, 2022, the Board, by Resolution No. 2022-016, approved the Sixth Amendment to PSA No. 2018-B-075, Golden Gate Bridge Physical Suicide Deterrent Net System Fabrication Shop Inspection Services with David Engineering, LLC, in an amount not to exceed $134,000, for continuation of the suicide deterrent net system fabrication inspection services through March 2023.

On February 23, 2023, the Board, by Resolution No. 2023-017, approved the Seventh Amendment to PSA No. 2018-B-075 with David Engineering, LLC., in the amount not to exceed $94,000 for continuation of the suicide deterrent net system fabrication inspection services through December 2023.

The net fabrication has been completed, and this contract has been closed.

Temporary Structures Engineering Advisor Support Services for the Construction of the Golden Gate Bridge Physical Suicide Deterrent System and Traveler System, RFQ/RFP No. 2018-B-082. On August 3, 2018, the District issued a Request for Statement of Qualifications and Proposals (RFQ/RFP) No. 2018-B-082, to engage engineering firms to provide Temporary Structure Engineering Advisor Support Services related to the reviews of construction Contractor's temporary structures and construction Contractor's engineering evaluations of the sufficiency of bridge members' structural capacity under service loads and construction loads. On September 4, 2018, the Office of the District Secretary received one proposal.

On October 26, 2018, the Board, by Resolution No. 2018-066, approved the award of Professional Services Agreement (PSA) No. 2018-B-082, Temporary Structures Engineering Advisor Support Services for the Construction of the Golden Gate Bridge Physical Suicide Deterrent and Traveler Systems to TJA Engineering, Inc., Livermore, CA, in an amount not to exceed $870,500. The Notice to Proceed was issued effective November 8, 2018.

On October 23, 2020, the Board, by Resolution No. 2020-082, authorized execution of the Second Amendment to PSA No. 2018-B-082, Temporary Structures Engineering Advisor Support Services for the construction of the Golden Gate Bridge Physical Suicide Deterrent and Traveler Systems, with TJA Engineering, Inc., in an amount not to exceed $1,340,000, for continuation of engineering support services during construction of the Golden Gate Bridge Physical Suicide Deterrent System Project.

On March 24, 2023, the Board, by Resolution No. 2023-024, authorized execution of the Fifth

Amendment to PSA No. 2018-B-082 with TJA Engineering, Inc. in an amount not to exceed $1,200,000, for continuation of engineering support services.

Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Field Inspection Support Services, RFQ/RFP No. 2018-B-084. On August 24, 2018, the District issued a Request for Statement of Qualifications and Proposals (RFQ/RFP) No. 2018-B-084, to civil engineering construction management consultants to provide field inspection support services during the construction of Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit.

On September 21, 2018, the Office of the District Secretary received one proposal.

On December 20, 2018, the Board, by Resolution No. 2018-080 approved the award of Professional Services Agreement (PSA) No. 2018-B-084, Golden Gate Bridge Physical Suicide Deterrent Field Inspection Support Services, to Summit Associates, in an amount not to exceed $3,700,000. The Notice to Proceed was issued effective January 28, 2019.

On June 25, 2021, the Board of Directors, by Resolution No. 2021-044, authorized the execution of the Second Amendment to Professional Services Agreement No. 2018-B-84, Golden Gate Bridge Physical Suicide Deterrent Field Inspection Support Services, with Summit Associates for continuation of field inspection services in an amount not to exceed $1,715,000.

On September 22, 2022, the Board of Directors, by Resolution No. 2022-078, authorized execution of the Third Amendment to Professional Services Agreement No. 2018-B-084, Golden Gate Bridge Physical Suicide Deterrent Field Inspection Support Services, with Summit Associates, Concord, CA, for continuation of field inspection services through approximately December 2023 in an amount not to exceed $2,127,000.

This contract has been closed and District Engineering staff is performing all field inspections.

Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Maintenance Traveler System Fabrication Shop Inspection Services RFQ/RFP No. 2019-B-007. On April 24, 2019, the District issued a Request for Statement of Qualifications and Proposal (RFQ/RFP) No. 2019-B-007 to structural steel fabrication inspection firms to provide steel fabrication shop inspection services during the construction of the Project at the fabrication shops located in Alabama and Georgia. On May 21, 2019, the Office of the District Secretary received one proposal.

On July 26, 2019, the Board, by Resolution No. 2019-048, approved the award of Professional Services Agreement (PSA) No. 2019-B-007, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit Maintenance Traveler System Fabrication Shop Inspection Services, to Bureau Veritas North America, Inc. (BV), Lisle, IL, in an amount not to exceed $640,000. The Notice to Proceed was issued effective September 23, 2019.

The construction contractor informed the District that they will no longer fabricate the travelers in Alabama and Georgia and have contracted with a fabricator in Oregon and Washington. The consultant did not have available resources to perform the shop inspections at the new fabrication facility and agreed that the PSA be rescinded.

Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit, Maintenance Traveler System Fabrication Shop Inspection Services RFQ/RFP No. 2021-B-073. To replace the rescinded PSA No. 2019-B-007, on December 17, 2021, the District issued a Request for Statement of Qualifications and Proposal (RFQ/RFP) No. 2021-B-073 to structural steel fabrication inspection firms to provide steel fabrication shop inspection services at the fabrication shops located in Oregon and Washington. On January 21, 2022, the Office of the District Secretary received five proposals.

On March 25, 2022, the Board, by Resolution No. 2022-016, authorized execution of Professional Services Agreement No. 2021-B-073, Golden Gate Bridge Physical Suicide Deterrent System, Maintenance Traveler Fabrication Shop Inspection Services, with Smith Emery Laboratories, in an amount not to exceed $2,600,000. The Notice to Proceed was issued effective July 13, 2022. On August 5, 2022, a fabrication site kick-off meeting was held with representatives from the District, Smith Emery, and the Contractor's fabricator. Quality assurance inspections began on August 5, 2022, and are ongoing.

Golden Gate Suspension Bridge Seismic Retrofit Project, CMGC Preconstruction Phase, Project #1923. On July 27, 2018, the Board of Directors, by Resolution No. 2018-049, approved the use of the Construction Manager/General Contractor (CMGC) procurement method, authorized by and in conformance with Section 6970 et seq. of the Public Contract Code, for procuring construction of the Golden Gate Suspension Bridge Seismic Retrofit project.

The Construction Manager/General Contractor project delivery method allows the project owner to engage a construction contractor (referred to as 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; on 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 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. 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 a prime contractor. 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.

On September 12, 2018, staff met with FHWA and Caltrans representatives to develop a Project Oversight Agreement, which assigned each party responsibilities for preparation, review, and approval of project actions and documents during Project's Preconstruction Phase. The Project Oversight Agreement has been signed by FHWA, Caltrans, and FHWA.

In March 2019, FHWA established a new federal project number, Federal Aid Project Number BHLS-6003(029) for the Preconstruction Phase of the Golden Gate Suspension Bridge Seismic

Retrofit Project and approved the Authorization to Proceed with the Project's CMGC Preconstruction Phase. Consistent with this FHWA action, 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 Phase (CMGC). To date, FHWA and Caltrans approved a transfer of $11,305,507 of federal funds unspent under the previous phases of the Bridge Seismic Retrofit to Project Number BHLS-6003(029) (District's Project #1923).

In consultation with FHWA, Caltrans, the District's Disadvantaged Business Enterprise (DBE) Office and the District's Attorney, Engineering staff developed documents for the procurement of Construction Manager/General Contractor (CMGC) and Independent Cost Estimator (ICE) contracts. These procurement documents define scopes of work and qualifications of firms that would be performing the Preconstruction Phase CMGC services and ICE services. Staff also developed a scope of work for additional services to be performed by the Project's design consultant to assist the District with development and completion of the construction plans and specifications based on input from the CMGC and ICE and with oversight by Project Technical Review Panel (TRP). On February 23, 2024, the Board of Directors awarded Professional Services Agreement (PSA) No. 2023-B-015, Golden Gate Suspension Bridge Seismic Retrofit CMGC Preconstruction Services, to Halmar International, LLC; PSA No. 2023-B-042, Golden Gate Suspension Bridge Seismic Retrofit ICE Services, to Leland Saylor Associates; and the Fourteenth Amendment to PSA No. 2010-B-1, with the Project's design consultant HDR Engineering, Inc.

On March 26, 2024, the Preconstruction Phase kick-off meeting was held with the District, Caltrans, FHWA, HDR, Halmar (CMGC), and Leland Saylor Associates (Independent Cost Estimator). On April 16, 17, and 24, 2024, HDR led a presentation with the District, Caltrans, FHWA, the CMGC, the ICE, and the Technical Review Panel reviewing the project scope of work and each of the retrofit items included in the current set of construction drawings.

On April 18 and 22, 2024, Engineering staff facilitated field reviews of the Bridge with members of the CMGC, the ICE, HDR, and Caltrans. On June 13, 2024, Engineering staff facilitated a second field site visit of the Bridge with members of the CMGC and ICE. On July 11 and 12, 2024, Engineering staff facilitated a third field site visit of the Bridge with members of the CMGC to specifically perform a site visit within the Main Towers. On August 7, Engineering staff facilitated a fourth field site visit of the Bridge, with an emphasis on the existing Rocker Links at the South and North Pylons and at the South Tower. On October 8, 2024, Engineering staff facilitated a fifth field site visit of the Bridge to the base of the Main Towers, with an emphasis on confirming existing conditions within the tower cells at the base, with members of the CMGC and HDR. On December 16, 2024, Engineering staff facilitated a sixth field site visit of the Bridge to show the CMGC the full scale energy dissipation device (EDD) prototype and to confirm the conditions at Pylon S1 and S2. On February 3, 2025, Engineering staff facilitated a seventh site visit to the north side span (Span 4) of the Bridge with members of the CMGC and HDR to view and discuss suspension span retrofit details, specifically top and bottom lateral members retrofits and center strut removal, up-close. On March 5, 2025, Engineering staff facilitated an eighth field site visit of the Bridge to the north side span (Span 4), Pylon S1 and Pylon S2 with members of the CMGC to for the CMGC to confirm constructability of various retrofit details. *On June 3, 2025, Engineering staff facilitated a ninth field site visit of the Bridge to the Main Tower side span interfaces at the stiffening truss with members of the CMGC to document existing utility and platform conflicts with the new EDDs.* Engineering staff and HDR are reviewing the design

documents and developing detail and specification revisions to address items found during the site visits.

On May 16, 2024, a Cost Model workshop meeting was held where the CMGC, the ICE, HDR, and the District began discussions on establishing the open book methodology for pricing the work. Throughout the month of June 2024, Halmar developed and submitted for review its craft labor rates, resource rates, staff rates, and Estimate Instructions. On July 16, 2024, Engineering staff provided review comments on these documents. The CMGC, ICE, and HDR each developed their own independent quantity take-offs for the various items of work. As of August 1, 2024, Engineering staff, HDR, the CMGC, and the ICE have been meeting weekly to discuss cost model items and reconcile quantities in preparation for the first Opinion of Probable Construction Cost (OPCC). On September 12, 2024, the parties reached agreement on the initial cost model and reconciled the quantities for each bid item. On September 27, 2024, the CMGC, ICE, and HDR submitted to the District their OPCC 1. ICE, HDR, and Engineering staff reviewed CMGC's OPCC 1 and on October 16, 17, and 18, 2024, met with the CMGC to review, discuss, and begin reconciliation. On November 1, 2024, the CMGC, ICE and HDR submitted to the District their OPCC 1 Rev 1 to incorporate the changes discussed during the reconciliation meetings.

As of May 20, 2024, Halmar, Engineering staff, and HDR have been meeting weekly to discuss the technical aspects of the Project's various retrofit items. On October 9, 2024, Engineering staff and HDR discussed with Halmar their proposed access and containment plans. Engineering staff and HDR met with HDR's wind subconsultant, RWDI, to discuss the proposed plans and scheduled wind tunnel testing of the different scenarios. Representatives from HDR, Halmar, and the District Engineering staff observed the wind tunnel tests on November 14, 2024. RWDI submitted the draft wind tunnel test results report on January 24, 2025. Engineering staff and HDR have reviewed the report and have sent comments to RWDI to revise and resend the report.

On September 6, 2024, the District submitted Halmar's proposed lower access system to the US Coast Guard (USCG) for their review and approval. The proposed system extends below the bottom of the lowest most steel on the Suspension Bridge within the USCG's navigation channel vertical limits. On September 18, 2024, the USCG requested additional information on the access system and current vertical clearance measurements of the Suspension Bridge within the navigation channel. Engineering's consultant for the SDS project, HNTB, performed a survey of the Bridge prior to the SDS project construction. On October 31, 2024, HNTB's surveying consultant began work performing an updated survey of the Bridge with the SDS system installed. The survey field work was completed on January 10, 2025, and the surveyor compiled the information into a final report. On February 10, 2025, the survey information was transmitted to the USCG. On March 13, 2025, the USCG approved the proposed temporary encroachment into the navigation channel vertical clearance.

On May 31, 2024, Halmar submitted the initial DBE Engagement Plan and the initial Subcontracting Plan. On March 20, 2025, the District provided Halmar comments to the initial DBE Engagement Plan and the initial Subcontracting Plan. On March 24, Halmar submitted Subcontracting Plan Rev 1. Halmar is currently revising the DBE Engagement Plan. The District is currently reviewing Subcontracting Plan Rev 1 and working towards establishing a DBE goal for the Construction contract.

On June 7, 2024, Halmar provided comments to the 90% technical specifications and design drawings. The Engineering staff, in consultation with HDR, provided responses to these Halmar comments on August 7, 2024. On September 5, 2024, Halmar provided responses to the comments. The District and HDR have been making revisions to the specifications and design drawings addressing the comments.

On June 28, 2024, Halmar provided the initial Means and Methods Plan and the initial Bridge Construction Access Plan. On July 10, 2024, Halmar presented an update of these two plans to Engineering staff, HDR, and Leland Saylor. On September 6, 2024, Engineering staff, HDR, and Leland Saylor provided comments to the Means and Methods Plan and on September 14, 2024, Halmar provided responses. On February 25, 2025, Engineering staff, HDR and Leland Saylor provided comments to the Bridge Construction Access Plan. *On June 6, 2025, Halmar submitted the intermediate Means and Methods Plan.* Engineering staff, HDR, and Leland Saylor are reviewing the Means and Methods Plan and are continuing to discuss the plans with Halmar.

On July 15, 2024, Halmar submitted the initial construction baseline schedule. On November 18, 2024, District provided comments to Halmar. On November 21, 2024, Halmar provided responses. On January 17, 2025, Halmar submitted a subsequent construction baseline schedule. *On June 6, 2025, Halmar submitted the intermediate construction baseline schedule.* Engineering staff, HDR and Leland Saylor are reviewing.

On November 18, 2024, HDR led a Project risk kick off meeting to inform the Engineering staff, HDR design team, Halmar, and Leland Saylor the procedure of identifying, documenting, and mitigating potential Project risks. On December 16 and 17, 2024, HDR led a risk register workshop to establish a risk register for the Project. Engineering staff, HDR, Halmar, Leland Saylor, and representatives from FHWA and Caltrans participated. A draft Project risk register was developed and is being reviewed by all parties in order to determine if there may be means to mitigate known risks and to discuss allocation of risks to each party. The risk discussions are continuing.

On January 28, 2025, Engineering staff submitted the required information to FHWA ahead of the FHWA led Cost and Schedule Risk Assessment (CSRA) workshop. Information submitted includes the current OPCC 1 Rev 1 cost estimate for the Project, the current preliminary construction baseline schedule, and the current risk register. On February 11, 2025, Engineering staff, HDR, and Caltrans participated in the FHWA led Pre-CSRA Workshop Webinar to discuss previous items submitted and to prepare for the upcoming CSRA workshop. On March 5 and 6, 2025, Engineering staff, Caltrans, HDR and Leland Saylor participated in the FHWA led CSRA workshop. On March 11, 2025, Engineering staff, Caltrans and FHWA discussed the CSRA results and next steps associated with preparing the project Initial Financial Plan.

The CSRA results indicate a project construction cost significantly greater than the current project budget. One of the largest contributors to the cost increase is the uncertainty associated with the new CalOSHA regulations for occupational exposure to lead, effective January 1, 2025. The new regulations lowered the Permissible Exposure Limit for lead by 80%, lower the Action Level for lead by 93%, and introduced new limits to the number of hours per day a worker can perform abrasive blasting of surfaces with lead paint. Engineering staff has been discussing with FHWA and Caltrans options for moving the project forward, including investigating avenues for increasing the project budget and decreasing the project costs. Engineering staff has determined

that the project cost may be reduced by reducing the scope of work, modifying certain design details and specifications to improve construction efficiencies, and segmenting the project into smaller phases. FHWA and Caltrans have stated that phasing the project is allowable. Engineering staff and HDR have determined that the project may be broken into two phases, with one consisting of the seismic retrofitting and strengthening of the Suspension Bridge north and south side spans and the two main towers, and the other consisting of the seismic retrofitting and strengthening the Suspension Bridge main suspension span. Engineering staff directed HDR to move forward with revising the contract documents to include the first phase only.

On March 26, 2025, Engineering staff directed Halmar and Leland Saylor to prepare OPPC 2 based upon the first phase scope of work. The District is working with HDR, Halmar and Leland Saylor to determine the pricing and schedule for the phased construction. The complete 95% design drawings and special provisions that show and incorporate the changes due to the reduced and phased project scope were provided to Halmar and LSA on May 2, 2025.

On April 9, 2025, Halmar began to submit revisions to the Cost Model items necessary for OPCC 2. Halmar submitted the proposed revisions to the Estimating Instructions and to craft labor rates. Engineering staff, Leland Saylor, and HDR reviewed and concurred with these items. A Bid Item list for the reduced and phased project scope for OPCC 2 has been developed and quantities are being calculated. Engineering staff, HDR, the CMGC, and the ICE have been meeting weekly to reconcile quantities *and discuss cost estimating assumptions* in preparation for the OPCC 2. Halmar, Leland Saylor, and HDR are continuing work performing quantity calculations and determining pricing for OPCC2.

On April 28, 2025, Halmar began to solicit competitive bids from subcontractors in accordance with the Subcontracting Plan. The District is receiving Requests For Information (RFIs) from the potential subcontractor bidders and is responding to these RFIs.

Golden Gate Suspension Bridge Seismic Retrofit, Contract No. 2025-B-052. The Golden Gate Suspension Bridge Seismic Retrofit is included in the FY 24/25 Bridge Division Capital Budget to construct the Golden Gate Suspension Bridge Seismic Retrofit Phase 3B.

On June 12, 2025, staff submitted to Caltrans and the Federal Highway Administration (FHWA) the draft Project Management Plan for review and comments.

See separate staff report regarding approval of a Special Use Permit with the National Park Service.

Golden Gate Bridge Seismic Retrofit Phase IIIB, Design Services PSA No. 2010-B-1. On June 2, 2009, the District issued a Request for Statement of Qualifications and Proposals, Golden Gate Bridge Design Services, to engineering firms, and on June 30, 2009, the Office of the District Secretary received proposals from four engineering teams. Based on the proposals and consultant interviews, HDR Engineering, Inc., was determined to be the top-ranked consultant. On August 14, 2009, the Board authorized the General Manager to execute the Contract with HDR Engineering, Inc., upon receiving FHWA/Caltrans approval. The Notice to Proceed was issued effective November 17, 2010.

The consultant has completed preparation of the base plan sheets, review of record documents, and computer modeling of the Suspension Bridge and is progressing with structural analyses. On March 20, 2012, and on June 5, 2012, staff met with the consultant to review progress and results of the structural analyses and development of preliminary retrofit strategies.

Geotechnical investigations involving test borings for the Toll Plaza Undercrossing and Lincoln Boulevard Overcrossing occurred on June 13-15, 2012. The geotechnical report, including foundation recommendations, has been completed and submitted by the consultant.

On October 8, 2012, staff met with the Suicide Deterrent consultant, HNTB Corporation, and the Seismic Retrofit consultant, HDR Engineering, Inc., to coordinate the design work between the two projects.

On November 16, 2012, the Board, by Resolution No. 2012-086, authorized District's participation in the FHWA Pooled Fund Study relative to the Phase IIIB Project structural analysis. On January 8, 2013, staff and the design consultant met with U.S. Army Corps of Engineers (USACE) and FHWA to discuss the Pooled Fund Study relative to the Phase IIIB Project. USACE submitted to the District a report summarizing the results of analyses.

On January 24, 2014, the Board authorized the establishment of the Design Technical Review Panel (TRP). The first meeting of the TRP was held on February 20 and 21, 2014. At the December 11, 2014, meeting, the TRP concurred with the retrofit strategy as described in the Draft Strategy Report dated September 23, 2014.

On February 19, 2015, the Board of Directors, by Resolution No. 2015-008, authorized the Fourth Amendment to Professional Services Agreement No. 2010-B-1, Golden Gate Bridge Seismic Retrofit Phase IIIB Design Services, with HDR Engineering, Inc., to Perform Energy Dissipation Device Testing. The Notice to Proceed for the Fourth Amendment was issued to the consultant effective March 9, 2015. The testing was performed in two phases. Phase one was the fabrication and testing of a 0.4 scale model of the EDD and phase two was the fabrication and testing of a full scale specimen. The consultant completed the design of the phase one and phase two prototype Energy Dissipation Devices (EDDs) and entered into an agreement with a fabricator to fabricate the prototype EDD test specimens. The phase one fabrication began on April 13, 2015. On May 18, 2015, fabrication of the 0.4 Scale model of the EDD was completed and shipped to the University of New York at Buffalo, NY. On June 1, 2015, testing of the 0.4 Scale model began. The 0.4 Scale model testing was completed in November 2015. The consultant analyzed the test results and on November 18, 2015, a teleconference was held with the consultant, TRP, FHWA, and Caltrans to discuss the 0.4 Scale model testing results. The group concurred that the phase one testing objectives were met and that work could proceed on the next phase of EDD testing.

On November 30, 2015, the consultant was authorized to begin fabrication of the phase two test specimen. Fabrication was completed on June 27, 2016. The test specimen was shipped to U.C. San Diego testing facility on June 29, 2016, and the testing facility began installing the specimen into the testing equipment on August 15, 2016. The full-scale test specimen testing began on September 9, 2016, and was successfully completed on September 28, 2016. On October 7, 2016, the specimen was delivered to the Bridge. The consultant and U.C. San Diego completed the test report and documentation, and consultant used the test results to update the bridge model and finalize the retrofit design. On November 4, 2016, December 1, 2016, and December 2, 2016, staff

met with the consultant to review the progress of the design. On December 6, 2016, staff met with the consultant, the TRP members, and representatives from FHWA and Caltrans to discuss the results of phase two full-scale specimen testing performed at U.C. San Diego. On February 1, 2017, and February 2, 2017, staff met with the consultant, the TRP members, FHWA representatives, and Caltrans representatives to review the progress of the seismic design, strategize on procurement process for the construction contract, clarify FHWA and Caltrans' project requirements, and confirm next steps in project design.

On October 9, 2015, the Board, by Resolution No. 2015-090, authorized the Fifth Amendment to Professional Services Agreement (PSA) No. 2010-B-1, Golden Gate Bridge Seismic Retrofit Phase IIIB Design Services, in the not to exceed amount of $70,500, with HDR Engineering, Inc., for providing bid support services during the advertising period for construction contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit and authorized a contingency of $7,000.

On December 16, 2016, the Board, by Resolution No. 2016-088, authorized the Seventh Amendment to Professional Services Agreement (PSA) No. 2010-B-1, Golden Gate Bridge Seismic Retrofit Phase IIIB Design Services, in the not-to-exceed amount of $300,000, with HDR Engineering, Inc., for providing engineering support services during construction of the Suspension Bridge Wind Retrofit as part of construction Contract No. 2016-B-1, Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit, and authorized a contingency of $30,000.

On May 29, 2020, the Board, by Resolution No. 2020-028, approved the Second Addendum to the Seventh Amendment to Professional Services Agreement (PSA) No. 2010-B-1, Golden Gate Bridge Seismic Retrofit Phase IIIB Design Services, with HDR Engineering, Inc. in the not to exceed amount of $106,752 to provide additional engineering support services during construction.

On October 28, 2022, the Board, by Resolution No. 2022-085, approved the Fourth Addendum to the Seventh Amendment to PSA No. 2010-B-1, Golden Gate Bridge Seismic Retrofit Phase IIIB Design Services, with HDR Engineering, Inc., in the not-to-exceed amount of $40,000, for continuation of engineering support services during construction.

On February 24, 2017, the Board, by Resolution No. 2017-017, approved actions relative to the Eighth Amendment to Professional Services Agreement No. 2010-B-1, Golden Gate Seismic Retrofit Phase IIIB Design Services with HDR Engineering, Inc., for additional design services to develop temporary supports and bracing, EDD access platforms, repairs to the main towers, replacement of the Fort Point Arch EDD friction elements and replacement of the roadside seismic isolation joint at the Marin Abutment in an amount not to exceed $2,200,000, subject to the Golden Gate Bridge, Highway and Transportation District receiving approval from the California Department of Transportation, and to establish a contingency in an amount of $220,000 for this amendment. The Notice to Proceed with the services under the Eighth Amendment was issued on March 6, 2017.

On April 4 and 5, 2017, staff met with the consultant, the TRP members, FHWA representatives, and Caltrans representatives to review the 65% design plan submittal, discuss project timeline to complete bid documents, and next steps in project design.

On May 26, 2017, the Board, by Resolution No. 2017-047, authorized the Ninth Amendment to Professional Services Agreement No. 2010-B-1, Golden Gate Bridge Seismic Retrofit Project Phase IIIB Design Services, with HDR Engineering, Inc., in an amount not to exceed $191,000, to perform a wind study of the Suspension Bridge to take into account the addition of temporary bracing supports and construction work platforms, and established a contingency in an amount of $19,100 for this amendment. The Notice to Proceed with the services under the Ninth Amendment was issued on May 30, 2017. The wind tunnel tests of the bridge model were performed during the week of October 2, 2017. Additional tests were performed the week of October 30, 2017. On May 11, 2018, the consultant submitted the wind tunnel test results.

On November 8 and 9, 2017, staff met with the consultant, the TRP members, FHWA representatives, and Caltrans representatives to review the 85% design plan submittal, discuss project timeline to complete bid documents, and next steps in preparing the project for construction. On April 17, 2018, staff met with the consultants, the TRP members, FHWA representatives, and Caltrans representatives to review the status of the project.

On November 17, 2017, the Board, by Resolution No. 2017-106, authorized the First Addendum to the Ninth Amendment of Contract No. 2017-B-1, Golden Gate Bridge Seismic Retrofit Phase IIIB Design Services, with HDR Engineering, Inc. in an amount not to exceed $216,500 to perform additional wind tunnel testing of the Suspension bridge to optimize the wind retrofit required to satisfy the wind retrofit criteria and to optimize the configuration of the temporary construction supports and work platforms. The additional tests were performed the week of January 15, 2018.

On July 24, 2020, the Board, by Resolution No. 2020-044, authorized the Second Addendum to the Ninth Amendment, in an amount not to exceed $260,218, of Contract No. 2010-B-1, Golden Gate Bridge Seismic Retrofit Phase IIIB Design Services, with HDR Engineering, Inc. to perform wind tunnel testing and acoustic studies on full-scale specimens of the new bridge railing and fairing in order to replicate, in the laboratory, the wind-induced sounds caused by wind passing through the new Suspension Bridge railing, and to determine what modifications, if any, could be made to reduce or eliminate the sound without impairing the effectiveness of the wind retrofit. The fabrication of the full-scale specimens was completed and on October 23, 2020, wind tunnel testing began. The initial testing was completed on November 5, 2020. The District and consultant evaluated the test results and developed details of measures that could potentially mitigate the wind induced sound.

On June 25, 2021, the Board of Directors, by Resolution No. 2021-043, authorized execution of the Fourth Addendum to the Ninth Amendment to Professional Services Agreement No. 2010-B-1, Golden Gate Suspension Bridge Seismic and Wind Retrofit Project Phase IIIB Design Services, with HDR Engineering, Inc. in an amount not to exceed $130,420 to conduct additional wind tunnel tests of potential sound mitigation measures. The additional testing of potential mitigation measures was completed, and the consultant submitted a final report of the findings.

On December 18, 2021, the Board of Directors, by Resolution No. 2021-093, authorized actions relative to reducing wind induced sound emanated by the Golden Gate Suspension Bridge West Railing.

On July 28, 2017, the Board, by Resolution No. 2017-068, authorized the Tenth Amendment to Professional Services Agreement No. 2010-B-1, Golden Gate Bridge Seismic Retrofit Project

Phase IIIB Design Services, with HDR Engineering, Inc., in an amount not to exceed $399,000, for assistance with preparation of a Risk Assessment Plan and a Major Project Management Plan (MPMP), and established a contingency in an amount of $39,900 for this amendment. The Notice to Proceed with the services under the Tenth Amendment was issued on August 14, 2017. On September 12, 2017, staff met with the consultant to discuss the content of the MPMP. On January 2, 3, and 4, 2018, staff met with the consultant, TRP representatives, FHWA representatives, and Caltrans representatives to develop a Project Risk Register as required by FHWA.

On June 21, 2019, the Board, by Resolution No. 2019-037, approved the Eleventh Amendment to Professional Services Agreement with HDR Engineering, Inc., for testing of stainless steel welding procedures for fabrication of the energy dissipation devices. The Notice to Proceed with the services under the Eleventh Amendment to the PSA was issued with an effective date of July 1, 2019. On September 25, 2019, welding began on a stainless steel specimen at a fabrication facility in Oregon. On October 14, 2019, welding began as a test specimen at a fabrication facility in Alabama. The welding of the stainless steel plates and testing of the welded plates were completed, including the finalization of non-destructive testing protocols for the stainless steel welds. On March 3, 2022, the final report by Vigor Industrial documenting the acceptable welding techniques and testing procedures was finalized.

On December 11, 2020, staff met with the design consultant, the TRP members, FHWA representatives, and Caltrans representatives to discuss project timeline to complete CMGC bid documents, and to present a summary of the Energy Dissipation Device Testing report and the information contained in the Addendum A to the Seismic Retrofit Strategy Report. The TRP members reviewed the information and requested additional information prior to preparing their report documenting the results of their reviews of the retrofit strategies and design details and specifications. On July 15, 2021, staff provided the requested additional information. The TRP members reviewed the additional information and recommended minor edits to the Seismic Retrofit Strategy Report. The TRP members have finalized their report.

On January 22, 2021, the Board, by Resolution No. 2021-007, authorized the following amendments to Professional Services Agreements Nos. 2014-B-7, 2014-B-8, and 2014-B-9, Golden Gate Bridge Seismic Retrofit Phase IIIB Technical Review Panel Member Services:

1. Sixth Amendment to PSA No. 2014-B-7 with Mr. Michel Bruneau, in an amount not to exceed $100,000;
2. Sixth Amendment to PSA No. 2014-B-8 with Mr. Karl H. Frank, in an amount not to exceed $100,000; and,
3. Sixth Amendment to PSA No. 2014-B-9 with Mr. David J. Nash, in an amount not to exceed $100,000;

for continuation of technical review services of the Golden Gate Bridge Seismic Retrofit Phase IIIB Project design through the Construction Manager/General Contractor (CMGC) preconstruction phase of the Project.

On August 25, 2023, the Board, by Resolution No. 2023-054, approved the Twelfth Amendment to Professional Service Agreement No. 2010-B-1, Golden Gate Bridge Seismic Retrofit Project Phase IIIB Design Services, with HDR Engineering, Inc., in an amount not to exceed $399,637,

for assistance with customization of the construction project management e-Builder software for the Golden Gate Suspension Bridge Seismic Retrofit Project and staff training. The consultant is working with the Engineering staff on software implementation and training.

On October 27, 2023, the Board, by Resolution No. 2023-064, approved the Thirteenth Amendment to PSA No. 2010-B-1, with HDR Engineering, Inc., in an amount not to exceed $351,150 for additional engineering design services. HDR is progressing with the services. On February 12, 2024, HDR provided the District with 90% design drawings and 90% specifications that will be used during the Project's Preconstruction Phase.

On February 23, 2024, the Board of Directors, by Resolution No. 2024-009, approved the Fourteenth Amendment to PSA No. 2010-B-1, with HDR Engineering, Inc., in an amount not to exceed $5,543,833, for additional engineering design services during the Preconstruction Phase to finalize the Project construction documents and to assist the District in establishing construction price and schedule for the Project. HDR is proceeding with the work under the Fourteenth Amendment.

On April 26. 2024, the Board of Directors, by Resolution No. 2024-022, authorized execution of 1st Addendum to the 14th 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 $208,852, to prepare environmental reports for Project #1923, Golden Gate Suspension Bridge Seismic Retrofit Project. On September 9, 2024, HDR submitted to Caltrans an Area of Potential Effect (APE) map identifying the geographic areas within which the project may directly or indirectly cause alterations in the character or use of historic properties that exist. On September 26, 2024, Caltrans requested modifications be made to the APE. On October 7, 2024, HDR submitted the revised APE addressing the comments to Caltrans. On November 4, 2024, Caltrans informed Engineering staff that the revised APE was acceptable and could be finalized. Engineering staff signed and returned the revised APE to Caltrans on November 4, 2024 for finalization and processing.

On October 17, 2024, HDR submitted the data sheets from the Northwest Information Center (NWIC) of the California Historical Resources Information System and the Sacred Lands search documents to Caltrans for their use in performing the Native American consultation. Caltrans is reviewing the documents. HDR conducted an Archaeology Survey site visit on November 4, 2024.

On January 13, 2025, HDR submitted the draft Archaeological Survey Report (ASR) to Caltrans for their review and comments. On February 3, 2025, Caltrans provided comments. On February 11, 2025, HDR revised the ASR per Caltrans comments and submitted the final ASR to Caltrans. On March 25, 2025, Caltrans provided backcheck comments on the final ASR. On April 1, 2025, HDR revised the ASR per Caltrans comments and submitted the final ASR to Caltrans for their signature. Caltrans signed the ASR.

On January 28, 2025, HDR submitted the draft Visual Impact Assessment (VIA) Memorandum to Caltrans for their review and comment. On February 21, 2025, Caltrans provided comments. On February 27, 2025, Caltrans signed the VIA Memorandum.

On February 18, 2025, HDR submitted the draft Finding of No Adverse Effect with Standard Conditions – Secretary of the Interior's Standards for the Treatment of Historic Properties (FNAE-SC-SOIS) to Caltrans for their review and comment. On March 17, 2025, Caltrans provided comments. On March 28, 2025, submitted the revised FNAE-SC-SOIS incorporating Caltrans comments for Caltrans review. On May 19, 2025, Caltrans signed the FNAE.

On February 25, 2025, HDR submitted the draft Section 4(f) Memorandum to Caltrans for their review and comment. On March 10, 2025, Caltrans provided comments. HDR is preparing the final Section 4(f) Memorandum. To support this effort, Engineering staff sent a letter to the Golden Gate National Recreation Area (GGNRA) on April 7, 2025, requesting concurrence that Project's temporary occupancy of GGNRA during construction would be so minimal as to not constitute a "use" within the meaning of Section 4 (f).

On April 4, 2025, HDR submitted the draft Historic Properties Survey Report (HPSR) to Caltrans for their review and comment. On May 19, 2025, Caltrans signed the HPSR.

On May 23, 2025, the Board of Directors, by Resolution No. 2025-031, authorized 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, in an amount not-to-exceed $862,486, for continuation of engineering design services to finalize the design documents and preconstruction services.

On June 16, 2025, HDR submitted the 100% design drawings and 100% specifications.

Golden Gate Suspension Bridge Seismic Retrofit, CMGC Preconstruction Services, RFQ 2023-B-015. By Resolution No. 2018-049, the Board of Directors approved the use of the Construction Manager/General Contractor construction project delivery method for the construction of the Golden Gate Suspension Bridge Seismic Retrofit Project (Project). The Construction Manager/General Contractor project delivery method allows the District to engage a construction contractor (referred to as 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 and the construction price and schedule. During the Preconstruction Phase, CMGC will provide input on value engineering ideas that improve project's constructability and price; on impacts of project site, environmental and regulatory constraints on construction cost and schedule; on construction cost and schedule risks, and how those risks can be mitigated. Also, CMGC will prepare construction cost estimates at each pricing milestone and for its Construction Price Proposal (CPP) using an open book production-based estimation method. If the CPP is accepted by the District, a construction contract will be issued to CMGC so that the Construction Phase of the Project can begin, and CMGC will become a prime contractor.

The RFQ to engage the Preconstruction Phase services of a contractor (CMGC) was advertised on May 31, 2023. By the Statement of Qualification (SOQ) submission due date of August 4, 2023, the District received three SOQs. Staff reviewed the SOQs and interviewed all three teams on September 27, 2023. Based on the proposals and interviews, Halmar International was determined to be the top-ranked firm.

On February 23, 2024, the Board of Directors, by Resolution No. 2024-009, authorized execution

of Professional Services Agreement (PSA) No. 2023-B-015, Golden Gate Suspension Bridge Seismic Retrofit CMGC Preconstruction Services, with Halmar International, LLC, in an amount not-to-exceed $5,754,332, for Construction Manager/General Contractor (CMGC) preconstruction services. The District issued a Notice to Proceed (NTP) effective March 25, 2024.

On May 23, 2025, the Board of Directors, by Resolution No. 2025-031, authorized execution of the Second Amendment to 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 services.

Golden Gate Suspension Bridge Seismic Retrofit, Independent Cost Estimator (ICE) Services, RFQ 2023-B-042. On December 15, 2023, the District issued a Request for Qualifications/Request for Proposals (RFQ/RFP) to engage qualified consultants to provide independent construction cost estimation, construction cost review, and construction schedule review services during the Preconstruction Phase of the Golden Gate Suspension Bridge Seismic Retrofit Project. On January 10, 2024, the Office of the District Secretary received three proposals and interviewed two of the Proposers on January 18, 2024. Based on the proposals and interviews, Leland Saylor Associates was determined to be the top-ranked firm.

On February 23, 2024, the Board of Directors, by Resolution No. 2024-009, authorized execution of PSA No. 2023-B-042, Golden Gate Suspension Bridge Seismic Retrofit ICE Services, with Leland Saylor Associates, in an amount not-to-exceed $1,514,263, for Independent Cost Estimator preconstruction services. The District issued the Notice to Proceed (NTP) effective March 25, 2024.

On May 23, 2025, the Board of Directors, by Resolution No. 2025-031, authorized 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 services.

Golden Gate Bridge Electrical System Repairs, Contract No. 2025-B-033. On February 8, 2025, one of the Golden Gate Bridge's main circuit breakers tripped, affecting power to some of the Bridge's lighting and other electrical systems. The District's Bridge Division forces were able to provide temporary power to certain locations but were unable to determine the cause of the tripped breaker and unable to restore power to all the lighting and other electrical systems at the Bridge. Bridge Division and Engineering Department staff brought in an outside electrical contractor with expertise in medium to high voltage industrial electrical installations to assist with the investigation.

Due to the need to quickly determine the cause of the outage and subsequent repairs to these critical systems, in accordance with Public Contract Code Section 22050 and the District's Procurement Policy, on February 10, 2025, the General Manager authorized an emergency purchase order and contract change order (CCO) #1 with PB Electric, Inc., Rancho Cordova, CA, in an amount not-to-exceed $107,500, to perform an investigation of the electrical system. The investigation discovered damaged and failed equipment and cable failures at multiple locations on the Bridge

that must be replaced. The General Manager authorized CCO #2 in the not-to-exceed amount of $98,250 with PB Electric, Inc., to perform additional assessments of the existing conditions necessary for developing scopes of work and construction scheduling for the repairs.

Engineering staff also retained an electrical engineering consultant to assist with the developed of the repair plans.

A short-term plan consisting of procuring and then installing readily available equipment was developed. The General Manager authorized and the Board of Directors, at its March 28, 2025, meeting, ratified executing CCO #3 in the not-to-exceed amount of $400,000 with PB Electric, Inc., to procure the material and equipment necessary to implement the short-term solution. *District received the initial procurement of the material and equipment on June 3rd. The remaining equipment is anticipated to arrive in early July.*

Engineering staff and its electrical engineering consultant are finalizing the construction documents necessary for the short-term installation.

Engineering staff and its electrical engineering consultant are also continuing to develop the full scope of work and cost estimate for the long-term solution.

Aluminum Clip Fabrication for Suspension Bridge Sound Reduction Project, Contract No. 2022-B-036. On March 15, 2022, the District advertised for the procurement of aluminum u-shaped clips that will be installed on the Suspension Bridge west sidewalk railing to reduce wind induced sounds. By the bid opening date of April 6, 2022, no bids were received. On April 7, 2022, the procurement was re-advertised with a bid opening date of April 26, 2022. On April 26, 2022, staff received one bid.

On May 20, 2022, the Board, by Resolution 2022-036, authorized the award of Contract No. 2022-B-036, Aluminum Clip Fabrication for Suspension Bridge Sound Reduction Project to RushCo Energy Specialist, Fort Worth, TX. The Notice to Proceed was issued with an effective date of June 6, 2022. The clip fabricator, Architectural Aluminum Fabrication, Inc., prepared shop drawings and other submittals in preparation of the work. The fabricator provided sample clips and paint samples for review and approval. After review of the samples, staff requested modifications to better match field conditions. On December 16, 2022, the revised clip was received and found to be acceptable. On March 7, 2023, the revised paint sample was received and found to be acceptable. The fabricator completed the fabrication and painting of 25 samples for review and approval. The samples were determined to be acceptable, and authorization was given to proceed with production. On August 7, 2023, the first shipment of clips was received. On October 5, 2023, the second shipment of the clips was received. In September 2024, the Contractor on the Golden Gate Bridge Physical Suicide Deterrent and Wind Retrofit, Contract No. 2016-B-1, began the west sidewalk bridge railing final painting and punch list work. On December 5, 2024, the District Bridge Division staff began the clip installation on the west sidewalk railing near the North Tower. The work is continuing.

Lead Cleanup Phase II Feasibility Study, Remedial Action Plan and Construction Drawings for Golden Gate Bridge North and South Approaches, RFP No. 2010-B-2. A Request for Proposal (RFP) to engage consultants to prepare a feasibility study, remedial action plan, construction

drawings, and a revegetation plan(s) for cleanup of lead paint contaminated soils and sandblast residue at the North and South land approaches to the Golden Gate Bridge was posted on the District's website on October 20, 2009, and on December 1, 2009, seven proposals were received by the District. Staff evaluated the proposals and interviewed the top four ranked firms on February 3, 2010. On June 25, 2010, the Board authorized execution of a Professional Services Agreement (PSA) with Erler & Kalinowski, Inc., in an amount not to exceed $980,057, with a contingency amount of $98,000. The Notice to Proceed was issued with an effective date of September 1, 2010. The State Department of Toxic Substances Control (DTSC) has regulatory oversight of the project. The consultant completed two rounds of soil sampling verification studies and submitted the reports to the DTSC for review. Staff and consultant met with the National Park Service (NPS) for a project briefing. consultant prepared draft reports for various field investigations, including a topographical survey of the site, a landslide-potential survey, and inventories of the biological, wetland, archaeological, and cultural resources that exist on the site; and developed draft cleanup alternatives and prepared a draft Feasibility Study (FS). Staff and consultant met with the DTSC and with the NPS at separate meetings in January 2012 and discussed the draft remedial alternatives. On December 21, 2012, the Draft Golden Gate Bridge Lead Cleanup Phase II Feasibility Study was sent to DTSC and NPS for review. In February 2013, NPS and DTSC representatives participated in a site walk-through of the proposed cleanup areas as part of their review of the cleanup alternatives in the Feasibility Study. On June 19, 2015, NPS sent a general reply letter on the Draft Feasibility Study (FS). NPS stated they are supportive of the project and generally agreed with the proposed alternatives listed in the draft FS. On October 16, 2015, staff met with DTSC representatives to discuss comments on the FS and the required cleanup levels. On October 23, 2015, DTSC sent a letter with its comments on the FS. On August 1, 2016, the second amendment was executed extending the time of completion to September 1, 2017. On September 11, 2017, staff met with DTSC to further review the DTSC comments on the Feasibility Study and the cleanup level being proposed by DTSC. DTSC agreed to consider different cleanup levels and requested the District submit its proposal for consideration. On April 10, 2020, staff and its consultant had a teleconference with DTSC to discuss status of project, allowable cleanup level, and cleanup strategies. DTSC requested the District to review current and future land use of areas and develop a cleanup plan based on land use. On December 17, 2020, the District sent a letter to DTSC responding to DTSC's letter regarding the cleanup level and a site-specific site management plan.

On June 3, 2021, the District received a letter from DTSC in response to the District's December 17, 2020, letter on lead cleanup goals. On June 10, 2021, the District sent a letter to DTSC expressing the District's interest in pursuing a land-use-based cleanup program referred to as a Soil Management Plan (SMP) strategy. On July 20, 2021, DTSC responded to the District's June 10, 2021, letter. On August 13, 2021, a virtual conference meeting with the District, its consultant, and DTSC was held to discuss the recent correspondence. Subsequent to the call, staff and DTSC compiled a list of items to be addressed in order to move the project forward. Staff and its consultant are working with DTSC staff on addressing each of the items.

On November 19, 2021, the District sent a letter to the National Park Service (NPS) informing NPS of the District's recent discussions with DTSC and the District's plan for moving this cleanup project forward. Staff and its consultant are continuing to work with DTSC and NPS on the cleanup goal for the Phase II areas.

On March 28, 2022, staff and its consultant met with representatives from DTSC and NPS to perform a field review of the Phase I areas to assess whether the measures implemented during Phase I to protect workers and the public were still functioning as intended. DTSC found that the measures, including fencing and signage, were functioning as planned. DTSC requested that a report of the site review be prepared and submitted to DTSC and uploaded to the DTSC website. Staff and its consultant prepared the field review report and, on May 25, 2022, transmitted the report to DTSC and NPS for their review and comments. DTSC requested additional information on the report and on August 4, 2022, the District's consultant transmitted the revised final report and additional information to DTSC. On November 7, 2022, DTSC provided comments on the Five-Year Review Report. Staff and the District's consultant modified the report to incorporate responses to DTSC's comments and on January 17, 2023, submitted to DTSC for review and approval.

Staff and consultant have prepared a draft work plan for additional soil sampling to assist in determining a cleanup goal for areas to be eventually opened to the public at the north and south approaches. The work plan has been distributed to DTSC and the NPS for review and approval.

On January 10, 2023, DTSC informed the District that new project managers had been assigned for oversight of the lead cleanup project. District staff and consultant held a virtual meeting with the new DTSC staff on Feb 7, 2023, to discuss the status of the project and next steps. Staff and consultant collated a number of recent background documents and sent those to DTSC for their review and to assist the new managers with coming up to speed with the project. On April 24, 2023, DTSC provided comments on the Phase I Five Year Review Report. On May 4, 2023, consultant provided a response to DTSC's comments and questions. On May 16, 2023, the Phase I Five Year Review Final Report was submitted to DTSC. On August 9, 2023, DTSC approved the Five-Year Review Final Report.

DTSC circulated for public review a Draft Remedial Action Workplan (RAW) prepared by the National Park Service for the Vista Point Trail Improvements Project. A section of the Vista Point Trail passes through the District's permitted area. Staff reviewed the RAW, compiled comments, and submitted the comments to DTSC on December 22, 2023. Staff are awaiting a response to the comments.

On July 10, 2023, District sent to DTSC for their review and comments a draft lead cleanup level for the Phase II work and an outline for the revised Phase II Draft FS/RAP. On August 9, 2023, DTSC requested additional information associated with the Phase II Draft FS/RAP be submitted for their review. On September 14, 2023, the District submitted the additional information that DTSC requested. On July 3, 2024, DTSC provided a comment letter with responses to the District's July 2023 Technical Memo on Phase II Lead Cleanup Goal.

Staff and its Consultant prepared a response to the DTSC comments letter and prepared a revised soil sampling plan to address DTSC's concerns. On September 20, 2024, staff submitted the response to DTSC for their review. The District is waiting for DTSC's response. *On June 4, 2025, DTSC advised the District that it is still reviewing the District's revised Cleanup Goal memo and Soil Sampling Plan.*

Vista Point Trail Improvement Project. The National Park Service developed a project to improve the existing maintenance access trail located just north of the Golden Gate Bridge from the Dana

Bowers Vista Point, under the North Approach Viaduct and ending on Conzelman Road. The project includes excavating and backfilling the existing trail alignment to provide a more gradual slope, removing lead paint impacted soils, constructing retaining walls, constructing rest area pull outs on the trail, installing drainage facilities, paving the trail and installing fencing. The project is being funded with Federal Highway Administration (FHWA) Federal Land Transportation Program (FLTP) funds.

On September 18, 2024, the National Park Service (NPS) notified the District that they have awarded a construction contract for Vista Point Trail Improvements Project. The preconstruction meeting was held on January 14, 2025. On January 28, 2025, the Contractor, Yerba Buena Engineering & Construction (YBE), began mobilizing to the site. The Contractor delivered trailers and established a staging area in the northeast parking lot and on Conzelman Road. The Contractor has completed clearing and grubbing the trail, has installed water pollution prevention measures and completed initial grading and excavation activities. The Contractor has begun drilling and setting steel piles for the retaining wall systems along the trail. NPS is working with the District to have the Contractor relocate existing District utility conduits exposed by the trail improvements. A relocation plan for the utility conduits is being developed with the District's electrical engineering consultant, Steffen Engineering Company. The work is progressing. Engineering staff are working with NPS on coordinating the work within the District's permitted area. *On May 22, 2025, Engineering staff and the District's Lead Cleanup Program Phase II consultant visited the trail reconstruction project in progress, as a portion of the trail improvement work is located within the District's permitted area and is part of the Lead Cleanup Phase II Program.*

On May 16, 2025, YBE completed installing soldier piles for the four-soldier pile retaining walls planned for the trail. YBE is progressing with installation of the wood lagging between the soldier piles and compacting backfilled soil behind the walls. YBE began grading and forming for the concrete caps on the tops of the fill retaining walls. Handrails for the walls are being fabricated offsite.

Mandatory Bridge Inspection Program. In order to ascertain the structural condition of the bridge and to comply with FHWA (Federal Highway Administration) regulations, the District conducts a Biennial Bridge Inspection. Staff prepared and submitted to Caltrans the inspection work plans for the Biennial Bridge Inspection, including Underwater Inspection Plan of the North Pier, South Pier, and South Pier Fender, the Fracture Critical Elements Inspection, the Complex Bridge Element Inspection, and the Routine Bridge Inspection Plans.

From Tuesday, August 23, to Thursday, August 25, 2022, FHWA and Caltrans performed a review of the Golden Gate Bridge Inspection Program via the 23 Metrics set by the National Bridge Inspection Standards and MAP-21. FHWA confirmed that the District meets the requirements of the 23 Metrics and that the Engineering Department is compliant with all requirements of the Federally mandated inspection regulations and standards.

In January 2023, the District commenced the 2023-24 biennial bridge inspection of the Golden Gate Bridge. On December 6, 2023, the District submitted the updated load rating summary sheets to Caltrans. In March 2024, Engineering staff completed the inspection of the District's four smaller structures: East Road undercrossing, Bunker Road undercrossing, Toll Plaza undercrossing, and Lincoln Blvd undercrossing. On June 5, 2024, the District submitted final inspection reports for these

structures to Caltrans. On December 10, 2024, Engineering staff completed the 2023-24 Biennial Bridge Inspection. On January 30, 2025, the District submitted to Caltrans the 2023-24 final biennial bridge inspection report of the Golden Gate Bridge.

In January 2025, the District commenced the 2025-26 biennial bridge inspection.

Golden Gate Bridge Underwater Inspection Services, RFQ/RFP No. 2024-B-013. The Engineering Department prepared and on October 23, 2024, advertised a Request for Qualifications/Request for Proposals (RFQ/RFP) for the Golden Gate Bridge Underwater Inspection Services. The request seeks proposals from qualified professional diving consultants to provide underwater inspection services for the Golden Gate Bridge South and North Tower Piers and the South Tower Pier Fender. On November 14, 2024, one proposal was submitted by Consor North America, Inc. Staff reviewed the proposal, found that it complied with the requirements of the RFQ, and completed negotiations of pricing for the services with the consultant.

On January 24, 2025, the Board, by Resolution No. 2025-002, authorized execution of Professional Services Agreement No. 2024-B-013, Golden Gate Bridge Underwater Inspection Services, with Consor North America, LLC, San Francisco, CA, in an amount not-to-exceed $331,720, to perform Title 23 Code of Federal Regulations (CFR) Part 650 mandated bridge inspections at the Golden Gate Bridge. The District issued a Notice to Proceed (NTP) effective February 20, 2025. The sonar scanning and underwater inspection for the two main tower foundations were completed on March 25 and April 10, 2025, respectively. *On June 5, 2025, the consultant submitted a draft inspection report in which there are no critical findings, and the rating remains 'Satisfactory 6,' consistent with the previous inspection performed six years ago. Staff is reviewing the draft report.*

Golden Gate Bridge Inspection Services, RFQ/RFP No. 2024-B-014. The Engineering Department prepared and on November 18, 2024, advertised a Request for Qualifications/Request for Proposals (RFQ/RFP) for the Golden Gate Bridge Inspection Services. The request seeks proposals from qualified professional consultants to provide two cycles of rope access bridge inspection services for Non-redundant Steel Tension Members (NSTMs), formerly known as Fracture Critical Members, and select other bridge elements of the Golden Gate Bridge. On December 18, 2024, one proposal was submitted by HDR Engineering, Inc. Staff reviewed the proposal, found that it complied with the requirements of the RFQ, and entered in pricing negotiations with the consultant for the services.

On February 28, 2025, the Board, by Resolution No. 2025-014, authorized execution of Professional Service Agreement No. 2024-B-014, Bridge Inspection Services, with HDR Engineering, Inc., Walnut Creek, CA, in an amount not-to-exceed $10,982,580, to perform two cycles of the Title 23 Code of Federal Regulations (CFR) Part 650-mandated bridge inspections at the Golden Gate Bridge. The District issued a Notice to Proceed (NTP) effective March 1, 2025. The consultant is performing preparations for field rope inspections and commenced with the AASHTO Method II probabilistic vessel collision/impact risk assessment for the Bridge. Inspections for Weeks 1 and 2 were performed during the weeks of April 28 and May 5, 2025, respectively, during which the Suspension Bridge Span 1 was completed, and the Suspension Bridge Span 2 was commenced. *Inspections for week 3 were performed during the week of June 2, 2025, during which the majority of the Suspension Span 4 was completed.*

Seismic Instrumentation, Contract No. 2025-B-040. In 1995, the State of California, Division of Mines and Geology – Strong Motion Instrumentation Program (SMIP) installed and tested the Phase I seismic instrumentation system. Seventy-six seismic sensors and two recording stations were installed on the Golden Gate Bridge as part of this phase.

On April 10, 2001, and September 21, 2004, the Seismic Instrumentation Advisory Panel (Panel) approved the Phase II sensor locations for the South Approach Structures. Twenty-five additional sensors were proposed for the South Approach and were included as part of the Phase II Seismic Retrofit project. On September 24, 2002, the Panel approved the design plans for the Phase II Seismic Instrumentation, North Approach Structures. Twenty-four additional sensors for the North Approach were added to the Seismic Instrumentation System. Subsequent panel meetings were held on September 30, 2003, September 21, 2004, and October 25, 2006, to review the progress on construction of the Phase II Seismic Instrumentation and the MEMS system (Micro-Electro-Mechanical System) developed by the U.C. Berkeley Citris program. The MEMS has been tested with satisfactory results and was removed by U.C. Berkeley in March 2007.

In 2002, SMIP installed an independent seismic sensor with a warning light and buzzer in the Sergeant's control room. On March 1, 2007, the Bridge Earthquake Response Pager System successfully recorded and transmitted the Lafayette Earthquake with 1% g ground acceleration at the bridge. On October 30, 2007, the Bridge Earthquake Response Pager System successfully recorded and transmitted the Alum Rock Earthquake with a 1% g ground acceleration of the bridge.

On October 25, 2006, the Panel recommended installing a wind monitoring system on the Golden Gate Bridge. On April 27, 2007, the Board authorized SMIP to install the wind monitoring system, including an anemometer and a seismic recorder connected to selected, existing, and new seismic sensors on the Suspension Bridge.

On August 29, 2007, the Panel approved the design of the wind monitoring system and recommended measuring ambient vibration and analyzing the bridge computer model with data recorded from the 1999 Bolinas and 2000 Napa earthquakes. The wind monitoring system was completed in October 2008.

On July 24, 2019, the seismic alarm panel and seismic sensor located inside the Sergeant's Office were upgraded to streamline and improve earthquake notifications and post-earthquake responses. The new system has two alarms: 1) light shaking; and 2) moderate and more serious seismic shaking.

On October 25, 2019, the Board, by Resolution No. 2019-074, authorized execution of Professional Services Agreement No. 2019-B-056, Golden Gate Bridge Strong Motion Instrumentation Program, with the State of California, Division of Mines and Geology, for a total not to exceed amount of $357,421 for the purchase of the new recorders, labor, travel and supplies necessary for the installation of the new equipment, and for three years of maintenance costs associated with monitoring, testing and minor repairs to the system, and authorized a contingency in the amount of $35,742 be established for any additional or changed scope of services that may develop while work progresses.

Subsequent to the October 2019 Board authorization, SMIP informed staff about an error in the

cost proposal. The cost proposal did not include the State of California Department of Conservation overhead and administrative costs associated with the specified services. The SMIP representatives explained reasons for the overhead and administrative charges and their corresponding rates that were established under the State of California accounting rules and the allocation of these rates to the cost of the services under PSA No. 2019-B-056. The inclusion of the SMIP overhead and administrative costs result in a $34,451 increase to the cost of replacement of the instrumentation system. SMIP agreed that the cost of the instrumentation system maintenance would remain unchanged.

On February 28, 2020, the Board, by Resolution No. 2020-005, authorized execution of Professional Services Agreement (PSA) No. 2019-B-056, Golden Gate Bridge Strong Motion Instrumentation Program, with the State of California, Division of Mines and Geology, for a revised total not-to-exceed amount of $391,872, and with the unchanged PSA contingency of $35,742 be established for any additional or changed scope of services that may develop while work progresses.

On August 25, 2022, the Board, by Resolution No. 2022-068, authorized execution of Professional Services Agreement No. 2022-B-061, Golden Gate Bridge Strong Motion Instrumentation Program, with the State of California, Division of Mines and Geology, in the not-to-exceed amount of $125,248 for three years of maintenance costs associated with monitoring, testing and minor repairs to the system and authorized a contract contingency in an amount of $12,525 be established for any additional or changed scope of services that may develop while work progresses.

On January 31, 2022, staff met with representatives from the California Department of Conservation at the Bridge to discuss operations and maintenance of seismic sensors and equipment, and access of seismic data. On August 6, 2024, SMIP remotely performed an annual test for the alarm panel located inside the Sergeant's office and confirmed that the alarm functioned as intended.

During the months of September and November 2024, SMIP staff visited the Bridge to perform routine maintenance, including the replacement of batteries within the equipment located at the Sergeant's Office and installation of the new GPS antenna.

On February 27, 2025, SMIP staff visited the Bridge and performed real-time data downloads from the seismic sensors installed at the Bridge. The tests were successful.

See separate staff report regarding award of Professional Services Agreement No. 2025-B-040.

Earthquake Response Plan. Engineering staff developed a revised Earthquake Response Plan that accounts for the to-date constructed seismic retrofit measures on the bridge approach structures and further defines detailed procedures for response actions to be taken by the District's forces depending on severity of an earthquake.

On January 10, 2025, a 3.6 magnitude earthquake occurred with its epicenter about five miles southwest of the Golden Gate Bridge. The earthquake was felt throughout the Bay Area. The earthquake did not trigger an alarm at the Bridge, and there were no reports of damage.

On February 13, 2025, a series of earthquakes, ranging in magnitude up to 3.7, occurred in the Bay Area. The earthquakes were felt throughout the Bay Area but did not trigger an alarm at the Bridge, and there were no reports of damage.

On March 17, 2025, a magnitude 3.9 earthquake occurred near Dublin. The earthquake was felt throughout the Bay Area but did not trigger an alarm at the Bridge, and there were no reports of damage.

On *June 3, 2025,* the notification system was tested with satisfactory results.

Golden Gate Bridge Toll Gantry Design Services, RFQ/RFP 2017-B-15. The Engineering Department prepared and advertised on May 2, 2017, a Request for Statement of Qualifications and Proposals, Golden Gate Bridge Toll Gantry Design Services. On May 30, 2017, two proposals were received by the District. Consultant interviews were held on June 16, 2017.

On July 28, 2017, the Board, by Resolution No. 2017-067, authorized award of Professional Services Agreement, PSA No. 2017-B-15, Golden Gate Bridge Toll Gantry Design Services, to AECOM, in an amount not to exceed $1,039,086, and established a contingency in an amount of $155,863 for this PSA. The Notice to Proceed was issued effective August 21, 2017. A project kick-off meeting was held on August 25, 2017. On August 30 and September 22, 2017, the consultant's drilling sub-consultant drilled soil borings for the design of gantry foundations and cut core samples of the existing roadway structural section for the design of the roadway section near the gantry. The consultant prepared the Geotechnical Report. The consultant surveyed the general area of the proposed gantry location on September 25, 2017, and September 26, 2017. The consultant prepared different gantry concepts for District review.

On January 30, 2018, staff and the consultant met with representatives of the American Institute of Architects (AIA) of San Francisco and a member of San Francisco Beautiful to discuss preliminary concepts and receive general feedback on the concepts. On February 16, 2018, staff and the consultant met with representatives from SF Heritage to discuss preliminary concepts. Staff and the Consultant modified the concepts based on the received feedback. On March 23, 2018, staff and the consultant presented three architectural toll gantry concepts during the Board of Directors' meeting for the Board's consideration and comments. On April 27, 2018, the Board approved Scheme C, Bridge Light Style, of the gantry architectural design for the project.

On June 1, 2018, the consultant submitted the 35% design review plans. On November 1, 2018, the District and consultant participated in a coordination teleconference with Kapsch, the new all electric toll equipment consultant.

On December 27, 2018, the consultant submitted the 65% design review plans. On February 7, 2019, the District and consultant participated in a coordination meeting with Kapsch to review the 65% submittal. The District provided the consultant with comments on the 65% submittal.

On March 22, 2019, the consultant submitted 75% design review plans with updated structural details. The District and Kapsch reviewed the 75% design review plans. District staff sent structural review comments on the 75% design review plan to AECOM on April 26, 2019, and stage construction and traffic handling review comments to AECOM on July 15, 2019.

On August 7, 2019, the District and consultant participated in a coordination meeting with Kapsch to resolve outstanding items prior to the 95% design submittal, including a revised Installation Plan to be submitted by Kapsch.

On November 6, 2019, staff presented the 75% design to the National Park Service (NPS) for the NPS review.

On November 27, 2019, the consultant submitted the 95% design plans and specifications. On December 6, 2019, the consultant submitted the 95% cost estimate. District staff reviewed the 95% submittal and on February 11, 2020, submitted comments on the design plans to the consultant. On March 6, 2020, the consultant provided responses to the District's comments on the 95% design plans and determined some items required further discussion. On March 30, 2020, and on April 8, 2020, the District and the consultant discussed the District's outstanding comments on the 95% design plans. On October 29, 2020, the District submitted comments on the 95% specifications to the consultant.

On December 5, 2019, Kapsch submitted their revised Installation Plan and Installation Drawings. On March 26, 2020, the District and consultant participated in a coordination meeting with Kapsch to resolve the District's comments on Kapsch's revised Installation Plan and Installation Drawings.

On December 21, 2020, the consultant submitted the draft 100% design plans and specifications. The District staff reviewed these documents and submitted to the consultant comments for incorporation into the final design package.

On May 29, 2020, the Board, by Resolution No. 2020-029 approved the Third Amendment to Professional Services Agreement (PSA) No. 2017-B-15, Golden Gate Bridge Toll Gantry Design Services, with AECOM, Oakland, CA, in the not-to-exceed amount of $149,793.11, to perform additional design services.

On February 10, 2021, Kapsch submitted revised Installation Drawings, and on August 10, 2021, Kapsch submitted the revised Installation Plan. The Installation Drawings include changes to the toll equipment that will require revisions to the 100% draft toll gantry design plans from the consultant. District staff reviewed these revisions from Kapsch and on October 12, 2021, provided comments on the plan. Kapsch is no longer the District's all-electric toll equipment consultant and will not be providing the final Installation Plan.

On April 25, 2023, the District issued a Notice to Proceed to HDR Engineering, Inc. for Task Order No. 4 to Contract No. 2018-B-05 for the evaluation of the current Toll Gantry design drawings. HDR will provide design change recommendations to make the gantry neutral for any toll system provider to install toll equipment on the gantry. On May 5, 2023, HDR and the District held the kick-off meeting. On June 14, 2023, District staff met with HDR to discuss the Toll Gantry design requirements and constraints and to conduct a site visit to verify field conditions. On July 25, 2023, HDR submitted a draft Basis of Design Memo summarizing HDR's understanding of the project and proposed next steps.

On April 28, 2023, the Board of Directors, by resolution No. 2023-030, authorized execution of

the Seventh Amendment to Professional Services Agreement (PSA) No. 2017-B-15, Golden Gate Bridge Toll Gantry Design Services, with AECOM, Oakland, CA in the amount not-to-exceed $291,662.17 to revise the design details to make the gantry structure suitable for installation of currently available All Electronic Toll Collection systems.

On February 13, 2025, Engineering staff met with AECOM and discussed proposed design revisions to the gantry structure. On April 8, 2025, AECOM submitted its cost and time proposal for performing the design modifications. Staff is reviewing the proposal.

Truss Span Staging for South Viaduct Restoration Project. On April 15, 2019, Bridge staff began installation of scaffolding in a portion of Span 4 of the South Approach Viaduct. Installation of the Span 4 scaffolding and installation of scaffolding in the upper half of the truss in Spans 5 and 6 of the South Approach Viaduct were completed and approved for use.

On January 6, 2020, Bridge Paint department began cleaning and paint operations in containment area #5 which is located at the southern end of Span 4 just north of Tower 1. On March 6, 2020, blasting and primer application in containment area #5 was completed and minor steel repairs commenced. On April 17, 2020, intermediate coat and final coat operations began. On August 13, 2020, final paint operations in area #5 were completed.

On April 10, 2020, blasting and primer applications began in containment area #4 located at tower 1 and the south end of Span 4. On May 22, 2020, blasting and primer application in containment area #4 was completed. On August 26, 2020, rivet and bolt replacements were completed. On September 23, 2020, intermediate and top coat applications in area #4 were completed.

On August 10, 2020, blasting and prime coat applications began in containment area #6 located in the upper half of the truss at Tower Span 2 and south end of Span 5. On December 22, 2020, rivet and bolt replacements and miscellaneous steel repairs commenced in containment area #6. Intermediate coat and final coat operations were performed from March 18, 2021, through May 6, 2021.

On January 11, 2021, blasting and primer application began in containment area #8, which is located at the north end of Span 6. On April 3, 2021, rivet and bolt replacements and miscellaneous steel repairs commenced. On August 9, 2021, fastener replacements and miscellaneous steel repairs were completed. On October 26, 2021, intermediate coat and final coat operations were completed.

On July 12, 2021, blasting and primer application began in containment area #9, which is located at the north end of Span 4, and was completed on September 7, 2021. On February 10, 2022, Quality Assurance tests for newly installed bolts were performed with satisfactory results. Fastener replacement and miscellaneous steel repairs in this area are complete. Intermediate and top coat application inside containment area #9 is complete.

Blasting and prime coat applications were performed in containment area #7, which is the last containment at the SAV Truss Spans, from November 10, 2021, to January 7, 2022. On June 14, 2022, fastener replacements and miscellaneous steel repairs commenced. On October 25, 2022, Quality Assurance tests for newly installed bolts were performed with satisfactory results. Fastener

replacement and miscellaneous steel repairs in this area are complete. During the month of February 2023, paint operations inside Containment #7 were completed. Blasting and painting of the remaining areas in the SAV Truss Spans will resume after the SDS contractor completes their work in the SAV Truss Spans.

Suspension Bridge Span 4 Maintenance Project. In 2023, Bridge staff began installation of scaffolding in a portion of Suspension Span 4 near the North Anchorage Housing in preparation for painting maintenance operations of the underside of the roadway and floor beams. Approximately 375 feet of scaffolding has been installed.

Containment #1: On March 8, 2024, installation of containment (Containment #1) around approximately 100 feet of the scaffolding and installation of all blasting equipment was completed. On March 13, 2024, Bridge staff began cleaning and blasting operations in preparation for repairs and painting. During the month of May 2024, the blasting and prime coat applications were completed. Engineering staff assessed the cleaned and primed members conditions and identified fasteners requiring removal and replacement and other minor areas of repair. On July 12, 2024, rivet and bolt replacements inside Containment #1 were completed. On July 15, 2024, Quality Assurance tests for newly installed bolts were performed with satisfactory results. On September 3, 2024, Bridge Division staff completed intermediate and topcoat applications for the eastern bridge components located within Containment #1. *On June 6, 2025, the Bridge Division paint department began an intermediate coating application within Containment #1.*

Containment #2: Bridge staff completed the containment for the next 100 foot long area (Containment #2) on August 2, 2024. The eastern portion of the containment area was partitioned off in order to complete the work in the area which overlaps with the remaining SDS project work. On September 16, 2024, Bridge Division staff began blasting and cleaning the eastern portion of the truss and on September 30, 2024, Bridge Division staff completed the blasting and prime coat applications for the eastern bridge components located within Containment #2. Engineering staff assessed the cleaned and primed members conditions and identified fasteners requiring removal and replacement and other minor areas of repair. Bridge Division staff performed the steel repairs and the Bridge Division paint department staff completed the applications of the intermediate and top coats on the eastern bridge components during the month of November 2024. On February 27, 2025, the Bridge Division paint department began blasting and cleaning the remaining areas within Containment #2. On April 29, 2025, the blasting and prime coat applications were completed. On May 1, 2025, Engineering staff completed assessments of the cleaned and primed members and identified fasteners requiring removal and replacement. *On May 9, 2025, Quality Assurance tests for newly installed bolts were performed with satisfactory results.*

Golden Gate Bridge Alexander Avenue Improvement Design Services, RFQ/RFP 2023-B-090. The Engineering Department is preparing a Request for Statement of Qualifications and Request for Proposals (RFQ/RFP), Golden Gate Bridge Alexander Avenue Improvement Design Services. The request is seeking proposals from qualified Civil Engineering design professionals/consulting firms to provide design services for the preparation of plans, specifications, and cost estimates for rehabilitation of the existing roadway. The scope of work will include pavement rehabilitation, fence and guardrail repairs, existing lighting and drainage improvements, new signage, and new

pavement delineation.

BUS TRANSIT FACILITIES

Novato Bus Facility Dispatch and Fuel Island Building Roof Rehabilitation and Building Exterior Improvements, Contract No. 2024-BT-029. Staff prepared design plans and bid documents for the rehabilitation of the Novato Bus Facility Dispatch Building and Fuel Island Building. The scope of work includes rehabilitation of the existing roof system, replacing existing skylights and windows, cleaning and painting the exterior of the buildings, and installing an electric switch for emergency generator hook-up. On January 16, 2025, the District advertised Construction Contract 2024-BT-029 for bids. Three (3) bids were received on the bid opening date of February 20, 2025.

On March 28, 2025, the Board of Directors, by resolution No 2025-021, approved award of Contract No 2024-BT-029, Navato Bus Facility Dispatch and Fuel Island Building Roof Rehabilitation and Building Exterior Improvements, to Pro-Ex Construction, Inc., of Rancho Cordova, CA, in the amount of $331,750. On April 17, 2025, the preconstruction meeting was held. The District issued the Notice to Proceed effective April 28, 2025. The Contractor is performing field verifications and preparing submittals and work plans necessary for the work.

The Contractor has submitted work plans, submittals, and ordered materials for the work. Field work is scheduled to commence the week of June 23, 2025.

San Rafael Bus Administration Building HVAC Improvement and Roof Rehabilitation Project, Contract No. 2024-BT-024. Staff is preparing design plans and bid documents to rehabilitate the San Rafael Bus Administration building. The scope of work includes removing and replacing the existing roof mounted HVAC unit and interior ductwork system, upgrading the fire alarm system, installing new windows, and installing a new front entrance enclosure.

San Rafael Parking Lot Improvements and Solar Panel Installation Project, Construction Contract No. 2023-BT-072. Staff prepared design plans and bid documents to perform improvements to the employee and visitor parking lots and install a solar panel carport at the San Rafael Bus Facility. On January 9, 2024, the District advertised Construction Contract 2023-BT-072 for bids. On February 15, 2024, two bids were received and publicly read.

On March 22, 2024, the Board, by Resolution 2024-014, approved actions regarding award of Contract No. 2023-BT-072 to Ghilotti Bros., Inc., of San Rafael, CA. The District issued a Notice to Proceed (NTP) effective April 29, 2024, and preconstruction conference was held on May 1, 2024. On May 28, 2024, Contractor began demolition layout at the visitor parking lot and install traffic control and project signs. On May 30, 2024, the Contractor began demolition of concrete sidewalk and driveway at the visitor parking lot. On June 11, 2024, grading, formworks for new sidewalks, driveway and ADA ramps, and rebar placement at the visitor parking lot were completed. On June 12, 2024, the Contractor placed concrete for the new driveway, sidewalk, ADA ramps, and parking area. Striping of the temporary employee parking lot was completed. On June 18, 2024, the Contractor placed asphalt concrete pavement surfacing in the visitor parking lot. On June 27, 2024, the Contractor placed the striping and pavement delineation in the visitor parking lot. On June 28, 2024, the visitor lot and temporary employee parking areas were opened and on July 1, 2024, the main bus employee parking lot was closed. The Contractor completed identification of existing underground utilities and layout of the new solar panel foundations in the Bus Employee parking lot. On August 1, 2024, the reinforcing steel subcontractor began on-site

fabrication of the steel cages for the cast-in-dilled hole (CIDH) foundations. On August 8, 2024, the Contractor began demolition activities in the Bus Employee parking lot including asphalt surfacing removal for the solar panel foundation, new utility trenches and drainage facilities, removal of the existing motorcycle shed, and curb and gutter removal. On August 19, 2024, the drilling subcontractor completed drilling the CIDH foundations. On August 20, 2024, Contractor began pouring lightweight concrete for the CIDH foundations. The CIDH concrete placement was completed on September 9, 2024. The electrical and solar system subcontractors continued trenching and installing conduits in the Employee Parking lot for solar carport system and the electrical vehicle charging stations. This work was completed on 10/14/24. The Contractor continued to grade and backfill the east side of the Employee Parking Lot to provide positive drainage and extension of the parking lot. This work was completed on 10/30/24.

The Contractor started removing the existing Employee Parking lot pedestrian walkway and driveway sidewalk on 10/17/24. The new driveway and sidewalk work was completed on 10/25/24. On October 25, 2024, the Contractor began saw cutting the asphalt concrete surfacing the main bus yard lot for the new utility trench in the main bus lot. The saw cutting was completed on October 28, 2024. On November 5, 2024, the Contractor began grinding the existing asphalt concrete surfacing in the Bus Employee Parking lot in preparation of paving. Contractor started paving the Employee Parking lot on November 6, 2024 and completed on November 12, 2024. On November 12, 2024, the Contractor started working on the electrical utility trench at the Main Bus Lot. This work was completed on December 9, 2024.

On December 11, 2024, the Contractor started working on the primary PG&E trench between the PG&E #7 vault and the new service transformer in the Main Bus Lot. The PG&E trench work is substantially complete with the remaining work pending PG&E's installation of the new #7 Vault and new service transformer.

On December 10, 2024, the Contractor completed the concrete in-fill work at the former maintenance trenches within the maintenance building. This work is complete.

On January 13, 2025, the Contractor began excavating for the new power line utility vaults located in the Bus lot. On January 29, 2025, the Contractor completed the vault installation, conduit installation and backfill of the conduit trenches. On January 29, 2025, the Contractor began excavation and conduit installation between the new utility vaults that were installed the employee parking lot at the new transformer, electrical panel and main switchboard panel locations. Contractor has completed all conduit placement and backfill in the area and has begun installing reinforcing steel and form work in preparation for placing concrete. On March 19, 2025, the Contractor poured the concrete equipment pad, pedestrian sidewalk, and concrete curbs in the front of the employee lot. The remaining paving of the employee parking lot and front driveway was completed on April 8, 2025. Bollards for the new electrical equipment around the concrete equipment pad were installed on April 10, 2025. Striping of the entire employee parking lot was *completed on June 11, 2025*.

On January 14, 2025, the Contractor began receiving and erecting the solar carport system, including the structural steel columns, beams, purlins, solar panels, and DC circuits, in the Employee Parking lot. The erection of the solar carport structural steel and installation of the solar panels were completed on March 14, 2025. The Contractor finished installing DC circuits for the

solar carport system on April 7, 2025. The installation of solar carport lighting system was completed and tested on April 22, 2025. The Contractor completed installation of the electrical distribution panel, transformer, and disconnect switches into the employee lot equipment pad on April 28, 2025, and continued with conductor installation. In preparation for the delivery and installation of the EV Chargers, conductors were installed between the EV Charger stub ups and distribution panel at the employee parking lot on April 30, 2025. The delivery of the EV chargers *is anticipated in September 2025.*

The existing pedestrian gate at the Employee Parking Lot required modifications to comply with ADA accessibility requirements. On May 1, 2025, the existing employee pedestrian access gate was removed. On May 2, 2025, a new pedestrian gate was installed.

In preparation for the new office trailer's arrival, planned for delivery at the end of July, the Contractor removed two existing planters near the Bus Admin Building patio on May 27, 2025. A new ADA-compliant landing for the trailer's access ramp was paved on June 2, 2025.

The Contract includes a new PG&E transformer, concrete pad, new electrical meters, and switchboard equipment. The Contractor submitted its new electrical switchboard to PG&E for review and approval and PG&E notified Engineering staff that the switchboard rating was not compatible with the new transformer. PG&E also notified Engineering staff that the layout of the new concrete pad and transformer encroached into the existing overhead electric line easement and had to be moved. Engineering staff and its electrical consultant have been working with PG&E on resolving these issues and on October 2, 2024, PG&E approved the rating for the switchgear. The Contractor's electrical subcontractor revised their switchgear design and details and submitted to the Engineer for review and approval, prior to submitting the PG&E for review and approval. Engineering staff reviewed the package and submitted the revised electrical switchboard to PG&E for review on 10/25/24. On November 21, 2024, the District received concurrence from PG&E for the switchgear and informed the Contractor to procure the switchgear. The switchgear will take about eight months to arrive to the jobsite. The delay in PG&E concurrence on the equipment will impact project completion. Engineering staff modified the layout of the new transformer and concrete pad to move the equipment outside the electric line easement and submitted the new layout to the Contractor. On December 10, 2024, the Contractor ordered the switchgear. The switchgear is scheduled to arrive in August of 2025. On Monday March 17, 2025, the Contractor began placing form work for the new PG&E transformer pad. The concrete transformer pad was approved by PG&E and poured on March 21, 2025. The Contractor will install the switchgear and perform final power cut-over when PG&E installs the new service transformer and vault tentatively scheduled for September of this year.

FERRY FACILITIES

Sausalito Ferry Landside Improvement Project. The District applied for and received a $2,000,000 grant from the Federal Transit Administration (FTA) for improving access to the District's Sausalito Ferry facility. The District passed the grant to the City of Sausalito, since the City of Sausalito owns the underlying land upon which the improvements are to be made. The City of Sausalito developed plans for the improvements which include constructing a new sidewalk at the north end of the existing parking lot adjacent to the Ferry terminal, expanding the existing plaza area, new landscaping, drainage improvements, lighting improvements, new delineation and

wayfinding. On June 20, 2024, the City of Sausalito advertised a notice inviting bids and on Monday July 22, 2024, bids were received and publicly read. The City of Sausalito awarded the construction contract to Bauman Landscape and Construction, Inc.

The Contractor began work in mid-September 2024. Work is being phased to limit impacts to the parking lot and access to the Ferry terminal and nearby businesses. On October 7, 2024, the City of Sausalito held a ground-breaking ceremony for the project. The Project is broken up into three phases. Phase 1 work includes new sidewalk at the north end of the parking lot. Phase 2 work includes widening of the existing plaza area in front of the Ferry Terminal, trenching for and installing new utilities and preparing for landscaping. Phase 3 work includes a new walking path at the south end of the plaza along Tracy Way. Phases 1 and 2 were completed and opened to the public on December 13, 2024. Phase 3 work at Tracy Way is nearly complete. On March 4, 2025, District staff attended a punch list walk with the Contractor before the project is completed. No major issues were identified during the punch list walk. The Contractor is progressing completing the punch list items.

Damage Assessment and Structural Analysis of the San Francisco Ferry Terminal Inner and Outer Berths, PSA 2021-F-049. On June 30, 2021, during a facility inspection at the San Francisco Ferry Terminal, District staff discovered a crack in one of the outer berth steel framing elements. Subsequent inspections on July 6th and 7th, 2021, revealed additional cracks at both the outer and inner berths.

In accordance with Public Contract Code Section 22050 and the District's Procurement Policy, on July 14, 2021, the General Manager authorized an emergency procurement to hire Moffatt & Nichol to perform a thorough damage assessment and structural analysis in order to determine the cause of the cracks and the structural condition of the berths. The consultant completed the assessment and analysis and developed a repair for the inner berth. On March 11, 2022, staff submitted a construction permit application to the Port of San Francisco for the repairs. The Port issued the permit on April 18, 2022, and the consultant provided engineering support during construction. The inner berth structural repairs have been completed.

In addition to the structural repairs, the damage assessment included recommendations for repairs and rehabilitation to the existing hydraulic lift system. Deficiencies in the hydraulic lift system were determined to be a contributing factor in causing the damage. Ferry Operating staff has determined that recommended repairs are beyond the capabilities of staff. Engineering consulted with Moffat & Nichol and requested that they develop a scope of work and cost proposal for designing and preparing plans and specifications for a rehabilitation of the hydraulic system. An amendment to PSA 2021-F-049, in the amount of $269,873 was executed for the hydraulic system rehabilitation design. During field investigations of the berth hydraulic lift systems, it was determined that the hydraulic system for the gangplanks that extend from the boarding ramp to the vessels was also in poor condition. The investigation determined that the condition of the inner berth hydraulic gangplank system was similar to that of the hydraulic lift system and requires replacement. Engineering staff requested and Moffatt & Nichol prepared a scope of work and cost proposal for the design of the repairs. A fourth contract amendment, which includes a task in the amount of $19,766, was executed with Moffatt & Nichol, for the replacement of the inner berth hydraulic gangplank design plans and specifications. On December 12, 2023, Moffatt & Nichol submitted the 100% design package for the inner berth hydraulic system repairs.

Engineering staff and Moffatt & Nichol developed options for the outer berth repairs and Moffatt & Nichol prepared a scope of work and cost proposal for the design of the outer berth repairs. The fourth contract amendment, which includes a task in the amount of $336,374, was executed with Moffatt & Nichol for the outer berth structural and hydraulic systems repair final design and construction documents. On December 12, 2023, Moffatt & Nichol submitted the outer berth 65% structural repair design package. On February 6, 2024, Moffatt & Nichol submitted 100% east berth ramp repair and west berth ramp hydraulic replacement design documents.

On October 25, 2024, the Board of Directors, by Resolution No.2024-065, authorized execution of the Fifth Amendment to Professional Services Agreement (PSA) No. 2021-F-049, Damage Assessment and Structural Analysis of the San Francisco Terminal Inner and Outer Berths, with Moffatt & Nichol, in the amount not-to-exceed $433,440 for engineering support services during construction of the SFFT west and east berth ramp rehabilitation. The Notice to Proceed was issued effective October 28, 2024. Moffatt & Nichol is continuing with providing the support services.

San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation, Contract No. 2024-F-010. On March 22, 2024, the Board, by Resolution No. 2024-016, approved Project #2443, SFFT West and East Berth Ramp Rehabilitation, with a total project budget of $6,268,000. Project #2443 covers the scope of berths rehabilitation work that was previously covered by two separate projects – Project #2443, SFFT Inner Berth Hydraulics, and Project #2444, SFFT Outer Berth Rehabilitation.

On April 16, 2024, Engineering staff submitted an application to the Port of San Francisco for a construction permit for the project. On June 14, 2024, the District received the approved permit. On July 16, 2024, Engineering staff finalized the construction bid documents and advertised the project for construction bids. On September 25th, 2024, the bids were received.

On October 25, 2024, the Board of Directors, by Resolution No.2024-064, approved award of Contract No. 2024-F-010 San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation, to Manson Construction Company, of Seattle, WA, in the amount of $7,915,000. The Notice to Proceed (NTP) was issued on December 2, 2024, with an effective date of December 12, 2024. The Contractor is continuing to prepare submittals and work plans for the site work.

On March 17, 2025, the Contractor mobilized equipment and materials to the East Berth and set up water pollution control measures. On March 18, 2025, the Contractor removed the East Berth gangway from the ramp and loaded it onto a barge for shipment to an off-site facility for rehabilitation. On March 24, 2025, the Contractor removed the East Berth Ramp from the pier and loaded it onto a barge and shipped it to an off-site facility for rehabilitation. The East Berth Ramp's hydraulic and electrical systems have been demolished in preparation for steel repairs. On March 31, 2025, the East Ramp and Gangway hydraulic cylinders were shipped to a machine shop for refurbishment. The Contractor has removed all the existing hydraulic and utility lines from the East Ramp and has blasted clean and primed the steel surfaces. *On June 11, 2025, the Contractor began steel repairs on the East Berth Ramp.*

Larkspur Ferry Terminal Fuel Transfer Pump Replacement, Contract No. 2025-F-024. Ferry staff experienced a seal failure at the Larkspur Ferry Terminal (LFT) primary fuel pump which is

housed within an enclosed structure adjacent to the above ground fuel tanks. The LFT is the primary location for fueling vessels and the seal and pump failure resulted in a temporary interruption in fueling vessels.

Ferry staff investigated rebuilding the pumps, but it was determined that due to the age of the pumps, rebuilding was not possible, and a full replacement pump is required. It is not known how long the temporary seal may last before it fails and impacts fueling and ferry service. The pump must be replaced as soon as possible to avoid future impacts to ferry operations.

In accordance with Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager has been granted the authority to waive the competitive solicitation process and to approve the procurement of necessary equipment, services, and supplies in the event of an emergency, when immediate action is required, to prevent the interruption or cessation of necessary District services. Engineering staff consulted with the District's legal counsel and confirmed that the circumstances described above meet the legal standard for an emergency procurement.

Engineering and Ferry staff developed a scope of services for the pump replacement and reached out to different fuel pump vendors to determine availability to perform the work. The General Manager entered into a contract with Mechanical Analysis Repair, Inc., dba MarTech, in the amount of $114,697, to perform the repairs. On March 20, 2025, the Contractor placed an order for the pumps and other materials necessary for the repairs. *The Contractor finalized the work plans and submittals for the work. The pumps and other materials were received at the end of May 2025. The Contractor completed the first installation over the weekend beginning June 13, 2025. The new pump is functioning satisfactorily. The second installation is scheduled to occur the weekend of June 27-29.*

Larkspur Ferry Terminal Berths 1 and 2 Boarding Gangway Ramp Repairs, Contract No. 2025-F-016. On January 30, 2025, Ferry Division staff discovered a seal failure in one of the two hydraulic cylinders at the Larkspur Ferry Terminal (LFT) Berth 1 boarding ramp. In addition to the seal failure at Berth 1, additional inspections of both Berth 1 and Berth 2 discovered worn and corroded mechanical components within the boarding ramps gangway extensions. Berth 2 has two gangways, and the mechanical components within one of them failed, which further impacted operations at the LFT since only one gangway is now available for use.

In accordance with Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager has been granted the authority to waive the competitive solicitation process and to approve the procurement of necessary equipment, services, and supplies in the event of an emergency, when immediate action is required, to prevent the interruption or cessation of necessary District services. Engineering staff consulted with the District's legal counsel and confirmed that the circumstances described above meet the legal standard for an emergency procurement.

Engineering staff and Ferry staff collaborated to develop a scope of work for a construction project to refurbish the hydraulic components and to repair the gangways. Engineering staff developed contract documents for Contract No. 2025-F-016, Larkspur Ferry Terminal Berths 1 and 2 Boarding Gangway Ramp Repairs.

On April 8, 2025, the General Manager authorized an emergency contract with Power Engineering Construction of Alameda, CA, in the amount of $2,132,321 to perform the required repairs. At its April 25, 2025, meeting, the Board of Directors ratified the General Manager's emergency action. The Notice to Proceed was issued on May 5, 2025, and Power Engineering is currently performing field investigations and preparing submittals in preparation of commencing the work. *On June 5, 2025, Power Engineering mobilized a crane barge to the site and began work. At Berth 1, the utility connections have been removed, temporary jacks have been installed, and the gangway removed. On June 6, 2025, the Berth 1 hydraulic cylinders were removed and shipped to an off-site facility to be restored. At Berth 2, the Contractor marked existing utility lines in preparation of removing the gangway. Work is continuing.*

Conceptual Designs, Environmental Studies and Engineering Services for Modifications and Improvements to the Larkspur, San Francisco, and Sausalito Ferry Terminal Facilities, PSA No. 2010-FT-3. A Request for Proposal (RFP) to engage consultants to perform this work was advertised on May 19, 2009, and on July 7, 2009, six proposals were received. On September 25, 2009, the Board authorized execution of a Professional Services Agreement with Moffatt & Nichol. The Notice to Proceed was issued effective November 2, 2009. Soil borings for evaluating geotechnical conditions at the San Francisco site and Sausalito site were performed between November 5 and November 12, 2010. The consultant completed the site surveys and alternative designs for each terminal. Staff completed evaluation of the alternative designs. Staff presented the design concepts to the Building and Operating Committee at its January 27, 2011, meeting.

The District's environmental consultant prepared draft environmental documents for the Sausalito and San Francisco Ferry Terminals. The draft documents were reviewed by District staff and on April 3, 2012, transmitted to the Federal Transit Administration (FTA) for review. FTA requested that the documents be modified prior to publishing them for public comments. The San Francisco Terminal and the Sausalito Terminal documents have been revised and presented to FTA and FTA has determined they are acceptable.

San Francisco Ferry Terminal. On February 14, 2011, the design consultant presented the conceptual designs at the Ferry Passenger Advisory Committee meeting. On April 11, 2011, the design consultant presented the conceptual designs of the San Francisco Ferry Terminal to the Port of San Francisco and the Water Emergency Transit Authority (WETA). The Port and its design consultants then presented their conceptual design for the landside improvements behind the Ferry Building and the addition of new WETA ferry berths. It was agreed that these meetings will continue periodically as working sessions to ensure that both projects interface smoothly.

In October 2011, staff met with BART and business representatives of the San Francisco Ferry Building to brief them on the status of the project. Staff also met with BART and WETA to discuss schedule and potential construction impacts of projects. On February 18, 2014, staff and the consultant met with Port of San Francisco representatives to discuss the permitting requirements associated with the San Francisco Ferry Terminal project. On March 20, 2014, staff met with representatives from the Port of San Francisco, Bay Conservation and Development Commission (BCDC), San Francisco Bicycle Coalition, WETA, and the Ferry Building property management and Ferry Plaza tenants to discuss this project and other upcoming projects, the impacts the project will have on the area and how public access may be improved in the Ferry Plaza.

The consultant completed revisions to the San Francisco Ferry Terminal environmental technical documents and prepared the draft regulatory agency consultation letters for the FTA. The District submitted the revised letters and documents to the FTA for review and approval. The FTA requested additional edits to the consultation letters and environmental technical documents. The revised letters and environmental documents were submitted to the FTA on October 3, 2014.

On June 19, 2014, the FTA submitted to the State Historic Preservation Officer (SHPO) a request for concurrence that the proposed San Francisco Ferry Terminal Vessel Boarding Rehabilitation Project will have no adverse effect on historic properties, in accordance with Section 106 of the National Historic Preservation Act. On July 23, 2014, the SHPO concurred that the project will have no adverse effect on historic properties.

On November 6, 2014, the FTA submitted to the National Marine Fisheries Service a request for concurrence under Section 7 of the Endangered Species Act and the Magnuson-Stevens Fishery Conservation and Management Act, that the San Francisco Ferry Terminal Vessel Boarding Rehabilitation Project will have no effects or will not likely adversely affect federally listed species. On November 6, 2014, the FTA submitted to the U.S. Fish and Wildlife Service a request for concurrence that this project will have no effect or will not likely adversely affect certain listed species. The National Marine Fisheries Service (NMFS) requested additional information on the project. The District submitted the information to the FTA and on April 3, 2015, FTA submitted the information to NMFS. On April 13, 2015, NMFS concurred that the proposed project is not likely to adversely affect certain subject listed species and designated critical habitats.

Sausalito Ferry Terminal. The District presented the conceptual design for the Sausalito Ferry Terminal at the Sausalito City Council meeting on May 3, 2011, and also to the Director of Public Works on May 4, 2011. The City Council was amenable to the design with only minor comments and suggestions.

On September 19, 2012, the District filed a Notice of Intent to Adopt a Mitigated Negative Declaration, in conformance with the requirements of the California Environmental Quality Act (CEQA), for the proposed improvements at the Sausalito facility. On October 2, 2012, a public meeting was held at the Sausalito City Hall Chambers. The public comment period concluded on October 19, 2012. On December 14, 2012, the Board, by Resolution No. 2012-100, adopted a Mitigated Negative Declaration and approved the project design for the Sausalito Ferry Terminal.

On April 11, 2013, staff and the consultant met with BCDC to review the project and requirements for the submittal of a draft BCDC permit application. The consultant prepared and the District submitted the additional information requested by BCDC on the Sausalito Project.

On July 24, 2013, staff and the consultant met with the City of Sausalito Public Works Department to review the status of the project and coordination issues for the project.

On August 9, 2013, staff and the consultant participated in a teleconference with the FTA and the National Marine Fisheries Service (NMFS) discussing the impacts associated with the Sausalito Ferry Terminal improvements. The NMFS was concerned with impacts to the fish habitat as a result of the additional shading associated with the improvements and stated that the District must propose mitigation for the loss of habitat due to the additional shading. The FTA concurred and on September 13, 2013, wrote to NMFS committing to mitigate for the habitat loss and requesting concurrence with the District's determination that the project may affect, but is not likely to

adversely affect, protected fish species and marine mammals. Staff, the FTA, and NMFS negotiated mitigation measures to address the NMFS' concerns. The District entered into an agreement with the State Coastal Conservancy to implement the mitigation measures. The District and FTA met on December 5, 2013, to review the status of the project. The District submitted to FTA on December 10, 2013, in conformance with the new FTA format, documentation requesting concurrence that the Sausalito Ferry Terminal Project is categorically excluded under the National Environmental Policy Act (NEPA). On February 13, 2014, the FTA concurred with the District's determination that the project qualifies as a categorical exclusion under NEPA.

On December 20, 2013, the Board approved actions regarding an amendment to the consultant's contract for additional design services associated with a temporary terminal at Sausalito and vessel studies.

On January 29, 2014, staff submitted a permit application for the Sausalito Ferry terminal to BCDC. On February 27, 2014, BCDC requested additional information be prepared and submitted for their reviews. On April 29, 2014, District sent the additional information and responses to comments to BCDC. The District and the consultant presented the project to BCDC's Design Review Board (DRB) on October 6, 2014. BCDC staff requested additional information on the design of the facility. Staff submitted the information to BCDC on November 3, 2014. On December 4, 2014, staff presented the project to BCDC at a public hearing. BCDC requested further information from its staff regarding the specifics of the project. The District worked with BCDC on scheduling a date to bring the project back for consideration. On October 17, 2014, the City of Sausalito issued an encroachment permit for the temporary terminal and other work elements located outside the District's lease area. On December 2, 2014, staff made a presentation of the project to the City of Sausalito City Council. Staff worked with the City of Sausalito staff on establishing a project review process that would allow the City residents and officials to provide additional input on the project design. At its February 10, 2015, meeting, the City Council approved the process. On March 11, 2015, the District presented the project to the Sausalito Joint Planning Commission/Historic Landmark Board meeting. On March 21 and 22, 2015, the District provided a story pole equivalent demonstration between 8:00 AM and 10:00 AM at the project site. On March 24, 2015, the District submitted its final design drawings and additional information requested by the City of Sausalito, for the Sausalito Ferry Terminal Improvements. On April 1, 2015, the District presented the project to the Sausalito Joint Planning Commission/Historic Landmarks Board meeting. On April 15, 2015, the District participated in the second Sausalito Joint Planning Commission/Historic Landmarks Board public meeting. On May 5, 2015, the District participated in the City of Sausalito Council meeting during which the City Council voted to not provide consent on the project. On June 27, 2015, staff attended a workshop with representatives of the Sausalito City Council and Sausalito residents to further discuss the project. On October 10 and November 14, 2015, staff met with members of the Sausalito City Council and Sausalito residents. The District presented a proposed revised design to the Sausalito Planning Commission and Historic Landmarks Board on March 16, 2016, and on March 29, 2016. Sausalito City staff compiled design questions for the Project from both meetings. The City of Sausalito has also hired consultants to independently peer review the District's proposed float size and renderings showing the proposed ferry terminal from different views along the Sausalito shoreline. On April 8 and 19, 2016, the City of Sausalito requested information related to the renderings and the size of the float. The District provided this information on April 19 and 26, 2016. The City of Sausalito and its peer reviewer requested additional information on June 1, 6, 9, and 17, 2016 and

the District responded to these requests by June 29, 2016. The City of Sausalito requested information on July 22, 2016, related to the ferry schedule, number of passengers, and operations. The District provided the information on August 11, 2016. On August 18, 2016, the District submitted a revised design package to the City of Sausalito and requested the City to provide its consent to the project within 45 days. On August 22, 2016, the City of Sausalito requested an extension to the 45-day review period in order for them to investigate whether further environmental reviews of the project were warranted. On September 2, 2016, the District withdrew its submittal requesting the City of Sausalito's review. On September 13, 2016, the City of Sausalito filed a lawsuit against the District. On October 25, 2016, the District attended a settlement meeting with the City of Sausalito to discuss the lawsuit and find resolution. On December 8, 2016, the District attended another settlement meeting with the City of Sausalito where the District's Consultant and the City's third party reviewer further discussed the size of the proposed facility. The City of Sausalito and its consultant requested more clarification and information on the design assumptions. On January 12, 2017, staff provided a response to the City's request.

On November 18, 2016, the Board approved actions relative to the Fifth Amendment to PSA No. 2010-FT-3 with Moffatt & Nichol for additional environmental and design services associated with the Sausalito and San Francisco ferry terminals.

On May 26, 2017, the Board, by Resolution No. 2017-045, approved the Sixth Amendment to PSA No. 2010-FT-3 with Moffatt & Nichol, in an amount not to exceed $122,000, to perform an inspection and evaluation of the Sausalito Ferry Boarding facility, and established a contingency in an amount of $12,200 for this amendment. Engineering is coordinating inspections of the float with the Ferry Division. Between December 4, 2017, and December 8, 2017, the Consultant performed in-water and above water inspections of the Sausalito float and the gangway.

On December 15, 2017, the Board, by Resolution No. 2017-116, authorized execution of the First Addendum to the Sixth Amendment to Professional Services Agreement, PSA No. 2010-FT-3, Conceptual Designs, Environmental Studies, and Engineering Services for Modifications and Improvements to the Larkspur, San Francisco, and Sausalito Ferry Terminal Facilities, with Moffatt & Nichol, in an amount not to exceed $19,200 to perform additional inspections and evaluation of the Sausalito Ferry boarding facility. The consultant submitted the final inspection report on March 26, 2018.

On May 26, 2017, the Board, by Resolution No. 2017-044, approved the First Addendum to the Sausalito Ferry Terminal Initial Study/Mitigated Negative Declaration, as amended to remove the selection of a specific construction staging area, authorized the filing of a Notice of Determination, and authorized proceeding with implementation of the modified Sausalito Ferry Terminal Vessel Boarding Rehabilitation Project.

On July 8, 2017, the District and the City executed a Memorandum of Understanding (MOU). The District submitted revised photo renderings of the project on August 17, 2017, and submitted revised plans on August 29, 2017. The District presented the revised plans and responded to questions from the City of Sausalito and the public at the September 12, 2017, and September 26, 2017, Sausalito City Council meetings. On October 10, 2017, the Sausalito City Council, at its Council Meeting, voted unanimously 4-0 to approve the project with conditions.

On October 27, 2017, the Board, by Resolution 2017-097, approved the First Amendment to the Lease of Public Tide and Submerged Land with the City of Sausalito, agreed to the Conditions of Approval set by the Sausalito City Council Resolution No. 5670, and authorized Staff to proceed with the implementation of the modified Project.

On June 25, 2018, the consultant submitted the 65% detailed design package. Staff provided comments on the 65% design package to the consultant. On December 21, 2018, the consultant submitted the 95% detailed design package. Staff provided comments on the 95% design package to the consultant.

On April 29, 2019, the consultant submitted the 100% detailed design package. Staff provided comments on the 100% design package to the consultant.

The consultant prepared the draft BCDC permit application for the construction. In November 2019, staff transmitted the BCDC permit application to the City for their signature. The City staff requested a meeting to discuss the permit application.

On September 18, 2024, Capital Grants staff, Engineering staff and its design and environmental consultants met with representatives of the Federal Transit Administration (FTA) to discuss the status of the project and confirm that the NEPA environmental clearance previously received was still valid. FTA notified the District that due to the passage of time and the federal listing of a new species that a reevaluation of the previous documents and additional analysis of potential impacts is required. Engineering staff and its consultants are continuing work addressing FTA's comments and preparing the additional documentation. On December 12, 2024, Engineering staff and its consultants presented the project to the US Army Corps of Engineers (USACE) Interagency meeting. Attendees included representatives from the USACE, BCDC, RWQCB, CDFW, NMFS, and USFWS. On February 6, 2025, Engineering staff and its consultants met with FTA to brief them on the USACE Interagency meeting and provide an update on the NEPA reevaluation. The draft addendum to the Natural Environmental Study Biological Resources Technical Report and draft Cultural Resources Technical memorandum were reviewed and discussed. FTA requested that the District provide additional information and clarification on the draft documents prior to submission to FTA. On February 21, 2025, the District's consultants submitted the revised documents to FTA. FTA is reviewing the documents. The District's consultants have prepared the draft BCDC, Water Board and USACE permit applications and submitted to the District for review and comments. On March 27, 2025, the District submitted to the City of Sausalito Public Works Director/City Engineer the draft BCDC permit application for review and comments. The City Engineer requested that the District make a presentation of the project and the BCDC application to the City Council. *On June 17, 2025, the consultant submitted to the Water Board the Section 401 water quality control permit application.*

On June 12, 2025, Capital Grants staff, Engineering staff, and their design and environmental consultants met with representatives of the FTA to discuss the status of their review of the environmental documents submitted in February 2025. FTA is still reviewing the documents. FTA requested that the District and its consultant prepare draft consultation letters to the SHPO and NMFS for their review. The Consultant is preparing the letters.

Golden Gate Ferry Sausalito Landing Rehabilitation Environmental Mitigation Project, Contract No. 2015-FT-2. On June 27, 2014, the Board of Directors, by Resolution No. 2014-058, approved

two (2) actions relative to the establishment of a new capital project, Golden Gate Ferry Sausalito Landing Rehabilitation Environmental Mitigation Project, in the amount of $100,000 and authorized the General Manager to execute an agreement with the State Coastal Conservancy (SCC), in the same amount to implement the mitigation. The mitigation will be included in the State Coastal Conservancy's Living Shorelines Project which involves the planting and monitoring of eelgrass beds in the Central San Francisco Bay. The agreement was executed and the SCC performed the mitigation. On April 13, 2017, the SCC submitted the Eelgrass Habitat Creation and Monitoring at the San Rafael Living Shorelines Site Report as required by the 2014 Cooperation Agreement between the District and the SCC. On December 13, 2017, the State Coastal Conservancy submitted the Annual Summary Reports for 2015 and 2016 as required by the Cooperation Agreement. On July 24, 2018, the SCC submitted the final Annual Summary Report for 2017.

Larkspur Ferry Terminal Diesel Exhaust Fluid (DEF) Storage Tank and Transfer Infrastructure Engineering Design Services, RFP/RFQ No. 2025-F-026. The Engineering Department prepared a Request for Statement of Qualifications and Request for Proposals (RFQ/RFP) seeking proposals from qualified engineering design and environmental firms (Consultant) to provide design, environmental and permitting services necessary for the environmental clearance, permitting and production of plans, specifications, construction schedule and cost estimate for the construction of the new DEF storage tank, pumping and piping system to allow for fueling DEF at the Larkspur Ferry Terminal Berths 1, 2 and 3. The RFQ/RFP was posted to the District's procurement portal on May 6, 2025. *On June 3, 2025, two proposals were received. Interviews were held on June 18, 2025.*

Wetland Restoration Design and Permitting Support Services at Corte Madera Ecological Reserve, RFP No. 2014-FT-13. As a condition of a 1988 USACE permit for maintenance dredging of the Larkspur Ferry Terminal, the District was required to perform a study to assess the potential impact of ferry operations on erosion of the shoreline at the CMER. The study also investigated creating a replacement habitat for a native bird species, the Clapper Rail, due to erosion of their existing habitat. The study was inconclusive regarding the impact of ferry operations on erosion of the shoreline. In consultation with the USACE and USFWS (U.S. Fish & Wildlife Service), the District agreed to create two acres of tidal marsh habitat on the District's 72-acre parcel adjacent to CMER, as mitigation for the erosion impacts. In addition, in 1995 the District negotiated an agreement with local environmental groups to create two more acres of tidal marsh habitat as mitigation for the introduction of the first fast catamaran ferry vessel to the Larkspur fleet, for a total of 4 acres of habitat restoration.

The Engineering Department prepared and advertised on December 3, 2013, a Request for Statement of Qualifications and Proposals (RFQ/RFP) for Wetland Restoration Design and Permitting Support Services. On January 28, 2014, five proposals were received. On March 10, 2014, the District interviewed the top three ranked consultant firms. On April 25, 2014, the Board authorized the General Manager to award a Professional Services Agreement to WRA Inc.

Staff finalized the bid documents and on July 23, 2020, advertised the project for construction. The construction project was completed in 2021.

On September 25, 2020, the Board, by Resolution No. 2020-075, authorized execution of the Fourth Amendment to Professional Services Agreement No. 2014-FT-13, in an amount not to exceed $550,000.00, for engineering support services and post-construction monitoring.

The consultant is performing the required 5-year post-construction monitoring services of the new marsh, including performing irrigation, weeding, and maintaining the new plants. On January 25, 2022, the consultant submitted the first year monitoring report to the US Army Corps of Engineers, BCDC, the Regional Water Board, and the California Department of Fish and Wildlife. On January 5, 2023, the consultant submitted a draft Year 2 monitoring report to the District for review, prior to submittal to the permit agencies. On January 23, 2023, the finalized Year 2 monitoring report was submitted to the USACE, BCDC, RWQCB, and State Fish and Wildlife Service permit agencies.

On August 25, 2023, the Board, by Resolution No. 2023-055, approved Amendment No. 6 to Professional Services Agreement (PSA) No. 2014-FT-13, Wetland Restoration Design and Permitting Support Services Project, with WRA, Inc. (WRA) in the not to exceed amount of $576,561, to perform invasive vegetation removal in the areas adjacent to the restored marsh. The Notice to Proceed was issued effective September 5, 2023. On September 5, 2023, WRA commenced vegetation removal. The first phase of work, consisting of excavating the pampas grass plants and turning them over in vegetation management area 1, and cutting the pampas grass fronds from all the other pampas grass plants in vegetation areas 2 and 3 has been completed.

On May 6, 2024, WRA began cutting the Harding grass in vegetation management area 1. In June and July 2024, WRA covered the cut grasses with reinforced plastic in order to allow the heat from the sun to kill the grass roots and prevent resprouting.

The invasive vegetation removal plan developed by WRA calls for mechanical removal of pampas and Harding grasses. Because there is a possibility that pampas grass may resprout from its large root bases two years after the root bases were pulled from the ground, the plan considers a targeted use of herbicide to eradicate such root regrowth. Staff has requested that the consultant review the Marin County Integrated Pest Management (IPM) policy regarding herbicides approved for use by the Marin County Parks to eradicate pampas grass. The consultant reached out to the Marin IPM coordinator who informed the consultant that the IPM policy only applies to Marin County IPM sites and does not apply to Marin County Open Space District Preserves. The IPM coordinator did not have experience with herbicide use for pampas grass. Further research determined that one herbicide on the IPM list, fluazifop, may be effective on treating pampas grass. Upon direction from the Board, staff informed the consultant that the use of herbicides at this site will not be allowed. Staff requested that the consultant prepare a revised scope of work and cost proposal to eliminate the task for applying herbicides, and to replace it with a task for additional manual and mechanical removal efforts, if needed. On January 26, 2023, the Board, by Resolution No. 2024-002, authorized award of the First Addendum to the Sixth Amendment to PSA No. 2014-FT-13 with WRA, Inc. in an amount not to exceed $167,000, for additional invasive vegetation removal work.

Consultant prepared a draft Year 3 Monitoring Report for the new marsh in December 2023 and submitted same for District review. Consultant finalized the Year 3 Report and submitted same to the permit agencies (BCDC, RWQCB, and USACE) on January 29, 2024.

Year 4 monitoring commenced in January 2024. In July and August 2024, Consultant performed annual plant establishment surveys, hydraulic surveys, and channel erosion surveys and performed aerial survey of the site.

Consultant continued performing Amendment 6 work consisting of removing invasive pampas grass and Harding Grass in areas outside of the restoration area but adjacent to it, to limit the spread of Harding Grass into the restoration area. In July and August 2024, the Consultant excavated and turned over the pampas grass plants in vegetation management area 2 and cut the pampas grass fronds from all the other pampas grass plants in vegetation management area 3. The consultant also mowed the Harding Grass in vegetation management area 2 and covered the mowed area with reinforced plastic sheeting. Engineering staff and the Consultant are monitoring management area #1 to determine the effectiveness of the previously performed pampas grass control efforts. To date, minimal resprouts have been identified. The monitoring is continuing.

Consultant is continuing to use manual and mechanical methods to remove any resprouts in management areas #1 and #2. Consultant submitted an internal status report on the Harding grass and pampas grass management efforts on October 28, 2024. The report showed that the management efforts are on schedule. In December 2024, Consultant performed replanting of some areas adjacent to and east of the new marsh where invasive Harding grass and pampas grass has been removed in order to reduce the spread of the invasive grasses. Pampas grass control efforts in management area #3 commenced in 2025.

Consultant prepared and submitted a draft copy of the Year 4 Monitoring Report for the new 4-acre marsh for review prior to submittal to the permitting agencies – BCDC, USACE, and SFRWQCB.

Staff provided comments on the draft Year 4 report to Consultant on December 12, 2024.

Consultant finalized the Year 4 monitoring report and submitted the Report to the permit agencies (SFRWQCB, BCDC, USACE) and a courtesy report to the CDFWS on January 31, 2025.

Year 5 monitoring, the last year of the permit-required monitoring activities, is in progress. Consultant removed the irrigation system that had been installed in the transition zone of the new marsh during construction since the irrigation pipes are not needed for Year 5 monitoring. Consultant performed the Year 5 hydrology and erosion monitoring of the new marsh. *The monitoring of the new marsh is continuing with weed management and watering of the new and existing plants within the transition slopes of the new marsh.* .

Consultant is continuing to replant areas where invasive species have been removed in order to increase the success for the native plants to re-populate the areas. Consultant planted an additional 150 plants in the transition zone of the new marsh to improve the vegetation coverage for foraging birds and has been watering the new plants periodically to ensure the plants survive and grow. *Consultant performed solarization of Harding grass in an area adjacent to pampas grass control management area #3, which is located south and east of the new marsh.*

Construction Contract Working Days Expended as of *June 22, 2025*						
Project	**Contract**		**Contract Working/Calendar Days**	**Elapsed Contract Days**	**Contract Extension Days**	**Contract Time Expended**
Physical Suicide Deterrent System and Wind Retrofit (Shimmick/Danny/s JV) NTP 02/13/17 CCD 01/12/21 Revised CCD: 12/1/2026	2016-B-1		3,579*	*3052*	2,149	*85.28*%
San Rafael Bus Facility Parking Lot Improvements and Solar Panel Installation (Ghilotti Bros., Inc) NTP 04/29/24 CCD 04/16/25	2023-BT-072		240***	*285**		*118.75* %
Novato Bus Facility Dispatch and Fuel Island Building Roof Rehabilitation and Building Exterior Improvements (Pro-Ex Construction Inc.) NTP TBD CCD TBD	202-BT-029		120***	*37*	0	*30.83%*
SFFT East & West Berth Ramp Rehabilitation (Manson Const., Co.)	2024-F-010		375***	*129*		*34.4*%
*Change orders in process to extend time						
** Calendar Day Project						
*** Working Day Project						
NTP = Notice to Proceed						
NOC = Notice of Completion						
CCD = Contract Completion Date						

Fiscal Impact

There is no fiscal impact relative to this status report.