



Agenda Item No. (7)

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: **APPROVE ACTIONS RELATIVE TO THE NATIONAL PARK SERVICE
SPECIAL USE PERMIT FOR CONTRACT NO. 2025-B-052, *GOLDEN
GATE SUSPENSION BRIDGE SEISMIC RETROFIT PHASE 3B1***

Recommendation

The Building and Operating Committee recommends that the Board of Directors approve actions relative to the National Park Service Special Use Permit for construction Contract No. 2025-B-052, *Golden Gate Suspension Bridge Seismic Retrofit Phase 3B1*, as follows:

1. Approve the Special Use Permit;
2. Approve an annual permit fee for each year of the construction for Contract No. 2025-B-052, for a total of five years, in the initial amount of \$77,742, commencing in the federal fiscal year beginning October 1, 2025, and increasing each year by 3%, to be charged to Project #2520, *Golden Gate Suspension Bridge Seismic Retrofit Construction*, and funded from the cellular site lease revenues; and,
3. Authorize the General Manager to execute the permit,

with the understanding that sufficient funds are available in the FY 24/25 Bridge Division Capital Budget for Project #2520, *Golden Gate Suspension Bridge Seismic Retrofit Construction*, to finance these actions.

This matter will be presented to the Board of Directors at its June 27, 2025, meeting for appropriate action.

Summary

The approaches of the Golden Gate Bridge (Bridge) and the surrounding areas are located on federal land administered by the Department of the Interior, National Park Service (NPS), Golden Gate National Recreation Area (GGNRA). The Golden Gate Bridge, Highway and Transportation District's (District) right to build, maintain, and operate the Bridge is documented in the original

right-of-way permit and its subsequent amendments granted by the federal government to the District.

The District has developed construction Contract No. 2025-B-052, *Golden Gate Suspension Bridge Seismic Retrofit Phase 3B1*, which involves the retrofit of the Suspension Bridge south and north main towers, the south side span, and the north side span. The scope of the project includes:

- Installation of 28 solid state Energy Dissipation Devices (EDD)
- Replacement of the top lateral bracing
- Retrofit of the bottom lateral bracing
- Strengthening of the stiffening trusses
- Retrofit of the main towers' roadway strut
- Retrofit of the main towers' leg base
- Removal of the existing floor beam central struts and installation of new longitudinal struts
- Floor beam strengthening
- Replacement of roadway deck support pedestals
- Replacement of roadway thermal expansion finger joints
- Installation of new access systems
- Cleaning and painting of structural steel, including lead paint abatement
- Painting the South Tower above the roadway
- Installation of a system of temporary platforms for construction access
- Utility modifications required to accommodate the retrofit
- Bridge lane closures and traffic control on local roads leading to the Bridge to accommodate both the public and the construction traffic
- Maintaining pedestrian and bicycle access on the Bridge sidewalks and the roads and trails leading to the Bridge

Contract No. 2025-B-052, *Golden Gate Suspension Bridge Seismic Retrofit Phase 3B1*, is a major construction effort. The project requires staging areas in close proximity to the construction site for placement of the Construction Manager/General Contractor's (CM/GC) offices and construction equipment, as well as the storage of construction materials. The work must take place at both towers and the side spans concurrently to complete the project in a timely manner. Thus, the CM/GC must mobilize its equipment and materials for all locations on the Bridge at the same time.

Sufficient staging and work laydown areas within and outside the Bridge permitted right-of-way are necessary to accommodate the extensive mobilization of equipment and materials to enable construction of the project. Moreover, access to the construction sites on the Bridge through local roads of the Presidio and Fort Baker areas of the GGNRA will also be necessary.

The NPS, as the agency administering the lands around the Bridge, requires the District to obtain a Special Use Permit (SUP or permit) for the right of entry for access, mobilization, staging, construction, and site restoration associated with Contract No. 2025-B-052, *Golden Gate Suspension Bridge Seismic Retrofit Phase 3B1*. Staff has negotiated terms of the permit with NPS. The parties have tentatively agreed to the following:

- A. The term of the SUP is five years from October 1, 2025, to September 30, 2030.
- B. The District will be granted the right to use the following local access roads:
 - i. Fort Baker Access Routes: Alexander Avenue, Conzelman Road, Lower Conzelman Road, Bridge Road, Bluff Road, Moore Road, and the Northwest Bridge Parking Lot; and
 - ii. Presidio Area A Access Routes: Merchant Road, Battery East Road and Trail, Long Avenue, and Marine Drive;
- C. District will be granted the right to utilize construction staging areas where construction staging, access and ancillary activities may take place, including the placement of office trailers, and construction access areas where construction equipment and supplies for the project may be temporarily stored, staged and operated as follows:
 - i. Fort Baker Construction Staging Areas A, B, C, and D;
 - ii. Presidio Staging Area 1, West of Fort Point Parking Lot
- D. The permit includes restrictions on the use of the staging and access areas and roads, including no access on Sundays, limited access on Saturdays, and during times when special NPS events take place in the area. No access is available for all federal holidays, weekends following a Friday federal holiday or preceding a Monday federal holiday, July 4th, and Friday, Saturday, and Sunday of Fleet Week.
- E. The District will pay the NPS an annual permit fee for each of the five years of the permit term, which will reimburse the NPS for staff costs associated with the NPS oversight of the project for adherence to the permit conditions. This cost will be financed from cellular site lease revenues generated by the District at the toll plaza under Amendment 21 of the District's 1931 Right-of-Way Permit. Amendment 21 provides that the cell site revenues may be used for projects jointly agreed upon by the NPS and the District. Accordingly, the parties negotiated an initial payment amount of \$77,742 for federal fiscal year beginning October 1, 2025, and increasing 3% each year for the five-year term of the permit, for a total amount of \$412,742, from the cellular site income.
- F. The District will submit to NPS for review and approval the final construction plans and specifications, and several other major submittals prepared by District's contractor, such as:
 - i. Health and Safety/Injury Illness Prevention Plan (IIPP)
 - ii. Traffic Management Plan
 - iii. Site Operations and Materials Handling Plan
 - iv. Noise Abatement Plan
 - v. Construction Lighting Plan
 - vi. Storm Water Pollution Prevention Plan
 - vii. Visitors and Programs Plan
- G. The District will require its CM/GC to name the "United States of America, Department of the Interior, National Park Service, Golden Gate National Recreation Area, its

employees and agents” as additional insured and to specify that the insurer has no right of subrogation against the United States.

- H. The District will require its CM/GC to protect Fort Point and the historic seawall from damage arising from construction operations.
- I. The District will require its CM/GC to implement measures that will protect the Mission blue butterfly and native vegetation around the Conzelman Road.
- J. The District will engage the services of a consultant to perform independent environmental monitoring of all aspects of the Project for compliance with the conditions of the environmental documents and permits issued for the Project. The engaged consultant will also monitor the activities of the CM/GC to ensure that it adheres to the conditions and work plans described in the major submittals approved by the NPS.
- K. The District will design and construct signage, striping, and other similar elements within the permitted area for visitor safety.
- L. The District will perform a pre-use baseline survey of all access routes within the permitted areas, and on an annual basis, the District and NPS will jointly survey the condition of the local roads and repair them as agreed to.
- M. At the completion of construction, the District and NPS will develop plans and programs for the restoration of all staging areas, access routes, and any other areas affected by the Project to at least their pre-construction conditions.

Staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize approval of the permit with the conditions as presented in the report. Staff also recommends that the Building and Operating Committee recommend that the Board authorize the General Manager to execute the permit on behalf of the District.

Fiscal Impact

Project #2520, *Golden Gate Suspension Bridge Seismic Retrofit Construction*, is included in the FY 24/25 Bridge Division Capital Budget with a total project budget of \$870,000,000. The NPS Special Use Permit for Contract No. 2025-B-052 will require an annual payment for each year of construction with an initial payment of \$77,742 and increasing by 3% each year for the five-year term of the permit. The total cost of the permit for its five-year term will be \$412,742. Sufficient funds are available in the Project #2520 budget to finance this cost.