



Agenda Item No. (4)(a)

To: Finance-Auditing Committee/Committee of the Whole  
Meeting of April 25, 2024

From: Joseph M. Wire, Auditor-Controller  
John R. Eberle, Deputy District Engineer  
Ewa Z. Bauer-Furbush, District Engineer  
Denis J. Mulligan, General Manager

Subject: **AUTHORIZE BUDGET ADJUSTMENT(S) AND/OR TRANSFER(S)**  
**(a) BUDGET INCREASE IN THE FY 23/24 BRIDGE DIVISION CAPITAL**  
**BUDGET FOR PROJECT #1923, GOLDEN GATE SUSPENSION**  
**BRIDGE SEISMIC RETROFIT PROJECT**

### **Recommendation**

The Finance-Auditing Committee recommends, in concurrence with the Building and Operating Committee at its meeting on April 25, 2024, that the Board of Directors authorize an increase in the FY 23/24 Bridge Division Capital Budget, in the amount of \$229,737 for Project #1923, *Golden Gate Suspension Bridge Seismic Retrofit*, to be funded from District reserves, to finance the costs of providing environmental compliance services, for a total Project budget of \$20,075,275.

This matter will be presented to the Board of Directors at its April 26, 2024, meeting for appropriate action as part of the recommendation from the April 25, 2024, meeting of the Building and Operating Committee.

### **Summary**

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

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

In accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the Golden Gate Bridge, Highway and Transportation District (District) prepared an Environmental Assessment/Initial Study (EA/IS) for the Golden Gate Seismic

and Wind Retrofit Project to evaluate the potential environmental impacts of the project and to determine and adopt feasible mitigation measures to reduce or eliminate those impacts. Through the environmental study process, the District prepared a number of reports, including:

- Historic Property Survey Report, including an Area of Potential Effect (APE) map
- Archaeological Survey Report
- Historic Architectural Survey Report
- Visual Impact Assessment
- Finding of No Adverse Effect
- Section 4(f) Report

The District determined that there was no substantial evidence that the Golden Gate Seismic and Wind Retrofit Project or any of its aspects could result in significant adverse environmental impacts and in March 1996, finalized the EA/IS and Negative Declaration for the project. In November 1996, Caltrans and FHWA concurred with the findings and signed the EA/IS/Negative Declaration allowing construction of the project to proceed. Also in November 1996, FHWA determined that the Golden Gate Seismic and Wind Retrofit Project will not have a significant impact and finalized the Finding of No Significant Impact (FONSI). The environmental study reports and the EA/IS/Negative Declaration document were prepared for the seismic retrofit of all structures of the Golden Gate Bridge.

Due to funding constraints, the Golden Gate Seismic and Wind Retrofit Project was divided into phases, beginning with the seismic retrofit of the North Approach Viaduct/Phase 1, followed by the seismic retrofit of the south approach structures (South Approach Viaduct, Fort Point Arch, and Pylons S1 and S2)/Phase 2, followed by the seismic retrofit of the North Anchorage Housing and North Pylon/Phase 3a, and now the seismic retrofit of the Suspension Bridge. When preparing for the Phase 3a seismic retrofit construction, Caltrans and FHWA informed the District that due to the passage of time between the original environmental document and the construction of this next phase, a re-evaluation of the environmental document was required. In 2005, the Engineering Department with the assistance of HDR Engineering, Inc., Walnut Creek, CA (HDR) prepared a CEQA/NEPA Re-Evaluation for the Phase 3a construction and the District, Caltrans, and FHWA determined that the original findings were still valid.

The Engineering Department staff anticipated performing a re-evaluation of the Suspension Bridge Seismic Retrofit Project with the assistance of HDR during the Preconstruction Phase of the Project in a similar manner as the re-evaluation performed prior to the Phase 3a construction.

Engineering staff met with the Caltrans Local Assistance and Environmental representatives to discuss the re-evaluation process and was informed by the Caltrans Environmental representative that the process has changed. In October 2013, FHWA and Caltrans signed a Programmatic Agreement, in which FHWA delegated to Caltrans the responsibility for compliance under NEPA. The Caltrans Environmental representative stated that due to the passage of time, the changed underlying condition of the Golden Gate Bridge due to the installation of the Physical Suicide Deterrent System, and revisions to the environmental clearance guidance resulting from Caltrans being delegated NEPA compliance responsibilities, certain reports and studies related to historic resources (Section 106) must be prepared again to adhere to the current Caltrans procedures and formats. Caltrans also requires that reports, studies and memoranda be prepared by qualified

Cultural Resource personnel with specific education, certifications and qualifications.

The Engineering Department determined that, to satisfy the current Caltrans' updated NEPA requirements, HDR assistance with the following additional environmental re-evaluation scope of work is required:

- Update the Historic Property Survey Report (HPSR) to current Caltrans format and requirements;
- Participate in meetings with Caltrans and the District;
- Update the Area of Potential Effects (APE) map to current Caltrans format and requirements;
- Prepare a Visual Resources Technical Memorandum, which is required to document the current visual condition of the Golden Gate Bridge;
- Update the Archaeological Survey Report (ASR) to current Caltrans format and requirements;
- Update the Finding of No Adverse Effect (FNAE) to include a Secretary of the Interior's Standards (SOIS) Plan and to current Caltrans format and requirements;
- Prepare a Section 4(f) memorandum; and
- Respond to Caltrans comments on environmental re-evaluation related documents.

Engineering staff requested and HDR has provided a cost proposal for the scope of work presented above. Engineering staff has reviewed the cost proposal and negotiated the price of services in the not-to-exceed amount of \$208,852, which staff finds to be reasonable in terms of HDR's budgeted labor hours to perform the scope of services requested by the District and consistent with HDR's audited labor and overhead billing rates. HDR will be compensated for actual time expended and expenses incurred, plus a fixed fee, for the not-to-exceed authorized amount. The District requested from HDR and HDR provided a list of qualified personnel that meet the Caltrans requirements for preparing the new environmental documents as noted above.

Staff recommended that Building and Operating Committee at its meeting on April 25, 2024 recommend that the Board of Directors authorize the execution of the 1<sup>st</sup> Addendum to the 14th Amendment to PSA No. 2010-B-1, with HDR Engineering, Inc., in the not-to-exceed amount of \$208,852, to prepare the environmental documents required for the environmental re-evaluation of the Project as presented in this staff report. Staff also recommended that a \$20,885 contingency be authorized for the 1<sup>st</sup> Addendum to the 14<sup>th</sup> Amendment for any unanticipated additional scope of work that may arise during the course of these services.

Staff recommends that the Finance-Auditing Committee recommend that the Board of Directors approve a \$229,737 increase to the Project #1923 budget, which would provide for HDR Engineering, Inc., to complete the environmental work as presented in this staff report, for the total Project budget of \$20,075,275.

### **Fiscal Impact**

The *Golden Gate Suspension Bridge Seismic Retrofit Project* (Project #1923) is included in the FY 2023/24 Bridge Division Capital Budget with a total project budget of \$19,845,538.

The estimated \$208,852 cost of the of the 1<sup>st</sup> Addendum to the 14th Amendment to PSA No. 2010-B-1 and its proposed \$20,885 contingency amount will require a \$229,737 increase in the FY

2023/24 Bridge Division Capital Budget for Project #1923, for a revised total Project budget of \$20,075,275. This increase is proposed to be financed with District reserves. The new total Project #1923 budget of \$20,075,275 will be funded with \$11,305,507 (56.3%) federal funds and \$8,769,768 (43.7%) District funds.

**Table 1: Project #1923 Budget**

<b>DESCRIPTION</b>	<b>AUTHORIZED EXPENSE/ BUDGET ITEMS</b>	<b>PROPOSED BUDGET INCREASE</b>	<b>PROPOSED ADJUSTED TOTAL</b>
<b>FIRST STAGE</b>			
District Staff (Labor + Fringe Benefits)	\$1,128,215		\$1,128,215
Indirect Cost (ICAP)	\$595,584		\$595,584
General Project Expenditures	\$15,507		\$15,507
Permits and Fees	\$3,295		\$3,295
Miscellaneous/Incidentals	\$269		\$269
Office Space Lease	\$58,623		\$58,623
Design Consultant	\$2,005,237		\$2,005,237
Technical Review Panel	\$17,588		\$17,588
e-Builder Document Control Software	\$108,163		\$108,163
<b>Total First Stage Expenses</b>	<b>\$3,932,481</b>		<b>\$3,932,481</b>
<b>SECOND STAGE</b>			
District Staff (Labor + Fringe Benefits)	\$1,176,000		\$1,176,000
Indirect Cost (ICAP)	\$620,810		\$620,810
General Project Expenditures	\$50,000		\$50,000
Printing & Advertising	\$10,000		\$10,000
Permits and Fees	\$400,000		\$400,000
Miscellaneous/Incidentals	\$4,952		\$4,952
Delivery Expense - Financing	\$207,000		\$207,000
Office Space Lease	\$141,377		\$141,377
Design Consultant (HDR)	\$5,543,833	\$229,737	\$5,773,570
Technical Review Panel	\$430,490		\$430,490
CMGC Consultant (Halmar)	\$5,754,332		\$5,754,332
Consultant ICE (Leland Saylor)	\$1,514,263		\$1,514,263
Document Control System (eBuilder)	\$60,000		\$60,000
<b>Total Second Stage Budget</b>	<b>\$15,913,057</b>	<b>\$229,737</b>	<b>\$16,142,794</b>
<b>TOTAL PROJECT BUDGET</b>	<b>\$19,845,538</b>	<b>\$229,737</b>	<b>\$20,075,275</b>
<b>Total Federal Funds</b>	<b>\$11,305,507</b>		<b>\$11,305,507</b>
<b>Total District Funds</b>	<b>\$8,540,031</b>	<b>\$229,737</b>	<b>\$8,769,768</b>

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

	<b>DATE APPROVED</b>	<b>DESCRIPTION</b>	<b>AMOUNT</b>	<b>SOURCE OF FUNDS</b>
PSA No. 2010-B-1	11/17/2010	Original Contract PSA No. 2010-B-1, Phase IIIB Design Services; Resolution No. 2009-070	\$18,258,232	100% Federal (part of the Phase IIIB Design budget)
1 <sup>st</sup> Amendment	10/3/2012	Wind-Lock Repair Design; (under the GM authority)	\$24,576	100% District (not part of the Phase IIIB Design budget)
2 <sup>nd</sup> Amendment	7/3/2013	Additional Wind-Lock Repair Design; (under the GM authority)	\$11,449	100% District (not part of the Phase IIIB Design budget)
3 <sup>rd</sup> Amendment	9/26/2013	No cost time extension	\$0	
4 <sup>th</sup> Amendment	3/4/2015	EDD Testing, Resolution No. 2015-008	\$1,521,789	100% Federal (part of the Phase IIIB Design budget)
1 <sup>st</sup> Addendum to 4 <sup>th</sup> Amendment	1/25/2016	Additional EDD Testing; (under the GM authority)	\$152,034	
		Total 4 <sup>th</sup> Amendment	\$1,673,823	
5 <sup>th</sup> Amendment	10/9/2015	Bid support during advertising period of the Wind Retrofit, Contract No. 2016-B-1, Resolution No. 2015-090	\$70,469	100% Federal (part of the Wind Retrofit Construction budget)
		----- Actual Spent	----- \$45,160	
		Remaining Balance reallocated to 2 <sup>nd</sup> Addendum	(\$25,309)	

	<b>DATE APPROVED</b>	<b>DESCRIPTION</b>	<b>AMOUNT</b>	<b>SOURCE OF FUNDS</b>
		to 7 <sup>th</sup> Amendment, Resolution No. 2020-028		
6 <sup>th</sup> Amendment	12/31/2016	No cost time extension	\$0	
7 <sup>th</sup> Amendment	1/16/2017	Engineering support services during the Wind Retrofit Project construction, Resolution No. 2016-088	\$300,000	100% Federal (part of the Wind Retrofit Construction budget)
1 <sup>st</sup> Addendum to 7 <sup>th</sup> Amendment	12/18/2019	Additional engineering support services during the Wind Retrofit construction	\$30,000	
2 <sup>nd</sup> Addendum to 7 <sup>th</sup> Amendment	5/29/2020	Additional engineering support services during the Wind Retrofit construction, Resolution No. 2022-028	\$106,752	
3 <sup>rd</sup> Addendum to 7 <sup>th</sup> Amendment	01/25/2021	No cost time extension	\$0	
4 <sup>th</sup> Addendum to 7 <sup>th</sup> Amendment	10/28/2022	Additional engineering support services during the Wind Retrofit construction, Resolution No. 2022-085	\$39,868	
5 <sup>th</sup> Addendum to 7 <sup>th</sup> Amendment	12/8/2022	No cost time extension	\$0	
		----- Total 7 <sup>th</sup> Amendment	----- \$476,620	
8 <sup>th</sup> Amendment	3/6/2017	Additional design services, Resolution No. 2017-017	\$2,200,000	100% Federal

	<b>DATE APPROVED</b>	<b>DESCRIPTION</b>	<b>AMOUNT</b>	<b>SOURCE OF FUNDS</b>
				(part of the Phase IIIB Design budget)
9 <sup>th</sup> Amendment	05/26/2017	Wind tunnel testing, Resolution No. 2017-047	\$191,000	100% Federal (part of the Phase IIIB Design budget)
1 <sup>st</sup> Addendum to 9 <sup>th</sup> Amendment	11/20/2017	Additional wind tunnel testing, Resolution No. 2017-106	\$216,500	
2 <sup>nd</sup> Addendum to 9 <sup>th</sup> Amendment	07/27/2020	Additional wind tunnel testing, Resolution No. 2020-044	\$260,217	
3 <sup>rd</sup> Addendum to 9 <sup>th</sup> Amendment	06/01/2021	Additional wind tunnel testing, Resolution No. 2020-044 contingency	\$39,000	
4 <sup>th</sup> Addendum to 9 <sup>th</sup> Amendment	06/25/2021	Additional wind tunnel testing and acoustic analysis of the new bridge railing, Resolution No, 2021-043	\$130,418	
		Total 9th Amendment	\$837,135	
10 <sup>th</sup> Amendment	8/14/2017	Assistance with preparation of the Risk Assessment Plan and Major Project Management Plan, Resolution No. 2017-068	\$399,000	100% Federal (part of the Phase IIIB Design budget)
11 <sup>th</sup> Amendment	6/26/2019	Additional design services to develop stainless steel welding procedures for the fabrication of the energy	\$235,500	100% Federal (part of the Phase IIIB Design budget)

	<b>DATE APPROVED</b>	<b>DESCRIPTION</b>	<b>AMOUNT</b>	<b>SOURCE OF FUNDS</b>
		dissipation devices, Resolution No. 2019-037		
12 <sup>th</sup> Amendment	8/25/2023	e-Builder software module customization and staff training, Resolution No. 2023-054	\$399,637	100% Federal (part of the CMGC Preconstruction Phase Project Budget)
13 <sup>th</sup> Amendment	10/27/2023	Additional engineering design services	\$351,150	100% Federal (part of the CMGC Preconstruction Phase Project Budget)
14 <sup>th</sup> Amendment	2/23/2024	Additional engineering design and preconstruction services	\$5,543,833	100% District (part of the CMGC Preconstruction Phase Project Budget)
<i>1<sup>st</sup> Addendum to 14<sup>th</sup> Amendment (proposed)</i>	<i>This staff report</i>	<i>Additional environmental support services</i>	<i>\$208,852 (proposed)</i>	<i>100% District</i>
		<i>Total 14<sup>th</sup> Amendment</i>	<i>\$5,752,685</i>	
		<b>TOTAL PSA AMOUNT <i>Proposed</i></b>	<u>\$30,664,967</u>	