Agenda Item No. (6)(c)

To: Board of Directors
Meeting of October 23, 2026

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

Subject: **STATUS REPORT ON ENGINEERING PROJECTS**

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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

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. 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.

In 2011, the consultant prepared the base plan sheets, reviewed record documents, and prepared the computer model of the Suspension Bridge. In 2012, the consultant completed the geotechnical report, including foundation recommendations.

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). On December 11, 2014, the TRP concurred with the retrofit strategy as described in the Draft Strategy Report dated September 23, 2014.

On February 19, 2015, the Board, by Resolution No. 2015-008, authorized the Fourth Amendment to Professional Services Agreement No. 2010-B-1, to perform Energy Dissipation Device (EDD) testing. The Notice to Proceed was issued effective March 9, 2015. The testing was performed in two phases. Phase one included the fabrication and testing of a 0.4 scale model of the EDD, and phase two included the fabrication and testing of a full-scale specimen. The phase one fabrication began on April 13, 2015, and was completed on May 18, 2015, after which the specimen was shipped to the testing facility at the University of New York at Buffalo, NY. On June 1, 2015, testing of the 0.4 Scale model began and was completed in November 2015. On November 18, 2015, the District, consultant, TRP, FHWA, and Caltrans discussed the 0.4 Scale model testing results and concurred that the phase one testing objectives were met and that work could proceed with the phase two 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, and on June 29, 2016, the test specimen was shipped to U.C. San Diego testing facility. Installation of the specimen into the testing equipment began on August 15, 2016, and testing of the full-scale test specimen began on September 9, 2016. The testing 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 December 6, 2016, the District, consultant, TRP, and representatives from FHWA and Caltrans met to discuss the results of phase two full-scale specimen testing.

On October 9, 2015, the Board, by Resolution No. 2015-090, authorized the Fifth Amendment to Professional Services Agreement (PSA) No. 2010-B-1, in the not to exceed amount of $70,500, 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, in the not-to-exceed amount of $300,000, 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, in the not to exceed amount of $106,752 to provide additional engineering support services during construction of the Wind Retrofit.

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, in the not-to-exceed amount of $40,000, for continuation of engineering support services during construction of the Wind Retrofit.

On February 1 - 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 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, 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 District receiving approval from the Caltrans, 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, 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. 2010-B-1, 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 of Contract No. 2010-B-1, in an amount not to exceed $260,218, 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, by Resolution No. 2021-043, authorized the Fourth Addendum to the Ninth Amendment to Professional Services Agreement No. 2010-B-1, 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, 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, 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 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 No 2010-B-1, for testing stainless steel welding procedures for fabrication of energy dissipation devices. The Notice to Proceed with the services 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 on a second 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 the steel fabricator in Oregon documenting the acceptable welding techniques and testing procedures was finalized.

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 for finalizing the design and procuring construction of the Golden Gate Suspension Bridge Seismic Retrofit project. 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 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 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, 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 District Engineering staff determined that the eBuilder project management software is not efficient for project management and document control purposes for this project. On January 23, 2026, Engineering staff informed HDR that this software will no longer be used on this project.

On October 27, 2023, the Board, by Resolution No. 2023-064, approved the Thirteenth Amendment to PSA No. 2010-B-1, in an amount not to exceed $351,150 for additional engineering design 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, by Resolution No. 2024-009, approved the Fourteenth Amendment to PSA No. 2010-B-1, 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.

On April 26, 2024, the Board, by Resolution No. 2024-022, authorized execution of the First

Addendum to the Fourteenth Amendment to PSA No. 2010-B-1, in an amount not-to-exceed $208,852, to prepare updated environmental reports requested by Caltrans 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. 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, HDR 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 prepared 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 July 1, 2025, NPS provided a letter determining that the project remains consistent with the original EA/IS and concurs with the finding that the impacts to the park resources would be so minimal as not constitute a "use" within the meaning of Section 4 (f) under 23 Code of Federal Regulations (CFR) 774.13(d), with the stipulation that all requirements identified in the Special Use Permit issued by NPS for the project be fulfilled.

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.

Caltrans Environmental completed their review of the environmental reevaluation documentation and, on July 15, 2025, determined that in accordance with the National Environmental Policy Act (NEPA), the project is a Categorical Exclusion (CE) under 23 CFR 771.117(d): activity (d)(13).

On May 23, 2025, the Board, by Resolution No. 2025-031, authorized execution of the Sixteenth Amendment to PSA No. 2010-B-1, 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. HDR continued work with the District and CMGC Contractor on minor modifications to the drawings and specifications as a result of CMGC's requests for information and agreements made during the preconstruction services meetings.

On October 13, 2025, HDR submitted the Golden Gate Suspension Bridge Seismic Retrofit Contract 1 North and South Towers and North and South Side Spans 100% for Construction Agreed Price (CAP) drawings and specifications.

On December 19, 2025, the Board, by Resolution No. 2025-093 authorized execution of the Seventeenth Amendment to Professional Services Agreement (PSA) No. 2010-B-1, in an amount not-to-exceed $21,703,500, for engineering support services during construction of the Golden Gate Suspension Bridge Seismic Retrofit Contract 1 – North and South Towers and North and South Side Spans.

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, 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 Manager, Small Business Enterprise (SBE) Compliance Program 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 with members of the CMGC and HDR to the base of the Main Towers, with an emphasis on confirming existing conditions within the tower cells at the base. 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 investigate 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 reviewed the design documents and developed 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. In 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. Engineering staff, HDR, the CMGC, and the ICE met 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.

Beginning in May 2024, Halmar, Engineering staff, and HDR met 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 final wind tunnel test results report to HDR and Engineering staff for review, and on June 25, 2025, the report was sent to Halmar.

On September 6, 2024, the District submitted Halmar's proposed main spans 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 June 7, 2024, Halmar provided comments on the 90% technical specifications and design drawings. The Engineering staff provided responses to these Halmar comments on August 7, 2024. On September 5, 2024, Halmar provided responses to the comments. The District and HDR revised 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. 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. On July 2, 2025, Halmar submitted the intermediate Bridge Construction Access Plan. On August 25, 2025, Halmar submitted the final Bridge Construction Access Plan (Rev 2) and the final Means and Methods plans (Rev 2), incorporating the District comments received thus far. Engineering staff and HDR reviewed these plans and provided comments to the Means and Methods Plan. Both plans will be further refined during the construction phase.

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. On August 25, 2025, Halmar submitted the final construction baseline schedule (Rev 2). Engineering staff, HDR, and Leland Saylor reviewed the plan and discussed used with Halmar. The schedule will be further refined during the construction phase.

On November 18, 2024, HDR led a Project risk kick-off meeting to inform the Engineering staff, HDR design team, Halmar, and Leland Saylor of the procedure for 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, reviewed, and discussed by all parties. A final risk register that included input from Halmar and all parties was included in Halmar's Construction Agreed Price.

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 included 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 indicated a project construction cost significantly greater than the current project budget. One of the largest contributors to the cost increase was 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%, lowered the Action Level for lead by 93%, and introduced new limits to the number of hours per day a worker may perform abrasive blasting of surfaces with lead paint. Engineering staff discussed 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 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 stated that breaking the project into smaller projects is allowable. Engineering staff and HDR determined that the project may be broken into two contracts, 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 contract only.

On March 20, 2025, the District provided Halmar comments to the initial DBE Engagement Plan and the initial Subcontracting Plan. On March 24, 2025, Halmar submitted Subcontracting Plan Rev 1. On April 28, 2025, Halmar began to solicit competitive bids from subcontractors in accordance with the Subcontracting Plan. Halmar received bids from subcontractors and submitted the bid information to the District for review and comments. The District found the bid process and bids received to be in compliance with the Contract provisions and informed Halmar that it took no exceptions with the bids. Halmar incorporated the subcontractor bids into its Construction Price Proposal.

On March 26, 2025, Engineering staff directed Halmar and Leland Saylor to prepare OPPC 2 based upon the first contract scope of work. The District, HDR, Halmar, and Leland Saylor all worked on pricing and scheduling for the first contract only. The complete 95% design drawings and special provisions that detail and incorporate changes due to the reduced and phased project scope were provided to Halmar and LSA on May 2, 2025.

On May 29, 2025, the District submitted to Caltrans a listing of potential subcontracting opportunities for the project. On July 3, 2025, Caltrans established a DBE goal of 8% for the project. Halmar revised their DBE Engagement Plan to incorporate this goal and performed outreach as a part of its subcontracting process.

On July 2, 2025, Halmar submitted the Health and Safety Plans & Job Security Plan Rev 0. On July 3, 2025, Halmar submitted the Quality Control Plan Rev 0. The District sent comments to the Health and Safety Plan on September 3, 2025, and comments to the Quality Control Plan on August 22, 2025. Halmar submitted Health and Safety Plan Rev 1 on September 4, 2025, and the Quality Control Plan Rev 1 on August 28, 2025. The District provided Halmar with comments on both

plans.

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 was developed and quantities were calculated. Engineering staff, HDR, the CMGC, and the ICE met weekly to reconcile quantities and discuss cost estimating assumptions in preparation for the OPCC 2. On June 19, 2025, the parties reconciled the quantities for each bid item. On June 27, 2025, Halmar, Leland Saylor, and HDR submitted to the District their OPCC 2. Leland Saylor, HDR, and Engineering staff reviewed Halmar's OPPC 2 and, on July 8, 9, and 10, 2025, met with Halmar to review, discuss, and begin reconciliation. The risk register was also discussed and updated during these meetings. Halmar, Leland Saylor, and HDR revised OPCC 2 as discussed during the reconciliation meetings and on July 25, 2025, Halmar, Leland Saylor, and HDR submitted OPCC 2 Revision 1.

On June 30, 2025, the District sent the100% design drawings and 100% technical specifications to Halmar. On July 25, 2025, the District issued the 100% complete specifications to Halmar with revisions to the technical specifications issued as Addendum No. 1. Also on July 25, 2025, the District issued Addendum No. 1 design drawings to Halmar. On August 8, 2025, the District issued Addendum No. 2 design drawings to Halmar.

On July 28, 2025, Halmar, Leland Saylor, and HDR began to revise Cost Model items necessary for OPCC 3. OPCC 3 will be based on the 100% design drawings and specifications, including Addendums No. 1 & 2. On August 11, 2025, Halmar, Leland Saylor, and HDR began to adjust quantities for reconciliation. On August 21, 2025, the parties reconciled the quantities for each bid item. On August 29, 2025, Halmar, Leland Saylor, and HDR submitted to the District their OPCC 3 that is based on the 100% specifications and design drawings and Halmar's means and methods plans and construction baseline schedule submitted to date. Leland Saylor, HDR, and Engineering staff reviewed Halmar's OPPC 3 and, on September 8 and 9, 2025, met with Halmar to review, discuss, and begin reconciliation. The risk register was also discussed and updated during these meetings.

On August 27, 2025, Halmar received bids from the major subcontractors and suppliers. On September 10, 2025, Halmar submitted its recommendations for subcontractors to the District for review and approval. Engineering staff reviewed Halmar's major subcontractors and suppliers' recommendations and on September 25, 2025, informed Halmar that they did not have any objections to the proposed subcontractor and suppliers. Halmar, Leland Saylor, and HDR updated their cost estimates and on September 16, 2025, submitted the revisions in their Construction Price Proposal (CPP).

On September 23 and 24, 2025, District staff, HDR, Leland Saylor, and Halmar met to review, discuss, and reconcile the CPPs. In addition, the parties reviewed and discussed the project Risk Register and the proposed owner of each risk, and the amount to carry for each risk. Representatives from Caltrans and FHWA were also present at the meeting. After the meeting, Engineering staff and Halmar agreed to continue negotiating the final contract terms and conditions in an effort to reach an agreement on the project construction price.

On October 3, 2025, the United States Department of Transportation (US DOT) issued an interim final rule regarding DBEs, which resulted in no DBE goal for the construction contract. In consultation with the Attorney and the Manager, SBE Compliance Programs, staff revised the contract documents to incorporate the changes.

HDR and the District staff prepared the final construction contract plans and specifications as discussed with Halmar during the final CPP reconciliation and negotiation process. District staff finalized the Contract terms and documents, and Halmar prepared its submittal for the formal Construction Agreed Price (CAP) for the Golden Gate Suspension Bridge Seismic Retrofit Contract 1 North and South Towers and North and South Side Spans.

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 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.

On December 2, 2025, the District executed the Third Amendment to PSA No. 2023-B-015, Golden Gate Suspension Bridge Seismic Retrofit CMGC Preconstruction Services, with Halmar International, LLC, of Nanuet, NY, for an extension of time at no additional cost, for the continuation of CMGC preconstruction services for construction of Golden Gate Suspension Bridge Seismic Retrofit Contract 2.

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.

On December 2, 2025, the District executed the Third Amendment to PSA No. 2023-B-042, Golden Gate Suspension Bridge Seismic Retrofit ICE Services, with Leland Saylor Associates, of Walnut Creek, CA, for an extension of time at no additional cost, for the continuation of Independent Cost Estimator (ICE) preconstruction services for the Golden Gate Suspension Bridge Seismic Retrofit Contract 2.

Golden Gate Suspension Bridge Seismic Retrofit Contract 1 North and South Towers and North and South Side Spans, Contract No. 2025-B-052. The Golden Gate Suspension Bridge Towers and Side Spans Seismic Retrofit Construction is included in the FY 24/25 Bridge Division Capital Budget to construct the Golden Gate Suspension Bridge Seismic Retrofit Contract 1 North and South Towers and North and South Side Spans.

On March 31, 2025, the US Coast Guard determined that the temporary encroachment from the future Contractor's temporary access systems into the navigational channel would be acceptable and determined that temporarily disconnecting the fog horns during the main tower base retrofit work would be acceptable.

On June 12, 2025, staff submitted to Caltrans and the FHWA the draft Project Management Plan for review and comments. After receiving and incorporating Caltrans and FHWA comments, staff submitted the final PMP. Caltrans approved the PMP on June 29, 2025, and FHWA accepted the PMP on July 1, 2025. FHWA subsequently requested the District to revise the PMP to include the total scope and estimated cost of the Golden Gate Suspension Bridge Seismic Retrofit. District submitted the revised PMP to Caltrans on September 4, 2025. Caltrans approved the PMP on September 5, 2025, and FHWA accepted the PMP on September 9, 2025.

On June 26, 2025, staff submitted the draft Initial Financial Plan (IFP) to Caltrans and FHWA for review. After receiving and incorporating Caltrans and FHWA comments, staff submitted the revised IFP to Caltrans on July 22, 2025. On July 31, 2025, Caltrans approved the plan and submitted to FHWA. On August 11, 2025, FHWA concurred with the IFP. Subsequent to this concurrence, FHWA requested the District to revise the IFP to include the total scope and estimated cost of the Golden Gate Suspension Bridge Seismic Retrofit. District submitted the revised IFP to Caltrans on September 4, 2025. Caltrans approved the IFP on September 5, 2025,

and FHWA accepted the IFP on September 9, 2025. *On September 22, 2026, staff submitted the Financial Plan Annual Update (FPAU) for the period of July 1, 2025, through June 30, 2026, to Caltrans and FHWA for review. FHWA submitted comments on the FPAU and staff is revising the document for resubmission to Caltrans and FHWA.*

On June 27, 2025, Caltrans issued the encroachment permit for traffic control that extends onto Caltrans right-of-way. On July 15, 2025, Caltrans issued an amendment to the encroachment permit allowing for extended lane closures beginning Friday night into Saturday morning for special installations requiring an extended closure.

On July 9, 2025, the District submitted to Caltrans for review and approval the draft Right of Way certification and supporting documentation. On July 22, 2025, Caltrans signed the Right of Way certification.

On July 21, 2025, the District submitted to Caltrans for review and approval the revised Bridge Investment Program (BIP) grant Recipient Agreement and the Designated Subrecipient Agreement documents to Caltrans, and Caltrans submitted to FHWA for their approval. The documents were revised to include the new phasing and schedule for the project.

In August 2025, FHWA informed the District that the project could not be revised to include the new phasing and requested that the District revise the documents to include the original full project scope and cost as originally contemplated. FHWA stated that the full scope of the project must be considered and planned for, but the District could split and complete the work over time using multiple construction contracts. The District informed FHWA that it was committed to completing the entire seismic retrofit and would construct the work using multiple contracts, the first being the Golden Gate Suspension Bridge Seismic Retrofit Contract 1 North and South Towers and North and South Side Spans.

On September 3, 2025, a Special Meeting of the Board of Directors was held, and the Board, by Resolution No. 2025-061, approved an action requesting the Metropolitan Transportation Commission (MTC) to amend the Federal Transportation Improvement Program (FTIP) relative to the Golden Gate Suspension Bridge Seismic Retrofit Project. The amendment was to detail the programming of the entire project. On September 10, 2025, at a special Commission meeting, MTC approved the FTIP for the Project.

On August 11, 2025, the District submitted to Caltrans the request for construction authorization (E-76) for the Golden Gate Suspension Bridge Seismic Retrofit Contract 1 North and South Towers and North and South Side Spans project. The request for Authorization to Proceed (E-76) with contract 1 construction has been approved for the Golden Gate Bridge Suspension Span Seismic Retrofit Project, BHLS-6003(029). The effective date of the E-76 approval is September 15, 2025.

On June 27, 2025, the Board of Directors, by Resolution No. 2025-043, approved the National Park Service Special Use Permit (SUP), for construction Contract No. 2025-B-052, Golden Gate Suspension Bridge Seismic Retrofit Phase 3B1, for a five year term commencing in the federal fiscal year beginning October 1, 2025, including to pay an annual permit fee in the initial amount

of $77,742, and increasing each year by 3%, funded from the District's cellular site lease revenues, and, authorized the General Manager to execute the permit. The permit was executed on July 2, 2025. On July 21, 2025, NPS reissued the SUP with an effective date of July 18, 2025.

On July 2, 2025, the San Francisco Bay Conservation and Development Commission (BCDC) granted a time extension to the existing seismic retrofit construction permit no. M1996.019.03 to allow the seismic retrofit construction to continue through December 30, 2030.

On October 3, 2025, the United States Department of Transportation (US DOT) issued an interim final rule regarding DBEs, which resulted in no DBE goal for the construction contract.

On October 24, 2025, the Board of Directors, by Resolution No.2025-070, approved award of Contract No. 2025-B-052, Golden Gate Bridge Seismic Retrofit, Contract 1 – North and South Towers and North and South Side Spans, to Halmar International, LLC (Halmar), New York, in the amount of $863,949,008, subject to the District receiving Caltrans and FHWA approval of the award recommendation prior to contract execution. At this same meeting, the Board of Directors also approved the revised budget for Project #2520, Golden Gate Suspension Bridge Towers and Side Spans Seismic Retrofit Construction.

On November 13, 2025, District staff prepared the required award recommendation documents and submitted the documents to Caltrans and FHWA for their review and final approval. On November 21, 2025, the District sent a revised finance letter to Caltrans requesting a federal reimbursement ratio of 80%. On December 5, 2025, Caltrans concurred with the request for a federal reimbursement ratio of 80% and with the recommendation to award the construction of Golden Gate Bridge Seismic Retrofit, Contract 1 – North and South Towers and North and South Side Spans to Halmar. On December 8, 2025, District sent Halmar the contract for signatures, and on December 10, 2025, the contract was signed by all parties and executed. The contract has an effective date of December 15, 2025.

On May 22, 2026, the Board, by Resolution No. 2026-024, authorized execution of Agreement No. 25R350000, with the California Highway Patrol, in an amount not to exceed $3,500,000, for enforcement of the construction zone speed limit and assistance with traffic diversions for night-time lane closures during construction of Contract No. 2025-B-052, Golden Gate Suspension Bridge Seismic Retrofit Contract 1 – North and South Towers and North and South Side Spans.

On December 16, 2025, the preconstruction meeting was held at Halmar's field office with representatives from FHWA, Caltrans, and NPS in attendance.

On December 30, 2025, the District issued Halmar the Notice to Proceed with an effective date of January 5, 2026.

On January 7, 2026, District engineering staff met with Halmar staff to discuss processing of Project submittals, RFIs, transmittals, and other documents using the eBuilder project management software. The District Engineering staff have determined that the eBuilder project management software is not efficient for project management and document control purposes for this project. On January 23, 2026, Engineering staff informed HDR and Halmar that this software will no

longer be used on this project. The project is using Microsoft suite programs for document control.

On January 9, 2026, Halmar began submitting its first work plans for review and approval. Halmar is continuing preparing and submitting work plans and submittals.

On January 30, 2026, the District and Halmar began having regular weekly progress meetings, with NPS, Caltrans, and FHWA representatives invited to call in. The meetings are continuing.

On February 3, 2026, the District participated in a kickoff meeting with Halmar and Steward Machine, the structural steel and Energy Dissipation Device (EDD) fabricator, to introduce personnel who will be involved in producing and implementing the Quality Control Plans required for the structural steel and EDD fabrication. On March 27, 2026, Halmar submitted the structural steel Fabrication Quality Control plan. On May 21, 2026, Halmar submitted the revised structural steel Fabrication Quality Control Plan R01. On June 12, 2026, it was returned Approved as Noted. On September 1, 2026, submitted the revised structural steel Fabrication Quality Control Plan R03, and on September 3, 2026, it was returned Approved. On September 9, 2026, a pre-fabrication meeting was held in the structural steel fabricator's shop in Birmingham, Alabama. Two District representatives from the Engineering department were present, and one representative from the District's Quality Assurance shop inspector, Bureau Veritas.

On February 25, 2026, Halmar and the District met for the Preconstruction Scheduling Conference. The District discussed the monthly process of how the District will review Halmar's monthly update schedules. Halmar submitted the Updated Baseline Schedule for review on March 9, 2026, and the District returned the submittal requesting modifications. Halmar resubmitted the Updated Baseline Schedule on April 17, 2026, responding to the District's comments, and on May 1, 2026, the District accepted the Updated Baseline Schedule. The Contract Completion date remains in September 2031. Halmar is continuing to maintain and provide monthly updates of the project schedule.

On April 29, 2026, Halmar submitted their work plan for their temporary access system for the north side span, respectively. On May 4, 2026, Halmar submitted the Global Model Analysis for construction loading in the north side span. On May 19 and June 2, 2026, Halmar submitted their temporary access platform installation work plans for two different access systems. On July 1, 2026, Halmar submitted revisions to its Global Model Analysis and temporary access platform design and installation work plans. By July 23, 2026, the District reviewed the Global Model Analysis and the temporary lower access platform design and installation work plans and returned them Approved as Noted. On August 17, 2026, Halmar submitted revisions to its Global Model Analysis and temporary access platform design and installation work plans and by September 2, 2026, the District returned both Approved as Noted. Halmar is continuing to work on these submittals in order to receive full approval.

On April 20, 2026, Halmar submitted their work plan for use of a 40-Ton crane on the Bridge. On July 6, 2026, Halmar resubmitted their Traffic Control Plan for lane closures on the Bridge, and on July 8, 2026, Halmar resubmitted their work plan for the use of a 40 Ton Crane on the Bridge. The District reviewed these submittals and returned them Approved as Noted by July 28, 2026.

After a few resubmittals, Halmar resubmitted their Traffic Control Plan for lane closures on the Bridge on August 24, 2026, and the District returned it Approved on August 25, 2026. On September 1, 2026, Halmar resubmitted the work plan for the use of the 40 Ton Crane. On September 10, 2026, the District and Halmar met to discuss use of the crane on the Bridge. *On September 23, 2026, the District returned the 40 Ton Crane work plan Approved.*

On April 22, 2026, the District approved the Storm Water Pollution Prevention Plan (SWPPP). On April 20, 2026, the Regional Water Quality Control Board (RWQCB) permit notified the District and Halmar that the Notice of Intent was received and processed, and that construction activities may now begin.

On May 11, 2026, Halmar initiated field work by installing Temporary High Visibility Fence in Staging Areas A, B, and C. On May 13, the Temporary High Visibility Fence in Staging Areas A, B, and C was completed. On May 22, 2026, Halmar began mobilizing their office trailers into Area B. On June 2, 2026, Halmar commenced security guard coverage at Wedge No. 1, located at upper Conzelman Road. On July 6, 2026, Halmar began installing Temporary High Visibility Fence in Staging Area D and completed this on July 7, 2026. On July 9, 2026, Halmar commenced security guard coverage at lower Conzelman Road at Wedge No. 3 and mobilizing into Staging Area D.

On May 29, 2026, Halmar submitted its first preliminary shop drawings for the retrofit work. Preliminary shop drawing submission and review is on-going.

On July 23, 2026, Halmar began to install the Temporary Security Fence along the west sidewalk handrails. On August 4, 2026, Halmar began to install the Temporary Security Fence along the east sidewalk handrail. On August 31, 2026, Halmar completed the installation of the Temporary Security Fence on the east and west sidewalk handrails where required on the Contract Drawings.

On July 28, 2026, Halmar began to perform field measurements for the new access openings that will be made on the inside cells of the North Tower. On August 6, 2026, the field measurements were completed for the new access openings in the North Tower.

On August 4, 2026, Halmar began installing the Temporary Lower Access Platform in the north side span. As of August 25, 2026, installation has been completed between Panel Points (PP) 0'-12' and has been green tagged for limited use to perform field verifications. *As of October 9, 2026, the general i*nstallation of the North Side Span Temporary Lower Access Platform is *complete.*

On August 5, 2026, Halmar began installing temporary construction area signs along Conzelman Road and along the highway as required for upcoming lane closures. Halmar completed the sign installation along Conzelman Road on August 6, 2026. On September 10, 2026, temporary construction area sign installation along the highway was completed. Portable Changeable Message Signs (PCMS) installation *has been completed.*

On August 24, 2026, Halmar began to remove the Suicide Deterrent Net System (SDNS) between PP 0'-2' on the west side of the north side span and completed its removal on August 31, 2026. Halmar continues to prepare for removal of other sections of the SDNS along the Bridge.

On July 24, 2026, the Board, by Resolution 2026-039, authorized the approval of Contract Change Order No. 09 to Contract No. 2025-B-052, Golden Gate Suspension Bridge Seismic Retrofit, Contract 1-North and South Towers and North and South Side Spans, in the amount of $343,616, for floorbeam cleaning and painting at the north side span.

On August 28, 2026, the Board, by Resolution 2026-046, authorized the General Manager to approve construction contract change orders to Contract No. 2025-B-052, Golden Gate Suspension Bridge Seismic Retrofit, Contract 1 – North and South Towers and North and South Side Spans, within the financial limits of the contract budget, up to a maximum of $1,000,000 for any individual change order, with contract change orders exceeding $500,000 and up to $1,000,000 requiring the concurrence of the President of the Board of Directors and the Building and Operating Committee Chair; authorized the General Manager to approve amendments to professional services agreements authorized for Project #2520, Golden Gate Suspension Bridge Towers and Side Spans Seismic Retrofit Construction Project, within the financial limits of agreement budgets, up to a maximum of $150,000 for any individual amendment; and authorized the General Manager to delegate portions of these approval authorities to his designees.

On September 21, 2026, Halmar began installing temporary utilities from the staging areas to the North Tower for use during cleaning, abating, and priming work at the location. On October 1, 2026, Halmar began the cleaning and abatement work. This operation is in progress.

On September 28, 2026, Halmar performed a clean and paint demonstration on a steel panel to demonstrate that their materials, means and methods satisfy the coating requirements for the project. On October 1, 2026, the demonstration panel was completed, and results were submitted for the District's review. On October 1, 2026, the painting subcontractor began cleaning and abatement of existing paint on the interior steel surfaces at the North Tower.

On October 5, 2026, Halmar began night lane closures associated with material delivery for and installation of the South Side Span Temporary Lower Access Platform. Nightly lane closures will continue for this operation.

<u>Golden Gate Suspension Bridge Seismic Retrofit Contract 1 North and South Towers and North and South Side Spans Environmental Compliance Monitoring Services, RFQ/RFP No. 2025-B-84.</u> The Engineering Department prepared a Request for Statement of Qualifications and Request for Proposals (RFQ/RFP) seeking proposals from qualified environmental firms to provide environmental compliance monitoring services during the construction of Contract No. 2025-B-052, Golden Gate Bridge Seismic Retrofit, Contract 1 – North and South Towers and North and South Side Spans. On September 9, 2026, the RFQ/RFP was posted on the District's procurement portal. On October 3, 2025, the United States Department of Transportation (US DOT) issued an interim final rule regarding DBEs, which resulted in no DBE goal for this contract. In consultation with the Attorney and the Manager, SBE Compliance Programs, staff revised the contract documents and issued an addendum to incorporate the changes. By the due date of October 21, 2025, the District received two proposals. Engineering staff reviewed the proposals and determined that they were responsive to the solicitation. Consultant interviews were conducted on November 17th, 2025.

On December 19, 2025, the Board of Directors, by Resolution No. 2025-094 authorized execution of Professional Services Agreement (PSA) No. 2025-B-084, Golden Gate Suspension Bridge Seismic Retrofit, Contract 1 – North and South Side Span Environmental Compliance Monitoring Services, to Environmental Science Associates, of San Francisco, CA, in an amount not-to-exceed $1,547,090, to perform environmental compliance monitoring services during the construction of the Golden Gate Suspension Bridge Seismic Retrofit Contract 1 – North and South Towers and North and South Side Spans. On December 19, 2025, the District submitted to Caltrans for their review and approval the Consultant's audited cost rate information. On December 29, 2025, Caltrans accepted the Consultants audited indirect cost rates.

On February 9, 2026, the District and ESA had a kickoff meeting to introduce the team and to review the project and contract requirements.

ESA is continuing reviewing the Contractor's submittals for compliance with the Contract and the NPS Special Use Permit as required.

On March 3, 2026, ESA provided the first Worker Environmental Awareness Training for Halmar and District staff that will be working on the project site as required by the NPS Special Use Permit. On March 19, 2026, ESA provided online training session for Halmar and District staff. On April 10, 2026, ESA completed the training videos that the Contractor may use during their employee onboarding process to train their employees. ESA is continuing to provide worker training sessions.

On May 5, 2026, ESA conducted a pre-construction nesting bird survey in staging Areas A, B, C, and D. No active bird nests were observed within the survey area.

ESA is performing weekly site surveys to document the Contractor's compliance with the environmental permits and authorizations and the NPS Special Use Permit.

<u>Golden Gate Suspension Bridge Seismic Retrofit Contract 1 North and South Towers and North and South Side Spans Construction Scheduling and Claim Review Services, RFQ/RFP No. 2026-B-12.</u> The Engineering Department prepared a Request for Statement of Qualifications and Request for Proposals (RFQ/RFP) seeking proposals from qualified environmental firms to provide construction scheduling and claim review services during the construction of Contract No. 2025-B-052, Golden Gate Bridge Seismic Retrofit, Contract 1 – North and South Towers and North and South Side Spans. On February 18, 2026, the RFQ/RFP was posted on the District's procurement portal. By the due date of March 18, 2026, the District received two proposals. Engineering staff reviewed the proposals and determined that they were responsive to the solicitation. Consultant interviews were conducted on April 16, 2026.

On May 22, 2026, the Board, by Resolution No. 2026-025, authorized execution of a Professional Services Agreement (PSA) No. 2026-B-012, Golden Gate Suspension Bridge Seismic Retrofit, Contract 1 - North and South Towers and North and South Side Span, Construction Scheduling and Claim Review Services, to Secretariat Advisors LLC, El Segundo, CA, in an amount not-to-exceed $7,555,893.19.

On June 8, 2026, the District submitted to Caltrans for their review and approval the Consultant's audited indirect cost rate information. Caltrans sent a response requesting additional information to support the rate. The Consultant provided the information and the District re-submitted to Caltrans. *On September 21, 2026, Caltrans approved the Consultant's audited indirect cost rate. The Consultant and the District executed the Contract and the District issued the Notice to Proceed on October 1, 2026.*

Golden Gate Suspension Bridge Seismic Retrofit, Contract 1 North and South Towers and North and South Side Spans Structural Steel Fabrication and Shop Painting Inspection Services, RFQ/RFP No. 2026-B-013. The Engineering Department prepared a Request for Statement of Qualifications and Proposals (RFQ/RFP) seeking inspection firms to provide structural steel fabrication and painting inspection services at the fabrication and galvanization shops located in Georgia and Alabama, respectively. On May 7, 2026, the RFQ/RFP was posted on the District's procurement portal. By the due date of June 9, 2026, the District received five proposals. After District staff reviewed the five proposals, the top three ranked firms were invited for an interview. The interviews were conducted on July 8, 2026.

On August 28, 2026, the Board, by Resolution No. 2026-047, authorized execution of Professional Services Agreement (PSA) No. 2026-B-013, Golden Gate Suspension Bridge Seismic Retrofit, Contract 1 - North and South Towers and North and South Side Span, Structural Steel Fabrication and Shop Painting Inspection Services, with Bureau Veritas North America, Inc., of Pittsburgh, PA, in an amount not-to-exceed $1,631,564, for steel fabrication and shop painting inspection services during the construction of the Golden Gate Suspension Bridge Seismic Retrofit Contract 1.

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.

On June 25, 2026, a presentation was made at the Building and Operating Committee recommending the execution of the Third Addendum to the Twelfth Amendment to Professional Services Agreement No. 2011-B-2, Design Services for the Golden Gate Bridge Physical Suicide Deterrent System, with HNTB Corporation, in an amount not to exceed $500,012, for continuation of the construction engineering design support services during construction of the Golden Gate Bridge Physical Suicide Deterrent System Construction. This item was presented to the Board of Directors at their June 26, 2026, meeting, but due to a lack of a quorum, no action on the item could be taken, and the item will be brought forward at the next Board of Directors meeting on July 24, 2026, for appropriate action.

On July 24, 2026, the Board, by Resolution No. 2026-038, authorized the execution of the Third Addendum to the Twelfth Amendment to Professional Services Agreement No. 2011-B-2, Design Services for the Golden Gate Bridge Physical Suicide Deterrent System, in an amount not-to-exceed $500,012, for continuation of construction engineering design support services relative to Project #1526, Golden Gate Bridge Physical Suicide Deterrent System Construction.

<u>Golden Gate Bridge Physical Suicide Deterrent and Wind Retrofit, Contract No. 2016-B-1.</u> 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 field work, installing the temporary security fencing on the west sidewalk.

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 100% complete, with 91% miscellaneous attachments installed. 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 99% complete, with 88% miscellaneous attachments installed. 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 100%, with 96% miscellaneous attachments installed. 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 December 17, 2025, fabrication and battery prototype testing was completed with satisfactory results. The Contractor's Traveler designer, fabricator, and the District met on January 9, 2026, to discuss path to reach full approval of remaining fabrication shop drawings to better estimate final completion date of travelers fabrication. A second meeting was held on January 26, 2026, to review outstanding submittals. The fabrication work is continuing.

On January 20, 2026, the Contractor and Sub-Contractors began demobilization and clean-up from construction Areas A, B and C. As of February 15, 2026, SDJV has completed Areas A and B clean-up except for the removal of one double-wide trailer. On March 23, 2026, removal of the remaining double-wide trailer and clean-up around the trailer was completed. On March 27, 2026, Contractor's environmental consultants performed final site survey to ensure all staging areas were restored to pre-construction conditions. On Jun 29, 2026, California State Water Resources Control Board approved the Notice of Termination for the Water Board permit associated with the project.

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.

<u>Physical Suicide Deterrent System and Wind Retrofit Construction Scheduling and Claim Review Services, RFQ/RFP No. 2018-B-07.</u> 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 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 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 for continuation of services.

<u>Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit, Maintenance Traveler System Fabrication Shop Inspection Services RFQ/RFP No. 2021-B-073</u>. 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.

<u>Emergency 2.4 kV Bridge Feeder Interim Repairs, Contract No. 2025-B-033.</u> 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.

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 development 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 3, 2025 and all remaining equipment required for the initial repairs on September 11, 2025.

Engineering staff and its electrical engineering consultant prepared construction documents necessary for the short-term installation and provided the documents to two electrical contractors. On September 23, 2025, staff performed site walks with electrical contractors to review the existing conditions and the available access to the areas of work. Modifications to the drawings and the scope of work were made, based upon discussions with the electrical contractors. On November 19, 2025, a Request for Quotation package with the Scope of Work and Contract Drawings were sent to two Contractors. By the due date of December 23, 2025, PB Electric provided a not-to-exceed price in the amount of $2,304,000, to perform the emergency repairs.

The new equipment necessitates that the existing equipment support platforms at various locations be modified and enlarged. Engineering staff performed the design and Bridge Division iron workers completed fabrication of a steel platform extension for the east sidewalk mid-span equipment due to the existing platform being too small to support the new temporary equipment. Engineering staff has finalized the design of a second steel platform for the North Tower temporary equipment, and Bridge Division iron workers have completed fabrication. Steel platforms and equipment installation are progressing.

On January 23, 2026, the Board, by Resolution 2026-002, ratified the Emergency Action of the General Manager to approve the emergency Contract No. 2025-B-033, Emergency 2.4 kV Bridge Feeder Interim Repair, with PB Electric Inc., in the not-to-exceed amount of $2,304,000 to install the electrical equipment and materials necessary to complete the temporary short-term repair of the Bridge electrical system. The effective date of the Notice to Proceed is March 23, 2026.

Bridge Division personnel completed installation of temporary generators and cabling at the various work locations, completed installation of the platform extension at mid-span, and completed the fabrication and installation of the equipment platform at the North Tower.

PB Electric Inc. completed mobilization to the site and, on March 30, 2026, completed de-energizing the 2.4kV Bridge power line from the Powerhouse to the North Abutment. PB Electric completed the replacement of the equipment at the South Anchorage Housing. PB Electric's subcontractor completed installation of temporary scaffolding at the North Tower. PB Electric's subcontractor removed and disposed of the failed switches from the mid-span and North Tower locations. PB Electric finalized conduit routing plans for the mid-span and North Tower installations and began fabricating and bending the conduit at the staging area.

On May 15, 2026, the District temporarily suspended the work to discuss the means and methods for performing the mid-span and North Tower installations. The temporary suspension was lifted on June 5, 2026. After the temporary suspension was lifted, PB Electric alleged additional work and costs associated with training its staff in order to access the work areas. The District disputed the additional work and costs. The parties were not been able to reach an agreement on this matter and have agreed to terminate the contract. Contract termination is proceeding.

Bridge Division Electrical Department personnel are completing remaining conduit and conductor installation. Bridge Division staff modified the temporary electrical equipment platforms at mid-span and began installing conduit between the new equipment. This work is continuing. Engineering and Bridge Division staff developed plans for the temporary equipment installation and conduit routing at the south side of the North Tower. Existing utilities and obstructions are being removed in order to install the new junction boxes and conduit. Engineering staff are developing a plan to complete the conductor terminations and testing.

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

<u>Aluminum Clip Fabrication for Suspension Bridge Sound Reduction Project, Contract No. 2022-B-036.</u> 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 Specialists, 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 reviewing 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.

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 the report 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. The 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, the 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.

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. On August 21, 2025, DTSC held a virtual meeting with District and District's consultants, in which DTSC discussed its unpublished comments on the District's submittal of September 2024. DTSC confirmed that it agreed with the District's proposed Cleanup Goal of 600 mg/kg of lead in soil but required clarity on any proposed site-use restrictions and on the extents of the Soil Sampling Plan. District's consultant prepared responses to the DTSC comments by revising the submittal of September 2024 to provide more clarity, and on September 26, 2025, transmitted the revised document to DTSC for their review. On November 6, 2025, DTSC submitted forma comments on the District's September 2024 revision of the Cleanup Memo. These are the same comments that DTSC discussed virtually with District Staff on August 21, 2025. Staff is awaiting DTSC comments on the District's September 2025 revision of the Cleanup Memo. On December 4, 2025, DTSC informed Engineering staff that their technical experts are still reviewing the document.

On March 10, 2026, DTSC submitted a Comment Letter on the District's Cleanup Goal Memo and Soil Sampling Plan. DTSC accepted the District's proposed cleanup goal of 600 mg/kg of lead in soil. The District's consultant is addressing DTSC's comments. Once the finalized document has been approved by DTSC, the next step will be the preparation of a revised Feasibility Study/Remedial Action Plan (FS/RAP). On May 8, 2026, DTSC replaced this project's Project Manager with a new Project Manager. On May 27, 2026, Staff and District's consultant held a meet and greet video meeting with the new DTSC project management staff and discussed the status of the project. *On October 8, 2026, the District's consultant submitted to the new DTSC project manager a technical memorandum summarizing the history of the project and the analysis performed to reach the proposed cleanup goal of 600 mg/kg of lead in soil and outlining next steps to move the project forward*.

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.

On September 25, 2026, the Contractor completed all remaining punch list items, and on the same day, NPS opened the trail. On September 30, 2026, NPS held a ceremony celebrating the trail opening.

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. In 2025, Engineering staff completed inspections of the Golden Gate Suspension Bridge roadway and superstructure elements. In 2026, staff continued performing inspections of the remaining Suspension Bridge elements, as well as the elements on the other Golden Gate Bridge structures. Inspection of the Golden Gate Bridge is continuing.

In March 2026, Engineering staff completed the inspection of the District's four small structures. On June 12, 2026, the final inspection reports were submitted to Caltrans.

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. Rope inspections commenced the week of April 28, 2025 were completed the week of November 17, 2025. The Consultant has submitted the reports associated with the year 2025 inspections. Staff will incorporate the reports into the final report for the Golden Gate Bridge submission which is due at the end of 2026.

On March 26, 2026, the District submitted its response to the National Transportation Safety Board's (NTSB) safety recommendations that were sent to bridge owners after its investigation into the Francis Scott Key Bridge collapse. In conformance with the recommendations, a site-specific risk assessment was conducted in accordance with AASHTO Method II. The assessment determined that the Golden Gate Bridge has an annual frequency of collapse well below the AASHTO threshold of 0.0001, requiring no further action.

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 resulted 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.

On June 27, 2025, the Board, by Resolution No. 2025-042, authorized execution of Professional Services Agreement No. 2025-B-040, Golden Gate Bridge Strong Motion Instrumentation Program, with the State of California, Division of Mines and Geology, in an amount not-to-exceed $259,530, to perform for three years monitoring, testing, inspections, and repairs of the Golden Gate Bridge seismic instrumentation system. The District issued a Notice to Proceed (NTP) effective July 1, 2025. On September 19, 2025, staff and SMIP staff met to begin coordination efforts for the temporary removal and storage of seismic instrumentation devices that conflict with the upcoming seismic retrofit project.

On September 22, 2025, Engineering department received an immediate notification from SMIP in response to the magnitude 4.3 earthquake centered near Berkeley, California, of energy and displacement recorded by the various monitors located on the Bridge. Full follow-up reports were subsequently sent. This notification, part of ongoing efforts to improve overall earthquake response, confirms that the system functions as designed.

On October 24, 2025, the Engineering department and SMIP office held a meeting to coordinate preparations for the temporary relocation of several seismic sensors and associated conduit in connection with the upcoming seismic retrofit project.

During the week of November 17, 2025, SMIP staff conducted a site visit to perform routine maintenance, including replacement of several seismic sensors. In addition, staff visited and surveyed the equipment located at the base of the Suspension Bridge North and South Towers in preparation for temporarily relocating the equipment that conflicts with the upcoming seismic project. Engineering staff and SMIP met on February 19, 2026, to discuss the schedule and coordination necessary for the relocation work. During the week of March 8, 2026, SMIP staff conducted a site visit to complete removal of seismic sensors and conduit near Pylon N1 in preparation for the upcoming seismic retrofit project.

On April 10, 2026, the SMIP office submitted the first quarterly report for 2026 that summarizes the monitoring and testing results, inspection and maintenance activities, and any earthquake notifications related to the system. On April 14, 2026, a functional test of the seismic sensor and notification system was performed as part of routine maintenance, with satisfactory results.

On July 15, 2026, SMIP staff conducted a site visit to replace a recorder inside the South Tower.

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 September 22, 2025, a magnitude 4.3 earthquake occurred in Berkeley. 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 April 2, 2026, a magnitude 4.6 earthquake took place in Santa Cruz County. The earthquake was felt at the Bridge but did not trigger the Bridge seismic alarm. There were no reports of damage.

On August 13, 2026, a magnitude 3.8 earthquake took place near San Leandro. The earthquake was felt at the Bridge but did not trigger the seismic alarm located inside the Sergeant's Office. There were no reports of damage.

On October 6, 2026, 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 feedback received. 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.

On August 22, 2025, the Board of Directors, by Resolution No. 2025-060, authorized execution of the Tenth Amendment to Professional Service Agreement No. 2017-B-15, Golden Gate Bridge Toll Gantry Design Services, with AECOM, of Oakland, CA, in an amount not-to-exceed $782,653, for additional design services. The Notice to Proceed with the Tenth Amendment services was issued effective September 3, 2025. On September 25, 2025, a kick-off meeting with District staff and the Consultant was held to discuss the services and schedule. On October 23, 2025, the consultant performed a site visit to review the existing electrical and communication facilities and investigate routes of utilities to the new gantry structure. On November 5, 2025, the consultant submitted preliminary drawings of the revised gantry layout, roadway and pavement delineation and structural details. On November 17, 2025, the Engineering staff and consultant met and discussed staff's comments on the preliminary drawings. The consultant is modifying the drawings in response to staff's comments and is investigating alternate gantry walkway

configurations requested by Engineering staff.

On December 12, 2025, the consultant submitted exhibits and plans on a revised walkway configuration. On January 14, 2026, Engineering staff met with the consultant to review the revisions and on January 22, 2026, provided additional review comments. On February 5, 2026, the consultant submitted updated exhibits and plans of the revised walkway, including grating layout options that would accommodate the new tolling equipment. On March 17, 2026, Engineering staff met with the consultant to review the walkway options. On April 3, 2026, Engineering staff met with staff from the District's tolls and revenue department and the District's tolling consultant, to review the revised walkway and grating options. On April 6, 2026, Engineering staff selected the best option and directed the consultant to proceed with modifying the design plans and specifications. On July 1, 2026, the consultant submitted the revised drawings. Staff is reviewing.

On April 13, 2026, District engineering and tolling staff surveyed the Administration Building and North Equipment Room with the District's consultant to assess existing electrical and communication capacity and determine routing to the gantry. On April 30, 2026, Engineering staff met with the consultant to review the findings and confirm necessary design changes. The consultant submitted a progress set of plans on July 1, 2026, with additional updates provided on July 23, 2026. Engineering staff reviewed the plans and provided comments to the consultant on August 12, 2026. The consultant is continuing updating the plans. Staff is reviewing the traffic control measures required during construction and coordinating them with the Golden Gate Suspension Bridge Seismic Retrofit construction project (Contract No. 2025-B-052). Staff is also preparing specifications and contract documents in preparation for advertising. *Staff provided additional comments to the consultant on October 2, 2026, and met with the consultant on October 8, 2026, to review the construction staging and traffic control plans. The consultant is continuing to finalize the plans and specifications.*

Golden Gate Bridge South Approach Viaduct Truss Span Stringer Repair, Contract No. 2026-B-17. Staff and its consultant are preparing design plans and bid documents for stringer repairs at the South Approach Viaduct, Truss Spans Towers 2 and 3. The project will remove deteriorated portions of the existing stringers and end supports and restore the members to maintain their original load carrying capacity.

BUS TRANSIT FACILITIES

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 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.

On August 1, 2024, the contractor began work in the main bus employee parking lot.

The new PV system commissioning was completed on March 12, 2026. On March 16, 2026, the Contractor opened the Employee Parking Lot for employee use. The District received the Permit to Operate for the solar PV system from PG&E on April 17, 2026. The solar system and solar monitoring system were activated on 5/15/2026 and are actively generating solar power for the District. The Contractor finished the project punch list items in the field on August 28, 2026. *The Contractor is submitting final project documentation and gathering spare parts in preparation for closing the project.*

San Rafael Bus Heavy Duty Shop Overhead Crane, Contract No. 2026-BT-004. Staff is preparing design plans and bid documents for the installation of a 1-ton capacity ceiling-mounted bridge crane in the high bay of the San Rafael Heavy Duty Bus Shop to allow staff to safely lift equipment from the tops of buses.

San Rafael Bus Facility Water Line Modifications Engineering Design Services RFQ/RFP No. 2026-BT-011. The Engineering Department posted a Request for Statement of Qualifications and Request for Proposals (RFQ/RFP) in the District's procurement portal on June 16, 2026, seeking proposals from qualified engineering firms to provide water distribution design and permitting services necessary for the water line modifications at the San Rafael Bus Facility. The work includes water line sizing and design, distribution line design, backflow device design, permitting, production of plans, specifications, construction schedule, and cost estimate for the necessary modifications. On June 30, 2026, a pre-proposal meeting was held in the San Rafael Administration Building conference room. By the due date of July 28, 2026, the District received one proposal. District staff is reviewing the proposal.

Please see separate staff report regarding award of Professional Service Agreement (PSA) No. 2026-BT-11.

FERRY FACILITIES

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 Moffatt & 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 to provide support services.

On January 23, 2026, the Board of Directors, by Resolution No. 2026-003, authorized execution of the Sixth Amendment to Professional Services Agreement (PSA) No. 2021-F-049, San Francisco Ferry Terminal (SFFT) West and East Berth Ramp Rehabilitation, with Moffatt & Nichol, in an amount not-to-exceed $209,200, for continuation of construction engineering support services for the ramp rehabilitation at the West and East Berths at the San Francisco Ferry Terminal.

On August 28, 2026, the Board of Directors, by Resolution No. 2026-046, authorized execution of the Seventh Amendment to Professional Services Agreement No. 2021- F-049, San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation, with Moffatt & Nichol, of Walnut Creek, CA, in an amount not-to-exceed $177,857, for continuation of construction engineering design support services during construction of Project #2443, San Francisco Ferry Terminal West and East Berth Rehabilitation.

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.

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 was placed on supports at the off-site facility and the hydraulic and electrical systems were removed in preparation for steel repairs. On March 31, 2025, the East Ramp and Gangway hydraulic cylinders were shipped to a machine shop for refurbishment. When the hydraulic cylinders were disassembled for refurbishment, the machine shop identified damaged components that could not have been identified prior to disassembly and recommended replacement of certain components and additional modifications. Engineering staff reviewed the information and determined that additional repairs are necessary to complete the refurbishment and directed the Contractor to perform the repairs. On June 24, 2026, initial shop testing of the hydraulic and electrical systems was performed at the off-site machine shop and hydraulics repair facility. Additional repairs to and testing of the hydraulic cylinders remain outstanding prior to incorporation into the work. On August 12 and 13, 2026, the refurbished six east ramp cylinders were successfully pressure tested at the offsite testing facility and prepared for shipment to the Contractors yard. *The refurbished hydraulic cylinders arrived at the Contractor's yard on August 25, 2026. On September 23, 2026, the Contractor began installing the hydraulic cylinders onto the ramp.*

During April and May 2025, the ramp was blasted, cleaned, and prime painted. On June 11, 2025, the Contractor began steel repairs on the East Berth Ramp. While performing the specified steel repairs, the Contractor identified additional cracks and areas with deterioration. Engineering staff investigated and determined that additional repairs are necessary and directed the Contractor to perform the repairs. On January 28th, 2026, the steel repairs were completed. On January 28, 2026, blasting and coating operations began. On March 17, 2026, the ramp coating operations were completed. On March 18, 2026, the ramp was loaded onto a barge and transported to the Contractor's yard, where the new electrical and hydraulic systems are being installed. On July 31,

2026, the Contractor lifted the new east ramp HPU into the machinery room. *On September 21, 2026, the Contractor began installing the new hydraulic lines beneath the east ramp.* Installation of the new hydraulic system is ongoing. *On July 28, 2026, the Contractor began installing the east ramp lighting system. On October 2, 2026, the Contractor installed the new hydraulic system control panel on the east ramp machinery room. Installation of the electrical systems is ongoing.*

On December 16, 2025, the Contractor began disassembly of the east ramp gangway in preparation for blasting, cleaning, and painting. Disassembly was completed on January 12, 2026, and the Contractor began blasting and coating operations. On January 21, 2026, Engineering Staff inspected the east gangway and determined that minor steel repairs will be necessary. On March 27, 2026, the east gangway steel repairs were completed. Blasting and coating work on the gangway was completed on April 21, 2026. On April 23, 2026, the east ramp gangway was transported to the Contractor's yard for reassembly. On August 28, 2026, the Contractor began welding the new leaf plates and supplemental rollers. *On October 7, 2026, the Contractor completed the assembly of the gangway. On October 8, 2026, the Contractor welded new support brackets on the gangway to facilitate the installation of the new hydraulic lines.* The Contractor is progressing *with the hydraulic line installation.*

On July 15, 2025, the Contractor began the concrete repairs at the East Berth. On October 8, 2025, the Contractor completed the concrete demolition. On October 13, 2025, the contractor completed reinforcing steel placement and began installing formwork in preparation for placing concrete. On October 14 and 24, 2025, the Contractor performed the concrete pours to complete the repairs. On November 6, 2025, the Contractor removed the formwork and performed finishing repairs. Final inspection of the concrete repairs was completed on December 10, 2025.

On October 24, 2025, the Board of Directors approved Contract Change Order No. 02, in the amount of $914,155, for repairs to the San Francisco Ferry Terminal East Berth camel structure. On October 31, 2025, the Notice to Proceed for Contract Change Order No. 02 was issued. The east berth camel structure was lifted and placed on a barge on January 26th & 27th, 2026, before being transported to an off-site facility. On March 5, 2026, initial blasting of the fore camel was completed, and the steel structure was inspected by Engineering staff. On March 25, 2026, initial blasting of the aft camel was completed, and the steel structure was inspected by Engineering staff. On April 7, 2026, the Contractor began the steel repairs on the fore camel structure. Steel repairs of the aft and fore camel structures are ongoing. On April 9, 2026, fabrication of the replacement pontoons began. On July 8, 2026, the Contractor completed the final blasting of the camel structures and identified four additional steel repair locations. The repairs are progressing, and coating operations will continue once completed. On July 29, 2026, the Contractor completed the four additional camel steel repairs and continued with the coating operations. On August 19, 2026, the Contractor completed the coating operations on the main camel structures. *On October 5, 2026, the Contractor began installing the existing fenders with new mounting hardware. The Contractor is progressing with the work.*

On June 26, 2026, the Board, by Resolution No. 2026-027, authorized execution of Contract Change Order No. 2, Supplement 1, to Contract No. 2024-F010, San Francisco Ferry Terminal West and East Berth Ramp Rehabilitation, with Manson Construction Company, in the amount of $200,000, for additional repairs to the San Francisco Ferry Terminal East Berth camel structure.

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 were revised and presented to FTA, and FTA determined they were 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. Due to limited resources, work was paused on the San Francisco Ferry Terminal to focus on the Sausalito Ferry Terminal.

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 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 not to 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 and requested that the contract specifications be completed and submitted to the City prior to signing the permit application.

In 2024, Engineering staff reinitiated work on the project. 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. After the meeting, Engineering staff and its consultants began 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.

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 stated they were still reviewing the documents but requested that the District and its consultant prepare draft consultation letters to the SHPO and NMFS for their review.

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 July 15, 2025, staff and the Consultant made a presentation of the project to the Sausalito City Council and requested approval for the Public Works Director/City Engineer to co-sign the application. The City Council requested additional information from the Public Works Director prior to authorizing approval. On July 25, 2025, the City Engineer for the City of Sausalito signed the BCDC permit application, and on July 28, 2025, the District submitted the BCDC permit application. On August 27, 2025,

BCDC sent the District a letter requesting additional information about the project and the permit application. On November 4, 2025, the District submitted to BCDC responses to their letter. On December 4, 2025, BCDC notified the District that with the additional information, the application is considered complete and that they have until March 4, 2026, to act upon the application. BCDC also stated that they are reviewing the application to determine whether it may be processed administratively or as a major permit and will respond to the District within the noted action period. On March 6, 2026, BCDC issued the project permit.

The Consultant prepared and submitted to the District the draft USACE permit application. Staff provided comments and edits to the draft, and the Consultant revised the application.

On June 17, 2025, the consultant submitted to the Water Board the Section 401 water quality control permit application. The Water Board acknowledged receipt of the application and on September 2, 2025, the District received the Water Board's 401 Water Quality Certification (WQC) for the project.

On June 20, 2025, the Consultant provided FTA with draft letters to NMFS, USFWS, and SHPO. On July 9, 2025, FTA sent a letter to NMFS requesting NFMS concurrence that the project is not likely to adversely affect Endangered Species Act listed fish or designated critical habitat, would result in minimal short-term (construction related) impacts on essential fish habitat, and would have no effect on species protected under the Marine Mammal Protection Act. On July 15, 2025, NMFS responded concurring with FTA's determination. On July 15, 2025, the National Oceanic and Atmospheric Administration (NOAA) wrote to FTA acknowledging that FTA had determined that updates to the project do not require re-initiation of consultation and concurred that they had no concerns with this determination and requested additional information on whether the project would ensure that no incidental harassment of marine mammals would occur from the in-water construction. On July 29, 2025, FTA confirmed that the project had measures in place to ensure that no incidental harassment of marine mammals would result from the in-water construction and, therefore, no incidental harassment authorization from NOAA is necessary, and no further coordination with NOAA is required at this time.

On July 10, 2025, the Consultant sent out the tribal consultation letters. By July 24, 2025, no responses were received, and follow-up letters were sent. On July 28, 2025, the Consultant provided FTA the final Cultural Resource Survey Report for their review. The Consultant updated the draft letter to SHPO and submitted to FTA for review and comments. On September 12, 2025, FTA requested additional information and clarification on the letter prior to sending to SHPO. Staff and the Consultant revised the SHPO letter and also updated the Cultural Resource Survey Report in response to the FTA comments, and on September 29, 2025, resubmitted to FTA. On October 27, 2025, FTA provided additional comments and requested additional information associated with the SHPO letter. On November 4, 2025, the District and Consultant provided a revised SHPO letter to FTA for their review.

On August 5, 2025, FTA sent a letter to USFWS requesting USFWS concurrence that the project would have no effect to the California least tern or southern sea otter, and may affect, but not likely to adversely affect the delta smelt, and that the project is not likely to adversely affect the longfin smelt. On August 6, 2025, USFWS responded to FTA's letter advising that the project is outside the limits of the delta smelt and requesting clarifications regarding the longfin smelt. The FTA

requested guidance from the District and its consultant. The consultant provided a response to the USFWS questions, confirming that the project is outside the limits of the delta smelt, and FTA submitted to USFWA. On September 23, 2025, the USFWS provided a letter concurring with the determination that the project may affect but is not likely to adversely affect the distinct population segment of the longfin smelt as the effects on the longfin smelt are discountable.

On December 1, 2025, Engineering staff, Capital and Grants staff, and the District's consultant spoke with FTA staff regarding the status of the project. The District informed FTA that the Water Board permit was approved, that the BCDC permit application was under review, and that the US Army Corps of Engineers permit was under review. FTA stated they were still reviewing the SHPO letter prior to submitting and were still reviewing the NEPA re-evaluation memorandum. FTA stated they anticipated submitting the SHPO letter within a week after which they would review the NEPA memorandum. On January 6, 2026, FTA submitted to SHPO documentation requesting comments and concurrence on the revised Area of Potential Effects, the eligibility of historic properties for the National Register of Historic Places, and concurrence that the determination of no adverse effect to historic properties affected. On February 10, 2026, the SHPO sent a letter of concurrence.

On December 19, 2025, the USACE confirmed that the permit application is complete and that they would be restarting the tribal outreach and agency solicitation for the permit.

On October 7, 2025, FTA and the District received a response from the Federated Indians of Graton Rancheria stating they are interested in consulting on the project. FTA requested that the District reach out to the tribe and coordinate a meeting, and on October 10, 2025, the Consultant reached out to request a meeting. On January 6, 2026, the Federated Indians of Graton Rancheria (FIGR) responded to the previously sent correspondence and requested consultation on the Project. A consultation meeting was held on January 13, 2026, and included representatives from the USACE, FTA, FIGR, the District, and its consultants. FIGR informed the group that they have not yet completed their review of the project documents and did not concur with the determination that the project would not have an adverse effect on cultural resources. After the meeting, the USACE and FTA provided FIGR with the reports and studies performed to date on the project. In a correspondence between the USACE and FIGR, FIGR requested that a cultural remains testing and monitoring program be developed for the project. On February 9, 2026, the District and its consultants sent to the USACE a memorandum detailing a recommended cultural resource testing and monitoring program for the project. The USACE forwarded the memorandum to FIGR on February 10, 2026. On April 1, 2026, the District received from the USACE correspondence from FIGR accepting the District's recommendations.

On May 7, 2026, the USACE issued the Letter of Permission (LOP) for the project.

On March 10, 2026, the consultant submitted to FTA an updated NEPA document that included updates to all the technical reports, documentation of correspondence and concurrences with other regulatory agencies and responses to all of FTA's outstanding comments. On April 29, 2026, FTA provided additional comments on the NEPA document. On June 23, 2026, the consultant submitted to FTA the revised NEPA reevaluation report and a table listing all of FTA's comments and associated responses. On July 27, 2026, FTA completed its review of the NEPA reevaluation and

confirmed that the project still qualifies for a Categorical Exclusion (CE) under 23 CFR 771.118(d)(6).

On June 12, 2026, the consultant submitted the updated 100% specifications for District review. *Engineering staff reviewed the 100% drawings and specifications and provided comments to the Consultant. The Consultant is addressing the comments and modifying the drawings and specifications accordingly. Engineering staff submitted an application for a new electrical transformer to PG&E for their review and approval. PG&E is reviewing the application.*

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.

On July 25, 2025, the Board, by Resolution No. 2025-055, authorized execution of Professional Services Agreement No. 2025-F-026, Larkspur Ferry Terminal Diesel Exhaust Fluid (DEF) Storage Tank and Transfer Infrastructure Engineering Design Services, with Moffatt & Nichol, of Walnut Creek, CA, in an amount not-to-exceed $658,284, to perform engineering design services for a Diesel Exhaust Fluid storage tank and transfer infrastructure project at the Larkspur Ferry Terminal. The Notice to Proceed was issued effective August 12, 2025.

The project kick-off meeting was held on August 26, 2025, and on September 11, 2025, a site visit took place. The consultant prepared a site evaluation matrix of five different proposed DEF tank locations describing the pros and cons of each location. Engineering staff reviewed the matrix and after consultation with Ferry Operations staff, selected a location.

On February 12, 2026, Engineering staff and the consultant presented the project at the U.S. Army Corps of Engineers (USACE) Interagency meeting. Attendees included representatives from the USACE, Bay Conservation and Development Commission (BCDC), San Francisco Bay Regional Water Quality Control Board (RWQCB), and Federal Transit Administration (FTA). The regulatory agency representatives expressed concerns about all of the proposed tank location and inquired about locating the tank at other locations.

On February 26, 2026, Engineering staff and the consultant had a follow-up meeting with the FTA to further discuss the project. On February 25, 2026, the consultant performed additional environmental field investigations of the site and the proposed tank locations and identified the permitting challenges with each of the proposed tank locations. After review, Engineering staff identified a sixth tank location within the existing parking lot that appeared to have the least environmental impacts. Engineering staff directed the consultant to perform preliminary design and environmental assessment work based on the newly identified location. The agency representatives were later informed of the new location. On May 7, 2026, BCDC contacted the

consultant expressing concerns about the new proposed tank location. On May 28, 2026, the consultant responded to BCDC's concerns, and on June 10, 2026, a follow-up call took place. On June 15, 2026, the consultant contacted the USACE to inquire if the Federated Indians Graton Rancheria (FIGR) would be interested in participating in a site visit as part of the federal-to-tribal coordination process. The USACE forwarded the request to the FIGR on June 25, 2026, but did not receive a response from the tribe. On June 22, 2026, the consultant and Engineering staff conducted a site visit with BCDC representatives to resolve their concerns about the proposed tank location. During the site visit, the BCDC representatives identified a preferred alternative location within the parking lot. After review, the District determined that the alternative location is feasible and agreed with the BCDC to proceed with their recommendation. On July 28, 2026, the consultant notified the regulatory agencies of the selected alternative location.

On April 29, 2026, the consultant completed a topographic survey of the new location. On May 29, 2026, the Consultant submitted the 30% design drawings and specifications. On June 11, 2026, Engineering staff provided comments on the package. On July 9, 2026, the consultant performed additional environmental field investigations at the alternative location approved by the BCDC. On July 30, 2026, the consultant performed geotechnical investigations, and on July 31, 2026, the consultant performed an additional topographic survey at the alternative location. The consultant is advancing the design development and concurrently preparing regulatory permit applications.

Engineering Design Services for the Larkspur Ferry Terminal Storm Drain Facility Repair, RFP No. 2025-F-021. The Engineering Department prepared a Request for Statement of Qualifications and Request for Proposals (RFQ/RFP) seeking proposal 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 repair of the damaged storm drain that is located at the southwest corner of the Larkspur Ferry Terminal property. On August 5, 2025, the RFQ/RFP was posted to the District's procurement portal, Bonfire portal, and notified potential interested firms in the region. By the due date of September 5, 2025, no proposals were received. Staff inquired with potential consultants why they did not provide a proposal and were informed that they were too busy.

Engineering determined to re-advertise the RFQ/RFP with two changes: an extended bid period of 6 weeks, and an allowance for firms to propose project scope changes that may assist with fulfilling the intent of the project. The RFQ/RFP was readvertised on September 23, 2025, and a second pre-bid meeting was held at Larkspur Ferry Terminal on October 7, 2025. On October 3, 2025, the United States Department of Transportation (US DOT) issued an interim final rule regarding DBEs, which resulted in no DBE goal for this contract. In consultation with the Attorney and the Manager, SBE Compliance Programs, staff revised the contract documents and issued an addendum to incorporate the changes.

By the due date of November 4, 2025, one proposal was uploaded to the District's procurement portal. Staff reviewed the proposal and determined that it was responsive to the solicitation.

On December 19,2025, the Board, by Resolution No. 2025-095, authorized execution of Professional Service Agreement No. 2025-F-021, Larkspur Ferry Terminal Storm Drain Facility Repair with WRA, Inc, of San Rafael, in an amount not to exceed $647,901.80, to perform design, environmental and permitting services for storm drain facility repair at the Larkspur Ferry Terminal. The District issued a Notice-to-Proceed to WRA effective January 30, 2026.

Staff held a progress meeting with WRA on February 9, 2026, and WRA started work on the preliminary design. WRA completed various required surveys, including a topographical survey of the storm drain area including the upstream gully, and a bathymetric survey of the Corte Madera Creek adjacent to the outfall of the storm drain. Geotechnical soil borings were performed on March 19-20, 2026, to evaluate the strength of the soils that support the existing storm drain. WRA is continuing investigating various options for replacement of the corroded storm drain. On March 26, 2026, District staff and WRA met with FTA representatives to discuss the project and the environmental compliance studies necessary for the Project. On April 7, 2026, WRA presented to the District its preliminary design concepts for evaluation. On June 8, 2026, a meeting was held between the District and WRA to discuss the Alternative Evaluation Report on the design of repairs to the damaged storm drain. The District provided its comments, and WRA provided a revised draft preliminary report for District review on June 22, 2026. The District has reviewed the report and has decided to proceed with a slip-lining repair option due to lower costs, less site disturbance, and quicker implementation schedule relative to the other options.

On August 13, 2026, Engineering staff and the consultant presented the project at the U.S. Army Corps of Engineers (USACE) Interagency meeting. Attendees included representatives from the USACE, Bay Conservation and Development Commission (BCDC), San Francisco Bay Regional Water Quality Control Board (RWQCB), US Fish and Wildlife Service (USFWS), and Federal Transit Administration (FTA). The regulatory agency representatives did not express any major concerns about the proposed slip-lining option. A follow-up meeting with FTA was scheduled to further discuss the project. On 9/4/2026, WRA submitted a 30% Design for the slip-lined culvert repair option. Staff is reviewing the 30% design plans. WRA is preparing documentation for incorporation with the various permit applications to FTA and for the Cultural Studies evaluation of the project site. *On October 13, 2026, a site walk with Engineering, Ferry and WRA staff took place to review the 30% design plans, review proposed staging areas and discuss potential impacts to Ferry operations during construction. WRA is reviewing the design plans to determine how to minimize impacts to Ferry operations.*

<u>Wetland Restoration Design and Permitting Support Services at Corte Madera Ecological Reserve, RFP No. 2014-FT-13.</u> As a condition of a 1988 US Army Corps of Engineers (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 Year 1 monitoring report to the USACE, Bay Conservation and Development Commission (BCDC), the Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife Service (CDFWS).

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.

On January 29, 2024, Consultant finalized the Year 3 Report and submitted the same to the permit agencies (BCDC, RWQCB, and USACE).

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.

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 monitored management area #1 to determine the effectiveness of the previously performed pampas grass control efforts. Minimal resprouts were identified.

Consultant continued 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.

On January 31, 2025, 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.

Year 5 monitoring, the last year of the permit-required monitoring activities, began in 2025. Consultant removed the temporary irrigation system, performed the Year 5 hydrology and erosion monitoring of the new marsh, performed weed management and hand watering of the new and existing plants within the transition slopes of the new marsh.

Consultant continued to replant areas where invasive species have been removed in order to increase the success for the native plants to re-populate the areas. The 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. On July 3, 2025, staff and the Consultant performed a site walk to view both the 4-acre new marsh and the surrounding areas where the invasive plant species removal and management is taking place. The new 4-acre marsh area is performing well, and healthy pickleweed was observed growing throughout the marsh. The uplands slopes are covered with tall grasses.

The pampas grass removal from the surrounding areas has been successful, and only a few re-sprouts have needed to be removed. However, the cleared areas are being colonized by the invasive Harding grass, which is proving more difficult to manage. The Consultant is investigating alternate methods to control the Harding grass.

On August 4, 2025, the Consultant began removal of the invasive pampas grass in management area #3, located south and east of the new marsh footprint. The fronds were cut with hedge trimmers, and the root balls were dug out with a small backhoe and turned over to be exposed to the heat of the summer sun, killing the seeds. Consultant continued watering the shrubs located in the transition zone of the new marsh.

On August 4, 2025, Consultant met with staff to discuss the status of the new marsh during this last year of monitoring (Year 5), and the status of the invasive grass control efforts going forward through 2027. Staff requested the Consultant prepare recommendations for the long-term maintenance and management of the site. On September 9, 2025, Consultant submitted a memo outlining the various options for management of the invasive Harding Grass in the near future, both within the new marsh footprint and areas adjacent to the new marsh. Staff reviewed the memo and requested additional details and information. On October 3, 2025, the Consultant submitted the additional information. Consultant informed the District that their current sub-contractor, who performs the onsite maintenance work, is closing their business at the end of 2025, and that a substitute sub-contractor will need to be secured.

In October and November 2025, Consultant performed site work, including the removal of pampas grass re-sprouts by hand, and watering of the new plants within the transition zone of new marsh footprint. Consultant removed the plastic tarps that have been used at the site during the summer months to solarize the roots of the invasive Harding grass that is present near the new marsh area.

On December 29, 2025, Consultant submitted the year 5 monitoring report. Staff completed its review of the report, and Consultant submitted the Year 5 Monitoring Report to the permit agencies – USACE, BCDC, RWQCB, and CDFW on January 30, 2026.

On March 10, 2026, the District received an email notice from the RWQCB that the District's 5-Year Monitoring Report on the new 4-acre marsh had been approved as meeting the permit requirements for the new marsh and that additional monitoring is not required. On June 18, 2026, the District received an email from BCDC stating no further reporting for the project is required. BCDC requested submission of project completion documentation, and on June 24, 2026, the District submitted the final BCDC documentation. The District has not received any response from the USACE.

Consultant submitted a draft revised scope of work to be performed by the replacement sub-contractor on the areas outside the restoration area for years 2026 through 2028. The revised scope of work takes into account lessons learned from the previous years' weed control work. Consultant provided revised documents on December 10, 2025. Staff met with the consultant on January 6, 2026, and agreed on the revised scope of work. Consultant prepared and submitted the revised work plans for the 2026 work.

On May 4-5, 2026, invasive grass mowing was performed. On July 13, the Consultant performed a second round of invasive grass mowing at the site. Some re-sprouts were identified from the initial mowing performed in May and will be removed during the next weeding and mowing session currently scheduled for late September 2026.

On September 9 and 10, 2026, Consultant performed a third round of mowing invasive grass at the site. *On October 12 and 13, 2026, Consultant performed pampas grass re-sprout removal at the site.*

Larkspur Ferry Terminal Service Building Roof Rehabilitation, Contract No. 2026-F-006. Staff is preparing design plans and bid documents for the rehabilitation of the Larkspur Ferry Terminal Service Building roof. The scope of work includes removing and disposing of the existing built-up roofing system; removing existing rooftop weather station and communication equipment support and mounting, existing electrical conduit, wiring and sleeper supports; furnishing and installing new built-up roofing system; furnishing and installing new pole mount supports, new electrical junction boxes, new electrical conduit support sleepers; furnishing and installing new perimeter roof fall protection system.

Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Design and Permitting Support Services, Contract No. 2026-F-007. 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 to provide environmental clearances and authorization, assist with construction permitting, and prepare plans, specifications, construction schedule, and cost estimate for maintenance dredging at the Larkspur Ferry Terminal berths, turning basin, and navigation channel and on May 13, 2026, posted the RFQ/RFP to the District's procurement portal. The scope of work includes conducting a condition hydrographic survey of the Larkspur Ferry Terminal berths, turning basin, and navigation channel; preparing and implementing sediment sampling and analysis plans and reports; preparing permit applications; coordinating regulatory agency interaction; investigating and securing permits and agreements for sediment disposal; and preparing construction drawings, technical specifications, and construction cost estimate for the work.

By the due date of June 10, 2026, the District received four (4) proposals. Staff reviewed the proposals and invited the three (3) top-ranked proposers to an interview. The interviews were held on June 29, 2026.

On July 24, 2026, the Board, by Resolution 2026-040, authorized the execution of Professional Services Agreement No. 2026-F-007, Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Design and Permit Support Services, to Moffatt & Nichol, of Walnut Creek, CA, in an

amount not-to-exceed $704,611, to perform professional dredging design, environmental clearance and construction permitting support services for maintenance dredging at the Larkspur Ferry Terminal. The District issued a Notice-to-Proceed to Moffatt & Nichol effective August 13, 2026. The project kick-off meeting was held on August 20, 2026.

The Consultant completed a condition hydrographic survey of the berths, turning basin, and navigational channel. Soundings were taken throughout the waterway to determine the depths and volume of sediment to be removed. *The survey report is being finalized. The Consultant prepared a draft Sediment Characterization Sampling and Analysis Plan (SAP) outlining how the sediment will be sampled and tested for chemistry, toxicity, and bioaccumulation to determine where and how the dredged material may be disposed of. The SAP was presented on October 14, 2026, to the US Army Corps of Engineering at its Dredged Material Management Office (DMMO) meeting. The Consultant is preparing a draft Integrated Alternatives Analysis report that will incorporate the SAP findings and support recommendations for dredge material disposal.*

Construction Contract Working Days Expended as of *October 11, 2026*						
Project	**Contract**		**Contract Working/Calendar Days**	**Elapsed Contract Days**	**Contract Extension Days**	**Contract Time Expended**
Golden Gate Suspension Bridge Seismic Retrofit, Contract 1 – North and South Towers and North and South Side Spans (Halmar International, LCC) NTP 01/05/2026 CCD 09/29/2031	2025-B-052		1,417***	*192*	0	*13.55*%
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*	3,528	2,149	98.58%
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***	572	332*	100.00 %

SFFT East & West Berth Ramp Rehabilitation (Manson Const., Co.) NTP 12/12/24 CCD 06/*16*/26 Revised CCD: 02/09/27	2024-F-010		375***	*455*	161	*84.89*%
*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.

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