



Agenda Item No. (6)

To: Finance-Auditing Committee/Committee of the Whole
Meeting of September 26, 2024

From: Amy Frye, Director, Capital and Grant Programs
Joseph M. Wire, Auditor-Controller
John R. Eberle, Deputy District Engineer
Denis J. Mulligan, General Manager

Subject: **APPROVE ACTIONS RELATIVE TO THE FUNDING PLAN FOR THE
GOLDEN GATE SUSPENSION BRIDGE SEISMIC RETROFIT
CONSTRUCTION PROJECT**

Recommendation

The Finance-Auditing Committee recommends that the Board of Directors authorize the following actions relative to the funding plan for the *Golden Gate Suspension Bridge Seismic Retrofit Construction Project*, as follows:

1. Approve a funding plan for the Project #2250, *Golden Gate Suspension Bridge Seismic Retrofit Construction Project* (Project), in the amount of \$869.6 million, funded with \$400 million of Federal Bridge Investment Program (BIP) Grant Funds, \$200 million in California Department of Transportation (Caltrans) Local Highway Bridge Program (HBP) Funds, and \$269.6 million in Golden Gate Bridge, Highway and Transportation District Reserves;
2. Authorize the General Manager or his designee to sign the BIP Grant Funds Designated Subrecipient Agreement with Caltrans required to access the BIP Grant Funds for the Project, and any future agreement amendments; and,
3. Authorize the General Manager or his designee to sign the Caltrans HBP Funds High-Cost Agreement with Caltrans required to access the HBP Funds for the Project, and any future agreement amendments.

This matter will be presented to the Board of Directors at its September 27, 2024, meeting for appropriate action.

Summary

The Project #2250, *Golden Gate Suspension Bridge Seismic Retrofit Construction Project*, is included in the FY 24/25 Bridge Division Capital Budget in the amount of \$870 million. The

Project includes the replacement, retrofit, and installation of critical structural elements on the Golden Gate Suspension Bridge (Bridge) to increase its resiliency against earthquakes. These improvements will ensure the structural stability and safety of the Bridge during major earthquake events. The Project entails work on the following elements:

- Installation of 38 solid state Energy Dissipation Devices (EDD)
- Replacement of the top lateral bracing
- Retrofit of the bottom lateral bracing
- Strengthening of the stiffening trusses
- Main Towers' strut retrofit
- Main Towers' façade retrofit
- Main Towers' leg base retrofit
- Removal of the existing floor beam central struts and installation of the new longitudinal struts
- Floor beam strengthening
- Replacement of the existing six thermal expansion finger joints with new seismic isolation deck joints
- Roadway deck support pedestal retrofit
- Roadway deck expansion joint retrofit
- Cleaning and painting of structural steel, including lead paint abatement
- Installation of a system of temporary platforms for construction access
- Utility modifications required to accommodate the structural retrofit
- Bridge lane closures and traffic control on local roads leading to the Bridge to accommodate both the public and the construction traffic
- Establishment of nearby staging areas for storage of materials and equipment

This is a vital project, but it is too big for the Golden Gate Bridge, Highway and Transportation District (District) to fund on its own, so staff has been pursuing grants to pay for the Project. In January 2023, the District was awarded \$400 million in Federal BIP grant funds for the Project. The Bridge was one of only four projects nationwide selected to receive a Large Bridge BIP Grant in the first year of this new program that is part of the Bipartisan Infrastructure Law.

The Federal Highway Administration (FHWA) is responsible for administering the BIP Grant funds. FHWA and Caltrans have an Administering Agency-State Agreement for Federal-Aid Projects in place in which Caltrans is recognized as an eligible recipient for these funds and is authorized to sign and execute agreements with subrecipients. The District is considered a subrecipient and must sign and execute the BIP Grant Funds Designated Subrecipient Agreement.

The BIP Grant Funds Designated Subrecipient Agreement includes all the terms and conditions that are included in the agreement between FHWA and Caltrans, defines the specific project responsibilities between the District and Caltrans, and includes the specific project responsibilities that are necessary for the development and timely delivery of the project. Staff recommends that the General Manager or his designee be authorized to sign and execute the BIP Grant Funds Designated Subrecipient Agreement with Caltrans in order to receive the \$400 million in Federal BIP Grant funds for the construction of the Project.

Previously, the Caltrans Local HBP had committed funding for the seismic retrofit of the Bridge (the North Anchorage Housing and the Suspension Bridge), and \$51 million remains from this prior commitment. For several years, the District has been in conversations with the State regarding additional funding. The District recently reached an agreement with the State regarding the funding plan for the Project. The State has agreed to provide \$149 million of new money to the District, for a total of \$200 million of State directed funding, which is the most that they can provide at this time. This money will be provided through the Caltrans Local HBP.

Similar to the BIP grant funds, Caltrans requires the execution of a High Cost Agreement with recipients of large sums of funds. High cost projects commit large sums of funds but, due to the time it takes to construct the large projects, not all of the funds can be spent in one year. The High Cost Agreement specifies the terms and conditions for receiving the funds and specifies the yearly amount of funds that will be allocated to the Project up to the total committed HBP fund amount. Staff will work with Caltrans and the Metropolitan Transportation Commission to ensure that the HBP funds are added to the Transportation Improvement Program (TIP) and take the appropriate steps to obligate the funds. Staff recommends that the General Manager or his designee be authorized to sign and execute the High Cost Agreement with Caltrans in order to receive the \$200 million in HBP funds.

Fiscal Impact

Project #2250, *Golden Gate Suspension Bridge Seismic Retrofit Construction*, was approved in the FY 24/25 Bridge Division Capital Budget in the amount of \$870 million and was originally planned to be funded with the \$400 million in federal Bridge Investment Program (BIP) funds, \$51 million in Caltrans Highway Bridge Program (HBP) funds, \$245 million in State or Regional funds, and \$174 million in District reserves. The funding plan recommended in this report for the Project includes \$400 million in federal BIP funds, \$200 million in Caltrans HBP funds, and \$269.6 million in District reserves as detailed in the table below.

Golden Gate Suspension Bridge Seismic Retrofit – All Phases Funding Plan (in \$ millions)

	Preliminary Engineering	CM/GC Retrofit Pre-construction (Project #1923)	Construction (Project #2250)	Total
Federal Funds				
Bridge Investment Program	-	-	\$400.0	\$400.0
Highway Bridge Program	\$26.8	\$11.3	\$200.0	\$238.1
District Reserves	-	\$8.8	\$269.6	\$278.4
TOTAL	\$26.8	\$20.1	\$869.6	\$916.5

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