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Metropolitan Transportation Commission Allocates \$5 Million in Grant Funding for Final Design of Golden Gate Bridge “Net System” Suicide Deterrent

On July 28, 2010, at the regularly scheduled Metropolitan Transportation Commission (MTC) commission meeting at 10 a.m. at the Joseph P. Bort MetroCenter, Lawrence D. Dahms Auditorium, 101 Eighth Street, Oakland, \$5 million in federal grant funding was allocated to the Golden Gate Bridge, Highway and Transportation District (GGBHTD) to complete the final design of the Golden Gate Bridge Suicide Deterrent NET SYSTEM which is estimated at \$5 million.

The GGBHTD Board of Directors (Board) would then accept the funding at their regularly scheduled meeting at 10 a.m. on August 13, 2010. Once the funding is accepted, the final design effort for the NET SYSTEM will take approximately 18 months to complete and about 24 months to build, once funding for construction is identified. Funding is not yet identified.

Golden Gate Bridge Suicide Deterrent Project

Complete Project Details: <http://www.ggbsuicidebarrier.org/>

Project Funding to Date: Since 2005, the GGBHTD Board policy has been, and continues to be, that no Golden Gate Bridge toll revenues will be allocated towards the funding of this project.

The Wind Tunnel Testing, the preparation of the required Environmental Documents (Draft EIR/EA and Final EIR/EA), and the preliminary engineering were funded as follows: MTC allocated \$1,850,000; City and County of San Francisco provided \$100,000; County of Marin provided \$25,000; and public and private citizen groups contributed \$28,700.

The final design (estimated at \$5 million) and construction (estimated at \$45 million) of the NET SYSTEM will also be funded with donations, non-profit funds, and grant funds.

Summary of the Suicide Deterrent Project Timeline:

- **March 11, 2005:** GGBHTD Board approved proceeding with environmental studies and preliminary design work for development of a potential physical suicide deterrent system on the Bridge, contingent upon receiving outside funding to pay for the studies and design.
- **April 22, 2005:** GGBHTD Board adopted project criteria to assist in guiding the project.
- **June 28, 2006:** Metropolitan Transportation Commission provided \$1,850,000 towards the \$2 million required for the preliminary engineering and environmental process; additional funding was provided by the City and County of San Francisco, Marin County and several interested individuals and groups.

- **September 22, 2006:** GGBHTD Board authorized the hiring of a consultant for this project.
- **May 24, 2007:** Phase 1 completed – critical Wind Studies were completed, report released.
- **June 14, 2007:** Phase 2 began – Notice of Preparation was issued and environment studies formally commenced.
- **July 8, 2008:** Draft Environmental Impact Report (EIR)/Environmental Analysis (EA) was released for public and agency comment through August 25, 2008.
- **July 22 and 23, 2008:** Two public meetings were held on the Draft EIR/EA.
- **August 25, 2008:** Close of public and agency comments.
- **October 10, 2008:** GGBHTD Board selected the Net Alternative as the Locally Preferred Alternative for the Suicide Deterrent Project.
- **October 13, 2008:** Preparation of the Final Environmental Impact Report Final (Final EIR) and Finding of No Significant Impact (FONSI) based on the Net Alternative as the LPA commenced.
- **May 22, 2009:** GGBHTD Board approved the execution a Memorandum of Agreement (MOA) regarding the Project between the GGBHTD and California Department of Transportation (Caltrans); California State Historic Preservation Officer (SHPO) and Federal Advisory Council on Historic Preservation (ACHP).
- **July 13, 2009:** MOA was executed with State Historic Preservation Officer and federal Advisory Council on Historic Preservation.
- **January 22, 2010:** GGBHTD released the Final EIR/EA.
- **February 12, 2010:** GGBHTD Board certified the Final EIR/EA.

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