



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER  
BOARD OF DIRECTORS  
MEETING OF MAY 24, 2024**

The Honorable Board of Directors  
Golden Gate Bridge, Highway and Transportation District

Honorable Members:

**REPORT ON THE EMERGENCY ACTIONS TAKEN BY THE GENERAL MANAGER  
RELATIVE TO THE REPAIRS TO THE SAUSALITO FERRY LANDING**

On April 22, 2024, the General Manager approved two emergency procurements, Contract No. 2024-F-040, with Moffatt & Nichol, for design services, and Contract No. 2024-F-041, with Power Engineering Construction Co., for repairs to the Sausalito Ferry float pier guide pile.

On April 19, 2024, Ferry Division staff discovered a crack on one of the float guide piles at the Sausalito Ferry Float. There are four 24-inch diameter steel guide piles at the float, two at the bow and two at the stern, that allow the float to move up and down with the tide and keep the float in alignment with the adjacent access pier. Engineering staff reviewed the crack and determined that due to its size and location on the pile the facility should be taken out of operation until repairs could be made. On April 19, 2024, Ferry Division stopped ferry service at the facility and temporary bus service was implemented between the Sausalito Ferry Landing and the San Francisco Ferry Building to provide uninterrupted service to our customers.

In accordance with Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager authorized an emergency procurement, Contract No. 2024-F-40, with Moffatt & Nichol to perform a site visit and assessment of the cracked pile and develop a repair. The General Manager also authorized an emergency procurement, Contract No. 2024-F-041, with Power Engineering Construction Co. (Power), to perform the repairs. Moffatt & Nichol performed an assessment of the damaged pile and developed a repair consisting of cleaning and welding the crack in the steel pile and fabricating and installing by welding four steel stiffeners to reinforce the pile at the location of the crack. Moffatt & Nichol also determined that a new strut should be installed between the two stern piles, since the original strut between the two piles was no longer present. Engineering concurred with the repair design and requested Power to perform the repairs.

Power mobilized to the site and completed all of the specified repairs. An independent testing and inspection firm performed non-destructive testing of the welds performed in the shop and on-site. Engineering staff inspected the work determined that the repairs had been satisfactorily completed. On May 1, 2024, ferry service at the Sausalito Ferry float resumed.

**REPORT ON THE EMERGENCY ACTIONS TAKEN BY THE GENERAL MANAGER  
RELATIVE TO THE REPAIRS TO THE SAUSALITO FERRY LANDING (continued)**

Moffatt & Nichol and Power were directed to perform the work and track their expenses on a time and material basis. Engineering staff estimated a cost of approximately \$71,000 for the design effort, \$190,000 for the actual repairs and \$9,000 for District staff costs. Moffatt & Nichol and Power are compiling invoices for the work. Final costs will be reported upon receipt and approval of the invoices and will be reported to the Board for ratification as the costs will exceed the General Manager’s authority.

**Fiscal Impact**

Estimated cost for the repairs to the guide pile is \$270,000.

<b>DESCRIPTION OF ITEMS</b>	<b>COSTS</b>
Guide Pile Repair Design (Moffatt & Nichol - estimated)	\$71,000
Guide Pile Repairs (Power Engineering Construction Co. - estimated)	\$190,000
District Staff Costs (estimated)	\$9,000
<b>TOTAL COSTS</b>	<b>\$270,000</b>

**UPDATE ON DISTRICT OPERATIONS POST-PANDEMIC**

Overall travel in the Golden Gate Corridor - by Bridge, Bus and Ferry - remains well below pre-pandemic levels, especially commute travel. That having been said, travel in the Golden Gate Corridor continues to trend upward, except for Bridge traffic last month.

In April 2024, southbound Bridge traffic was 3 percent below April 2023 traffic. Many factors may have contributed to this decline in Bridge traffic, including the unlawful protest on April 15<sup>th</sup> that blocked southbound Bridge traffic for over four hours during the morning commute.

In April 2024 Bus ridership was 11 percent above April 2023, and Ferry ridership was 8 percent above April 2023 ridership. The District continues to add back bus and ferry service incrementally as we see a return of our customers travelling in the Golden Gate Corridor.

**UPDATE ON GOLDEN GATE BUS COACH OPERATOR APPRENTICESHIP PROGRAM**

Working alongside the Marin Community College District (MCCD), the District is pleased to share that the Golden Gate Bus Coach Operator Apprenticeship Program (GGAP) received its official approval from the Division of Apprenticeship Standards (DAS) on May 7<sup>th</sup>.

In 2021, the District and the Amalgamated Transit Union Local 1575 collaborated with the Marin Community College District (MCCD) to launch the Golden Gate Bus Coach Operator Apprenticeship Program (GGAP).

**UPDATE ON GOLDEN GATE BUS COACH OPERATOR APPRENTICESHIP PROGRAM (continued)**

The GGAP aims to address workforce shortages in the region by offering job training and career opportunities for underrepresented groups in Marin and Sonoma Counties. Participants can earn college credits, which will support recruitment and retention efforts at the District. Additionally, there are ongoing efforts to establish the nation's first Bus Operator Pre-Apprenticeship Program with the Santa Rosa Junior College (SRJC), furthering the District's commitment to creating viable career paths in the transportation sector. Thank you to everyone who worked so hard to make this Program a reality!

**UPDATE ON THE EFFORT TO IMPROVE THE FINANCIAL CONDITION OF THE GOLDEN GATE TRANSIT AMALGAMATED RETIREMENT PLAN (GGTARP)**

District employees participate in one of four different pension plans based on their collective bargaining agreement. Current and retired District bus operators are participants in the Golden Gate Transit Amalgamated Retirement Plan (GGTARP). GGTARP is unique in many ways, including its current funding status and its governance.

Among other things, a fiscally sound approach to pensions necessitates that a retiree's ultimate pension payments are reasonably correlated to the contributions made on behalf of the participant taking into account the accompanying investment returns. Not surprisingly considering GGTARP's woefully underfunded status, GGTARP has not historically followed this approach. It has been and continues today to be an outlier among pension plans in its funding status, in its response to being woefully underfunded and in its governance.

For example, the trustees of other pension plans have established a strong correlation between the age at retirement and the monthly pension payment paid to a retiree. In other pension plans, a participant who retires early receives a lower monthly amount than they would receive with a regular pension. The monthly amount is reduced to account for the fact that the early retiree's payments begin earlier and are expected to be paid for a longer period. This is a fiscally sound approach. Please note, GGTARP does not do this.

Fortunately, some progress has been made within the last five years, including: increased contributions, replacing the Plan professionals (e.g., the attorney and plan administrator) with firms with pension experience, replacing the investment advisor who consistently underperformed both rising and falling markets, and correlating a year of pension credit to contributions received on behalf of a participant. Then on February 15, 2024, the GGTARP Trustees voted to eliminate the spousal subsidy; however, at that meeting they did not adopt the requisite tables to implement the change. On May 16, 2024 the GGTARP met; the agenda included a draft Plan amendment that revises Table D-1 factors to finalize the elimination of the spousal subsidy.

Most significantly, the ATU and the District have agreed to prepare a "Rehabilitation Plan". Below is the relevant language from the MOU regarding this vital task, including the underlining as it appears in the signed Tentative Agreement:

**UPDATE ON THE EFFORT TO IMPROVE THE FINANCIAL CONDITION OF THE GOLDEN GATE TRANSIT AMALGAMATED RETIREMENT PLAN (GGTARP) (continued)**

*“A pension working group composed of equal number of District GGTARP Trustees, Union GGTARP Trustees and attorneys for both sides will begin meeting immediately to discuss a rehabilitation plan to address future underfunding, akin to those required of jointly-trusted defined benefit pension plans in "endangered or critical funding status" under the Pension Protection Act. Experts will be brought in as needed for consultation and calculations of scenarios intended to bring longer term stability to the GGTARP. The District will cover the costs of any experts or consultants, and it will have the final authority to determine which expert/consultant is selected.”*

The District hired an actuary, Buck, to assist the Working Group in the development of the Rehabilitation Plan. The Working Group and Buck, collectively, “the Team”, had its kick-off meeting on February 22<sup>nd</sup>. The Team discussed, among other ideas, the need to look at all possible strategies (funding AND benefit cuts) which would help the Plan get back to solvency. Working Group members and the GGTARP’s actuary have provided relevant documents and information to Buck, and the Team is meeting regularly.

**PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF APRIL**

District staff made the following speeches and/or presentations:

<b>PRESENTATION TO:</b>	<b>DATE:</b>	<b>PRESENTED BY:</b>
First Year Business Degree Students, Dominican University	April 12, 2024	Deputy General Manager of Administration and Development Kellee Hopper, HR Manager Stephanie LaRue, Chief Technology Director Fang Lu; Director of Budget and Electronic Revenue Jennifer Mennucci, Senior Buyer Kimberly Barnard, Deputy General Manager of Bridge Division David Rivera, Bridge Captain Roger Elauria, Superintendent of Ironworkers and Operating Engineers Phillip Chaney, Superintendent of Facilities and Equipment Antoine Davenport, and Chief Bridge Painter Chad Allan

**SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS**

Below are the dates and sponsoring agencies of special events and expressive activities for which permits have been sought. The following applications were received since last reported to the Board in the April 26, 2024, Report of the General Manager:

<b>Event Date</b>	<b>Event Title</b>	<b>Location</b>	<b>Type*</b>	<b>Expected No. Participants</b>
May 26, 2024	Heavenly Culture World Peace Restoration of Light's 11 <sup>th</sup> Annual Commemoration of the Declaration of World Peace and the Peace Walk	Promenade/Welcome Center	EX	50 - 100

\*Permit Types: EX – Expressive Activity and SE – Special Event

**VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF APRIL**

For the month of April, there were the following vehicle traffic incidents to report:

<b>Vehicle Traffic Incident</b>	<b>Vehicles</b>	<b>Injuries</b>	<b>Fatalities</b>	<b>Location</b>
RE – Rear Ender	2	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
SS – Side Swipe	3	0	0	Bridge
C – Collision	1	0	0	Plaza
HB – Hit Barrier	1	1	0	Plaza
HB – Hit Barrier	1	1	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
<b>TOTAL</b>	<b>10</b>	<b>2</b>	<b>0</b>	

**BICYCLE INCIDENTS FOR THE MONTH OF APRIL**

For the month of April, there were the following bicycle incidents to report:

<b>Bicycle Incidents</b>	<b>Bicycles</b>	<b>Injuries</b>	<b>Fatalities</b>	<b>Location</b>
SO - Solo	1	1	0	Alexander Ave.
<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>0</b>	

**FERRY BICYCLE COUNTS THROUGH THE MONTH OF APRIL**

Ferry Bicycle Counts through the month of April are as follows:

<b>Larkspur Southbound Bicycle Counts</b>	
2019 Annual Total	29,828
2020 Annual Total	7,422
2021 Annual Total	4,716
2022 Annual Total	13,312
2023 Annual Total	15,453
January - April	5,270

\*The Larkspur April bicycle count was 2,075

<b>Sausalito Southbound Bicycle Counts</b>	
2019 Annual Total	95,590
2020 Annual Total	9,415
2021 Annual Total	8,845
2022 Annual Total	64,952
2023 Annual Total	64,852
January - April	10,588

\*The Sausalito April bicycle count was 2,487

\*\* No counts April 20 - April 30 due to temporary suspension of Ferry service because of repairs to the Sausalito Pier

<b>Tiburon Southbound Bicycle Counts</b>	
2022 Annual Total	9,204
2023 Annual Total	9,481
January - April	2,475

\*The Tiburon April bicycle count was 1,256

<b>Angel Island Northbound Ferry Bicycle Counts</b>	
2021 (December service start) Annual Total	39
2022 Annual Total	4,807
2023 Annual Total	4,556
January – April	870

\*The Angel Island April bicycle count was 398

## **EMPLOYEE OF THE MONTH – MAY 2024**

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Ironworker Michael Balwinski in the Bridge Division as the Employee of the Month for May 2024.

Mr. Balwinski is recognized for consistently demonstrating dedication and commitment in his position as well as making himself available to support his colleagues. He consistently goes above and beyond to ensure that tasks are completed with excellence and efficiency. In addition, Mr. Balwinski is always willing to make himself available to help and provide support to others, and along with his co-workers, helps to create a collaborative environment.

Of special note, Mr. Balwinski's colleagues share that his kind and friendly demeanor creates a positive work experience and that he is a pleasure to work with.

Mr. Balwinski joined the District on October 15, 2012 as an Ironworker. Prior to joining the District, Mr. Balwinski was an Ironworker at American Bridge/Fluor Enterprises (working on the new Bay Bridge, Alameda, CA), and prior to that an Ironworker at Danny's Construction (working on the Bay Bridge bypass, Yerba Buena Island, San Francisco, CA).

Mr. Balwinski was born at Travis Air Force Base in Fairfield, CA. He and attended Fairfield High School and went on to attend Solano College in Fairfield, CA.

Mr. Balwinski has been a resident of Fairfield, CA since 1968. In his spare time, he enjoys hiking, fishing, going to the movies and watching all sports.

Denis J. Mulligan  
General Manager

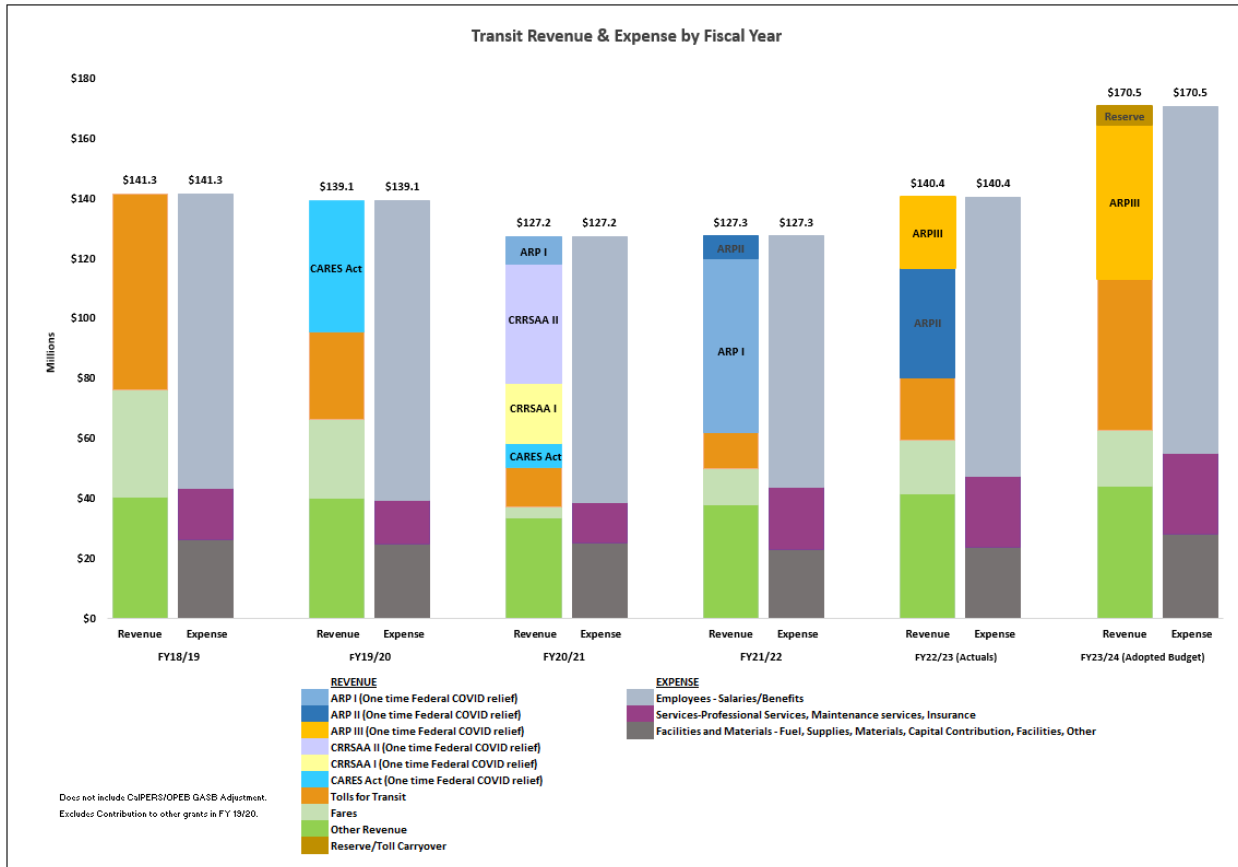
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Attachment: 2024-0523-FinanceComm-No9-Attachment C – Transit Funding & Expense Comparison

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2024-0523-FinanceComm-No9-Attachment C – Transit Funding & Expense Comparison



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