

Date Issued: March 22, 2024



SUMMARY OF ACTIONS
BOARD OF DIRECTORS MEETING OF MARCH 22, 2024

Resolution No. 2024-012 (March 21, 2024 meeting of the Finance-Auditing Committee)

Ratifies actions taken by the Auditor-Controller, as follows:

- (1) Ratifies Commitments and/or Expenditures;
- (2) Ratifies previous investments;
- (3) Authorizes reinvestments; and,
- (4) Accepts the “Investment Report” for February 2024.

Resolution No. 2024-013 (March 22, 2024 meeting of the Board of Directors)

Authorizes ratification of a Memorandum of Understanding (MOU) with Amalgamated Transit Union, Local 1575, Representing and Administration Unit. The recommended MOU covers the time period from ratification until August 31, 2025, and provides for wage increases and provisions, as attached.

Resolution No. 2024-014 (March 21, 2024 meeting of the Building and Operating Committee)

Approves award of Contract No. 2023-BT-072, *San Rafael Bus Facility Parking Lot Improvements and Solar Panel Installation*, to Ghilotti Bros., Inc, of San Rafael, CA, in the amount of \$9,199,199; establishes a construction contingency for the Contract in the amount of \$919,919 equal to 10% of the contract award amount; and, authorizes an increase in the FY 23/24 Bus Division Capital Budget in the amount of \$7,025,618, for Project #1431, *D1 Resurface Employee Parking Lot and Solar Panels*, in concurrence with the Finance-Auditing Committee, as detailed in the staff report.

Resolution No. 2024-015 (March 21, 2024 meeting of the Building and Operating Committee)

Approves award of Contract No. 2023-F-073, *San Francisco Ferry Terminal Physical Security Improvements* to Valentine Corporation, of San Rafael, CA in the amount of \$797,369; and, establishes a construction contingency for the Contract in the amount of \$119,605 equal to 15% of the contract award amount; with the understanding that sufficient funds are available in the FY 23/24 Ferry Division Capital Budget for Project #2251, *SFFT Security Improvements Project*, as detailed in the staff report.

Resolution No. 2024-016 (March 21, 2024 meeting of the Finance-Auditing Committee)

Approves the combination of the Ferry Division Capital Project’s No. 2443, *SFFT Inner Berth Hydraulics* and Project No. 2444, *SFFT Outer Berth Rehabilitation*, into one Capital Project, Project #2443, *SFFT West and East Berth Rehabilitation*, with a total project budget of \$6,268,000, as detailed in the staff report.

(continued on the next page)

**Summary of Actions of the Board of Directors
Meeting of March 22, 2024/Page 2**

Resolution No. 2024-017 (March 21, 2024 meeting of the Finance-Auditing Committee)

Approves actions, as detailed in the staff report, relative to the Low Carbon Transit Operations Program to authorize the General Manager or his designee to execute and submit related certifications and assurances and agreements on behalf of the District; and, approves submission of a grant application for the *M.V. Del Norte* Replacement Project in FY 23/24.

Ordinance No. 2024-001 (March 21, 2024 meeting of the Finance-Auditing Committee)

Approves the recommendation of a five-year program to increase tolls on the Golden Gate Bridge, effective July 1, 2024, by implementing Option 1 of the recommended program as follows:

1. Increases the Bridge toll on July 1st of each year in the amount of \$0.50 per year to FasTrak®, Pay As You Go, and Invoice toll rates. The first increase would take effect on July 1, 2024, and result in a toll rate of \$9.25 for FasTrak®, \$9.50 for Pay As You Go, and \$10.25 for Invoice payers for a two-axle vehicle in the first year of the program; and,
2. Finds and declares that the five-year toll program is necessary for the purpose of: (a) meeting operating expenses; (b) purchasing or leasing supplies, equipment or materials; (c) meeting financial reserve needs and requirements; and, (d) obtaining funds for capital projects necessary to maintain service within existing service areas. Because these purposes are among those enumerated in the California Environmental Quality Act under Section 21080(b)(8) of the Public Resources Code, the District's toll increase program is exempt from CEQA's requirements, as detailed in the staff report.

Resolution No. 2024-018 (March 21, 2024 meeting of the Finance-Auditing Committee)

Authorizes execution of Contract No. 2023-D-088, *Consultant to provide Health and Welfare Broker Services*, with USI Insurance Services of San Francisco, CA, in an amount not-to-exceed \$285,000 for a three-year contract effective April 1, 2024, with two one-year options to be exercised at the General Manager's discretion at a cost not to exceed \$95,000 for each option year, with the understanding that funds for the first year of service are included in the FY 23/24 District Division Operating Budget and requisite funds will be budgeted accordingly for future fiscal years, as detailed in the staff report.

Resolution No. 2024-019 (March 21, 2024 meeting of the Finance-Auditing Committee)

Approves renewal of the annual delegation of investment management authority to the Auditor-Controller for FY 24/25 as per RULE XI, **INVESTMENT POLICY, Section E, Delegation of Authority**, of the *Rules of the Board*, and as provided for in California Government Code Section 53607, as detailed in the staff report.

Resolution No. 2024-020 (March 21, 2024 meeting of the Finance-Auditing Committee)

Receives the Independent Auditor's Engagement Letter for services related to the annual financial audit and single audit for the year ending June 30, 2024, as submitted by Eide Bailly, LLP, and as detailed in the staff report.



Amorette M. Ko-Wong, Secretary of the District

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-012

**RATIFY PREVIOUS ACTIONS BY THE AUDITOR-CONTROLLER AND ACCEPT
THE INVESTMENT REPORT FOR FEBRUARY 2024
AS PREPARED BY PUBLIC FINANCIAL MANAGEMENT**

March 22, 2024

WHEREAS, the Auditor-Controller and the Finance-Auditing Committee, at its meeting of March 21, 2024, has so recommended; now, therefore, be it

RESOLVED, that the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District had no commitments and/or expenditures to ratify for the period of February 1, 2024 through February 29, 2024; and be it further

RESOLVED, that the Board ratifies investments made during the period February 13, 2024 through March 11, 2024; and be it further

RESOLVED, that the Board hereby authorizes the reinvestment, within the established policy of the Board, of any investments maturing between March 12, 2024 and April 15, 2024, as well as the investment of all other funds not required to cover expenditures which may become available; and be it further

RESOLVED, that the Board hereby accepts the Investment Report for February 2024, as prepared by Public Financial Management and included in the staff report.

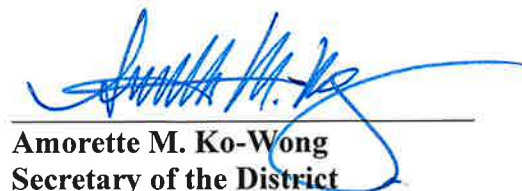
ADOPTED this 22nd day of March 2024, by the following vote of the Board of Directors:

AYES (18): Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Stefani, Snyder, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.
NOES (0): None.
ABSENT (1): Director Safaí.



Gerald D. Cochran
President, Board of Directors

ATTEST:



Amorette M. Ko-Wong
Secretary of the District

Reference: March 21, 2024, Finance-Auditing Committee, Agenda Item No. (3)
<https://www.goldengate.org/assets/1/25/2024-0321-financecomm-no3-ratofaction.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-013

**AUTHORIZE RATIFICATION OF A MEMORANDUM OF UNDERSTANDING
BETWEEN THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION
DISTRICT AND THE AMALGAMATED TRANSIT UNION, LOCAL 1575,
REPRESENTING ADMINISTRATIVE EMPLOYEES**

March 22, 2024

WHEREAS, the Board of Directors' Labor Advisory Committee has recommended ratification of the Memorandum of Understanding with the Amalgamated Transit Union, Local 1575, representing administrative employees; and

WHEREAS, the terms of the proposed Memorandum of Understanding was voted upon and ratified by ATU administrative employees on February 22, 2024; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District (District) hereby authorizes ratification of a Memorandum of Understanding with the Amalgamated Transit Union (ATU), Local 1575, administrative employees as follows:

1. Wage Increases on the following schedule:
 - On July 1, 2024, ATU Local 1575 administrative employees shall receive a wage increase of 2.5%,
 - On July 1, 2025, ATU Local 1575 administrative employees shall receive a wage increase of 2.5%,

2. The MOU includes all of the standard provisions that are in the District's other MOUs, in particular, the MOU with IFPTE Local 21, which represents administrative employees in the other divisions. Those provisions, include, but are not limited to:
 - Recognition
 - Grievance procedure
 - Discipline
 - Union security and dues checkoff
 - Union Access
 - Management rights
 - No strike/no lockout
 - Joint Labor Management Committee
 - Vacation, holidays, sick leave
 - Leaves of absence
 - Health insurance
 - Temporary assignments
 - Overtime and compensatory time off
 - Training and employee development
 - Layoff
 - Deferred compensation
 - Pension plan; and,

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BOARD OF DIRECTORS MEETING OF MARCH 22, 2024
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3. The contract term shall be ratification to August 31, 2025.

ADOPTED this 22nd day of March 2024, by the following vote of the Board of Directors:

AYES (17): Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Snyder, Stefani, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.


NOES (0): None.

ABSENT (2): Directors Grosboll and Safaí.



Gerald D. Cochran
President, Board of Directors

ATTEST:



Amorette M. Ko-Wong
Secretary of the District

Reference: March 22, 2024, Board of Directors Meeting, Agenda Item No. (6)(b)(1)
[https://www.goldengate.org/assets/1/25/2024-0322-boardmeeting-no6b1 -
termsofnewatuadminmou.pdf](https://www.goldengate.org/assets/1/25/2024-0322-boardmeeting-no6b1-_termsofnewatuadminmou.pdf)

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-014

APPROVE ACTIONS RELATIVE TO AWARD OF CONTRACT NO. 2023-BT-072, SAN RAFAEL BUS FACILITY PARKING LOT IMPROVEMENTS AND SOLAR PANEL INSTALLATION, TO GHILOTTI BROS., INC

March 22, 2024

WHEREAS, the Golden Gate Bridge, Highway and Transportation District's (District) Bus Division operates commuter bus service out of four (4) dispatch, parking, and maintenance facilities, namely, the San Rafael Bus Facility (D1), the Novato Bus Facility (D2), the Santa Rosa Bus Facility (D3) and the San Francisco Bus Facility (D4);

WHEREAS, the San Rafael Facility's employee and visitor parking lots were constructed in 1969 and last paved in 1991, and Engineering staff has determined that the existing asphalt concrete surfacing is at the end of its useful life and should be replaced;

WHEREAS, in addition to the pavement replacement design, an investigation of the feasibility of installing a photovoltaic (solar) system on a carport structure over the employee parking lot was performed and determined that a solar carport at the employee parking lot could provide enough power to offset the power usage at the San Rafael Bus facility and provide for employee electric vehicle charging and limited electric bus charging;

WHEREAS, staff developed a construction contract and project scope to replace the existing asphalt concrete surfacing in both lots, construct new drainage facilities, install new striping and delineation and other work associated with the project, as detailed in the staff report;

WHEREAS, on January 9, 2024, Contract No. 2023-BT-072, *San Rafael Bus Facility Parking Lot Improvements and Solar Panel Installation*, was advertised for bids and, by the February 15, 2024, bid deadline, the District received two bids;

WHEREAS, the bids are within 2% of each other and substantially exceed the original Engineer's estimate that was used to establish the original project budget;

WHEREAS, Engineering staff analyzed pricing included in both bids and compared the bids to the Engineer's estimate and to pricing of recent Caltrans projects and determined that the complexities associated with the new solar carports, including power distribution, the difficult geotechnical site conditions with high groundwater, the requirements of weekend and extended and night-shift work schedules, and the inflationary pressures of the current local construction market conditions are the reasons of the much higher bid pricing;

WHEREAS, Engineering staff, the Disadvantaged Business Enterprise (DBE) Program Office and the Attorney evaluated the bids for completeness and conformance with the solicitation requirements and determined Ghilotti Bros., Inc is the apparent lowest responsive and responsible bidder, that its pricing reflects the current market conditions and is fair and reasonable;

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BOARD OF DIRECTORS MEETING OF MARCH 22, 2024
PAGE 2

WHEREAS, the District's DBE Program Office has determined that Ghilotti Bros., Inc., fell short of meeting the Small Business Enterprise (SBE) contract-specific goal of 22%; however, Ghilotti Bros., Inc, provided sufficient good faith efforts to actively solicit DBE/SBE subcontractors and suppliers in a nondiscriminatory manner and anticipates SBE participation of approximately 6.53%, including 3.77% DBE participation, during performance of this contract; and

WHEREAS, the Building and Operating Committee has so recommended, and the Finance-Auditing Committee has concurred, at their meetings of March 21, 2024; now, therefore, be it

RESOLVED that the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District hereby approves award of Contract No. 2023-BT-072, *San Rafael Bus Facility Parking Lot Improvements and Solar Panel Installation*, to Ghilotti Bros., Inc, of San Rafael, CA, in the amount of \$9,199,199; and be it further

RESOLVED that the Board hereby approves the establishment of a construction contingency for Contract No. 2023-BT-072 in the amount of \$919,919, equal to 10% of the contract award amount; and be it further

RESOLVED that the Board hereby authorizes an increase in the amount of \$7,025,618 in the FY 23/24 Bus Division Capital Budget for Project #1431, *D1 Resurface Employee Parking Lot and Solar Panels*, for a revised total project budget of \$12,155,618.


ADOPTED this 22nd day of March 2024, by the following vote of the Board of Directors:

AYES (18): Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Stefani, Snyder, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

NOES (0): None.

ABSENT (1): Director Safaí.


Gerald D. Cochran
President, Board of Directors

ATTEST: 
Amorette M. Ko-Wong
Secretary of the District

Reference: March 21, 2024, Building and Operating Committee, Agenda Item No. (3)
<https://www.goldengate.org/assets/1/25/2024-0321-bocomm-no3-sanrafaelbusemployeelot.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-015

APPROVE ACTIONS RELATIVE TO AWARD OF CONTRACT NO. 2023-F-073, SAN FRANCISCO FERRY TERMINAL PHYSICAL SECURITY IMPROVEMENTS, TO VALENTINE CORPORATION

March 22, 2024

WHEREAS, the Golden Gate Bridge, Highway and Transportation District (District) operates the Golden Gate Ferry on four (4) ferry routes connecting Marin County and the City and County of San Francisco: the San Francisco/Larkspur route, the San Francisco/Sausalito route, the San Francisco/Angel Island route, and the San Francisco/Tiburon route;

WHEREAS, the Golden Gate San Francisco Ferry Terminal (SFFT) is located behind the San Francisco Ferry Building and consists of the Golden Gate Ferry Terminal ticket building, passenger restrooms buildings, utility buildings, passenger waiting plaza, passenger boarding platforms, and vessel berths;

WHEREAS, in 2004, in response to a security assessment of the District's ferry facilities performed after the terrorist attacks of September 11, 2001, the District constructed security improvements at its ferry facilities; however, in recent years, the security measures installed at SFFT in 2004 were found insufficient to keep intruders from entering the passenger waiting plaza and passenger boarding platforms, especially during the non-operational hours;

WHEREAS, to improve security of the SFFT, in 2020, the District applied for the Federal Emergency Management Agency (FEMA) Port Security Grant Program (PSGP) and, in 2021, received grant funding to implement the additional security measures at SFFT, as detailed in the staff report;

WHEREAS, on January 30, 2024, Contract No. 2023-F-073, *San Francisco Ferry Terminal Physical Security Improvements*, was advertised for bids and, by the February 27, 2024, bid deadline, the District received one bid;

WHEREAS, Engineering staff, the Disadvantaged Business Enterprise (DBE) Office and the Attorney evaluated the bid based upon the criteria specified in the solicitation documents, and Engineering staff performed a cost analysis comparing the bid pricing to the Engineer's original estimate;

WHEREAS, the bid submitted exceeds the original Engineer's estimate by 12%, primarily due to higher cost for electrical work associated with the overhead electrical grille gates and site demolition work;

WHEREAS, Engineering staff has determined that the bid from the Valentine Corporation reflects the current market conditions for such work, its pricing is fair and reasonable, and awarding the contract to Valentine Corporation is in the best interest of the District;

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BOARD OF DIRECTORS MEETING OF MARCH 22, 2024
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WHEREAS, the District's DBE Program Office has determined that Valentine Corporation has complied with the DBE/SBE Program requirements applicable to this contract; and anticipates SBE participation of approximately 52.7% during the performance of this contract; and

WHEREAS, the Building and Operating Committee has so recommended, at its meeting of March 21, 2024; now, therefore, be it

RESOLVED that the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District hereby approves award of Contract No. 2023-F-073, *San Francisco Ferry Terminal Physical Security Improvements*, to Valentine Corporation, of San Rafael, CA, in the amount of \$797,369; and be it further

RESOLVED that the Board hereby approves establishment of a construction contingency for Contract No. 2023-F-073 in the amount of \$119,605, equal to 15% of the contract award amount; and be it further

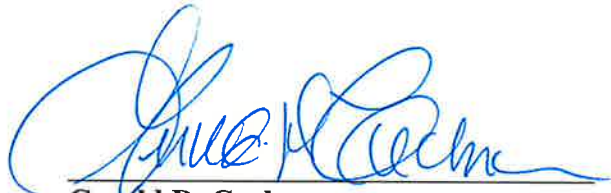
RESOLVED that sufficient funds are available in the FY 23/24 Ferry Division Capital Budget for Project #2251, *SFFT Security Improvements* to finance these actions.

ADOPTED this 22nd day of March 2024, by the following vote of the Board of Directors:

AYES (18): Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Stefani, Snyder, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.


NOES (0): None.

ABSENT (1): Director Safaí.



Gerald D. Cochran
President, Board of Directors

ATTEST:



Amorette M. Ko-Wong
Secretary of the District

Reference: March 21, 2024, Building and Operating Committee, Agenda Item No. (4)
<https://www.goldengate.org/assets/1/25/2024-0321-bocomm-no4-appawardsfftsecurity.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-016

**APPROVE ACTIONS IN THE FY 23/24 FERRY DIVISION CAPITAL BUDGET
RELATIVE TO THE SFFT INNER BERTH HYDRAULICS AND SFFT OUTER BERTH
REHABILITATION PROJECTS**

March 22, 2024

WHEREAS, the Golden Gate Bridge, Highway and Transportation District (District) operates the Golden Gate Ferry (GGF) on four (4) ferry routes connecting Marin County and the City and County of San Francisco: the San Francisco/Larkspur route, the San Francisco/Sausalito route, the San Francisco/Angel Island route, and the San Francisco/Tiburon route;

WHEREAS, GGF's San Francisco Ferry Terminal (SFFT) is located behind the San Francisco Ferry Building and consists of the ticket building, passenger restrooms buildings, utility buildings, passenger waiting plaza, passenger boarding platforms, and vessel berths;

WHEREAS, in June and July 2021, during a facility inspection at the SFFT, cracks were discovered in the east and west berths structural steel framing elements and resulted in both berths red-tagged and the terminal shut down;

WHEREAS, on July 14, 2021, in accordance with Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager authorized an emergency procurement of Contract No. 2021-F-049 with Moffatt & Nichol who submitted a draft damage assessment report that identified several deficiencies of the berth structures and berth hydraulic lift systems;

WHEREAS, since the west berth structural deficiencies were relatively straightforward and to open the terminal as quickly as possible, engineering staff executed the first amendment to Contract No. 2021-F-049 with Moffatt & Nichol on November 19, 2021, to provide engineering design services and to prepare construction drawings and technical specifications associated with structural repairs to the west berth;

WHEREAS, the General Manager, on April 22, 2022, authorized an emergency procurement, Contract No. 2022-F-035, with Power Engineering Construction ("Power"), in Alameda, CA, to perform the structural repairs to the west berth which were completed on February 16, 2023, and on April 7, 2023, the Port of San Francisco signed the permit final inspection after which the west berth was re-opened to passenger service;

WHEREAS, Engineering staff determined that since the west berth was back in operation, the construction of the west berth hydraulic system rehabilitation could be procured through the District's standard competitive bid process and Engineering staff requested Moffatt & Nichol to develop a scope of work and cost proposal for designing and preparing plans and specifications for rehabilitating the west hydraulic system and a scope of work and cost proposal for designing and preparing plans and specifications for repairing the east berth structure and hydraulic system;

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BOARD OF DIRECTORS MEETING OF MARCH 22, 2024
PAGE 2

WHEREAS, Moffatt & Nichol has completed the 100% design package for both the west berth hydraulic system repairs and the east berth structural and hydraulic system repairs and staff has determined that combining the two projects into one construction project would create administrative and construction efficiencies compared to managing two separate projects located within the same limited geographic location; and

WHEREAS, the Finance-Auditing Committee, at its meeting of March 21, 2024, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby approves combining Ferry Division Capital Project #2443, *SFFT Inner Berth Hydraulics*, with the total project budget of \$5,274,000, and Ferry Division Capital Project #2444, *SFFT Outer Berth Rehabilitation*, with the total project budget of \$994,000, into one Capital Project #2443 with a title *SFFT West and East Berth Rehabilitation* and with the total project budget of \$6,268,000.


ADOPTED this 22nd day of March 2024, by the following vote of the Board of Directors:

AYES (18): Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Stefani, Snyder, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

NOES (0): None.

ABSENT (1): Director Safaí.


Gerald D. Cochran
President, Board of Directors

ATTEST: 
Amorette M. Ko-Wong
Secretary of the District

Reference: March 21, 2024, Finance-Auditing Committee, Agenda Item No. (4)(b)
<https://www.goldengate.org/assets/1/25/2024-0321-financecomm-no4b-sfftinnerouterberthconsolid.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-017

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECT:
MV DEL NORTE REPLACEMENT PROJECT, \$2,783,751**

March 22, 2024

WHEREAS, the Golden Gate Bridge, Highway & Transportation District (District) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the District wishes to delegate authorization to execute required LCTOP program documents and any amendments thereto to Denis J. Mulligan, General Manager; and

WHEREAS, the District wishes to implement the following LCTOP project(s) as further described herein; now, therefore, be it

RESOLVED by the Board of Directors of the Golden Gate Bridge, Highway & Transportation District that the District agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and be it further

RESOLVED that Denis J. Mulligan, General Manager, or his designee, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and be it further

RESOLVED by the Board of Directors of the Golden Gate Bridge, Highway & Transportation District that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2023-24 LCTOP funds:

RESOLUTION NO. 2024-017
BOARD OF DIRECTORS MEETING OF MARCH 22, 2024
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Project Name: MV Del Norte Replacement Project

Amount of LCTOP funds requested: \$2,783,751

Description of Project: The MV Del Norte Replacement Project includes the design, construction, and delivery of a replacement vessel for the District’s ferry fleet.

This is the second of three years of LCTOP funding planned for the Project. District staff is pursuing federal and future-year LCTOP funding opportunities for the completion of this Project.

Benefit to a Priority Populations: Golden Gate Ferry service connects to Golden Gate Transit bus routes that serve three San Francisco Disadvantaged Communities, bringing new riders to transit and creating greater multi-modal connectivity for transit riders. Due to the decrease in vehicle trips, greenhouse gas emissions will be reduced throughout the service area. Primary Disadvantaged Community: South of Market Census Tract 6075017801. Secondary Disadvantaged Community: Tenderloin: 6075012502.

Amount to benefit Priority Populations: \$0

Contributing Sponsor: Metropolitan Transportation Commission

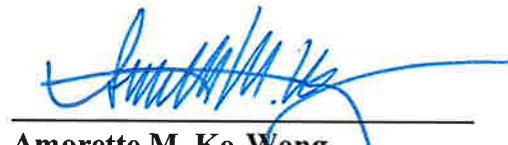
ADOPTED this 22nd day of March 2024, by the following vote of the Board of Directors:

- AYES (18):** Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Snyder, Stefani, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.
- NOES (0):** None.
- ABSENT (1):** Director Safaí



Gerald D. Cochran
President, Board of Directors

ATTEST:


Amorette M. Ko-Wong
Secretary of the District

Reference: March 21, 2024, Finance-Auditing Committee, Agenda Item No. (5)(a)
<https://www.goldengate.org/assets/1/25/2024-0321-financecomm-no5a-appractionsrelativetolctop.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

ORDINANCE NO. 2024-001

**AN ORDINANCE TO AMEND THE MASTER ORDINANCE
TO INCREASE BRIDGE TOLLS**

March 22, 2024

THIS ORDINANCE is adopted with reference to the following facts and circumstances which are found and declared by the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District):

1. On October 26, 2023, the Finance-Auditing Committee met to review the Five- and Ten-Year Financial Projections. The current five-year financial projection estimates a \$220 million shortfall if the District maintains current transit service levels and a \$471 million shortfall if the District were to provide transit service closer to pre-pandemic service levels. The COVID-19 pandemic caused a dramatic reduction in Bridge crossings, and commuters have not returned to San Francisco at pre-pandemic levels. Currently, Bridge crossings are at 80-85% of pre-COVID levels with commute hours down almost 30%. This results in a loss of \$25 to \$30 million dollars a year for the District. The District secured one-time federal funding to make up for the lost revenue, which it has carefully used and preserved over the past four years. In addition, over the past five years, since the last toll increase plan was implemented in July 2019, costs have risen for goods and services necessary to carry out the District's mission to provide transportation services to its customers. Over those five years, the average annual inflation rate has been 4.0% (CPI-U).

2. On December 14, 2023, the Finance-Auditing Committee discussed and reviewed the potential need for a future toll increase, types of toll rates, and proposed steps for public outreach to solicit input and guidance on possible toll increase options. Historically, the revenue goal for a toll increase plan was based on reducing the majority of the projected shortfall as shown in the District's annual financial projection. However, the pandemic-caused impacts to demand for transit services and Bridge crossings have reduced fare and toll revenues, making it unlikely that a toll increase will address the majority of the projected shortfall. Given that toll revenues are the primary source of revenue to fund the operation and maintenance of the Golden Gate Bridge and the District's transit operations, at its December meeting, the Finance-Auditing Committee provided guidance to staff on how much of

ORDINANCE NO. 2024-001
BOARD OF DIRECTORS MEETING OF MARCH 22, 2024
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the shortfall should be reduced by the toll increase options and direction for multi-year toll proposals, including possible criteria for future toll increase, types of toll rates, and proposed steps for public outreach.

3. On January 25, 2024, the Director of Budget and Electronic Revenue, Auditor-Controller, and General Manager presented to the Finance-Auditing Committee a report recommending two virtual public informational open houses and a public hearing on proposed toll increase options, based upon an assessment that a new toll increase is needed to address the District's increased costs for goods and services and to reduce a portion of the projected deficit. The Finance-Auditing Committee submitted to the full Board a recommendation to present four toll options for public review, with the understanding that any action to modify the existing toll structure will occur only after an extensive public outreach process takes place intended to fully inform the public of the District's range of services and the finances required to support future operational and capital programs. The Board adopted the Finance-Auditing Committee's recommendation and authorized staff to conduct virtual informational open houses on February 14, 2024, from noon to 1:00 p.m. and on February 15, 2024, from 7:00 to 8:00 p.m. The Board also authorized the setting of a formal public hearing to receive public comment on toll increase proposals for February 22, 2024, at 9:00 a.m. in the Board Room, Administration Building, Golden Gate Bridge Toll Plaza in San Francisco.

4. The toll proposals were developed in light of the following criteria, which were reviewed by the Board:

(a) Any toll increase proposal should address the significant funding needs identified in the October 2023 Financial Projections for the next five years. It is understood that the District will continue its efforts to identify innovative cost-cutting opportunities as well as ways to increase revenues to address some of its projected funding needs and future funding needs of the organization. These additional opportunities could be developed in the future Strategic Plan.

(b) The District should continue to offer least three toll rates based on the method a customer chooses to pay their toll.

1. A lower toll should remain available to FasTrak® customers because they prepay their toll and the use of both the FasTrak® tag and the

vehicle's license plate makes toll collection more certain and more efficient. As a result, this method has the lowest cost per customer transaction.

2. A mid-rate toll for License Plate Tolling (Pay-By-Plate Program now referred to as Pay As You Go) customers because they proactively post-pay their toll. This tier was implemented in the 2019 plan and has proven to be helpful to the District's customers. This rate is for customers that make one-time payments prior to receiving an invoice and have proactively opened a license plate account. These transactions rely solely on the vehicle's license plate, but the customer identifies themselves so collection of tolls by the District is more certain.
3. The highest toll rate would be for Invoice Tolling customers because of the higher costs for the District in finding its customers and requesting payment. These transactions rely solely on the vehicle's license plate and require that the District locate the customer and mail an invoice, making collection less certain.

(c) Although the District's AET system allows for toll increases in any increment, unfamiliar increments and frequent changes can be confusing for the District's toll-paying customers. All options will advance simple tolling structures to ensure transparent messaging and expectations.

(d) Building upon the success of the District's multi-year approach of the previous multi-year toll increase and the last five multi-year transit fare increases, and keeping with criterion (c), all toll increase options for public review and comment would incrementally raise tolls over the five-year plan to meet the funding goal of criteria (a). These incremental increases would be rounded to the nearest 5 cents to allow clear communication of the toll rates.

(e) Consistent with existing policy, for 3+ multi-axle vehicles, the per axle toll rate for each axle starting with the 3rd axle will remain equal to the base 2-axle toll rate for that payment type (FasTrak®, Pay As You Go, or Invoice). Thus, if the base toll rate is increased by \$0.25 cents,

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BOARD OF DIRECTORS MEETING OF MARCH 22, 2024
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then the rate for each axle for 3+ axle vehicles will be increased by \$0.25 cents. The toll will remain capped at the value of a 7-axle toll rate.

(f) Consistent with existing policy, the carpool and persons with disabilities toll will increase by the same amount as the FasTrak® toll rate. Thus, if the carpool toll is \$6.75 and the FasTrak® toll is increased by \$0.25 cents, the new carpool toll will be \$7.00.

5. In February 2024, the District held two virtual informational public open houses to provide background information, answer questions, and elicit public comment on the proposed toll increase. Presentation materials about the District's operations, capital program, financial needs, and toll analysis process were available in English, Spanish, Chinese, and Vietnamese on the District's website and Spanish interpreters attended the open houses. The staff report was also available in Spanish as per the District's Language Implementation Plan. The toll increase proposals were publicized on the District's website, customer newsletter, and social media accounts, in print news and digital media, including advertisements in Chinese and Spanish.

6. A public hearing was held on February 22, 2024 to formally receive public comment on the toll increase options. As of 4:30 p.m. on February 23, 2024, the District had received 165 unique comments regarding the toll program proposal. Of these, 68 comments expressed opposition to the proposal to increase tolls, 12 were in favor of the toll increase proposal options, 23 comments expressed the desire for an alternate revenue-generating idea, 16 comments proposed expense reductions, 12 comments proposed new or expanded toll programs, and 34 comments were unrelated to the toll option proposal. Staff reviewed and categorized all comments, and prepared a written response to the primary categories of comments, which are included as Attachment B to the staff report for the March 21, 2024 meeting of the Finance-Auditing Committee.

7. The March 21, 2024 staff report recommended that the Finance-Auditing Committee select Option 1 of the toll increase proposals:

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Payment Type	Current Toll	July 2024	July 2025	July 2026	July 2027	July 2028
FasTrak®	\$8.75	\$9.25	\$9.75	\$10.25	\$10.75	\$11.25
Pay As You Go	\$9.00	\$9.50	\$10.00	\$10.50	\$11.00	\$11.50
Invoice	\$9.75	\$10.25	\$10.75	\$11.25	\$11.75	\$12.25

The toll rate for carpools and persons with disabilities will increase by the same amount as the FasTrak® toll rate. For multi-axle vehicles over two axles, the per axle increase will be the same amount as the increase in the two-axle rate for that same payment type, multiplied by the number of axles. For the purposes of the District's Master Ordinance, "Pay As You Go" is referred to as "License Plate Account and One Time Payment." The staff report recommended an implementation date of July 1, 2024, as each month of delay in implementing the toll increases represents approximately \$780,000 in foregone revenue under Option 1.

8. On March 21, 2024, the Finance-Auditing Committee held a meeting to consider a recommendation to the Board for the toll increase. Following the presentation of the staff report and review of the record of public participation, the Finance-Auditing Committee approved Option 1 as the recommended five-year toll increase program by a vote of 16-2.

9. The Board has considered all comments, the General Manager's report, and the recommendations of the Finance-Auditing Committee. The Board finds that the recommended plan best fulfills the District's mission, policy objectives, and financial requirements for the following reasons:

(a) It will generate additional revenue needed to support proper maintenance and operation of the Golden Gate Bridge and will support provision of public transit service in the Golden Gate Corridor.

(b) It facilitates moving forward with essential capital projects for the maintenance and restoration of the Golden Gate Bridge and bus and ferry systems on a timely basis.

(c) The recommended toll increase strikes an appropriate balance among the competing concerns that have been expressed by the District's constituents, and takes into account the

initiatives underway to reduce expenses and to pursue other sources of funding to achieve long-term financial stability for the District.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT AS FOLLOWS:

Section 1. Section II, “Golden Gate Bridge and Approaches,” Subsection B, “Bridge Toll Rates,” paragraph 1 of the Master Ordinance is replaced in its entirety with the following:

B. BRIDGE TOLL RATES

1. GENERAL. The Bridge toll rates, southbound only, for all vehicles shall be based on either a FasTrak® method of payment, Pay As You Go, or Invoice method of payment, and the total number of axles of the vehicle, or connected combination of vehicles, as follows:

TWO-AXLE VEHICLE TOLL					
Payment Method	July 1, 2024	July 1, 2025	July 1, 2026	July 1, 2027	July 1, 2028
FasTrak®	\$9.25	\$9.75	\$10.25	\$10.75	\$11.25
Pay As You Go	\$9.50	\$10.00	\$10.50	\$11.00	\$11.50
Invoice	\$10.25	\$10.75	\$11.25	\$11.75	\$12.25

CARPOOL AND DISABLED TOLL (FASTRAK® ONLY)					
	July 1, 2024	July 1, 2025	July 1, 2026	July 1, 2027	July 1, 2028
Carpool and Disabled	\$7.25	\$7.75	\$8.25	\$8.75	\$9.25

MULTI-AXLE VEHICLE TOLL / VEHICLE WITH TRAILER TOLL						
Axles	Payment Method	July 1, 2024	July 1, 2025	July 1, 2026	July 1, 2027	July 1, 2028
3 Axle	FasTrak®	\$27.75	\$29.25	\$30.75	\$32.25	\$33.75
	Pay As You Go	\$28.50	\$30.00	\$31.50	\$33.00	\$34.50
	Invoice	\$30.75	\$32.25	\$33.75	\$35.25	\$36.75
4 Axle	FasTrak®	\$37.00	\$39.00	\$41.00	\$43.00	\$45.00
	Pay As You Go	\$38.00	\$40.00	\$42.00	\$44.00	\$46.00
	Invoice	\$41.00	\$43.00	\$45.00	\$47.00	\$49.00
5 Axle	FasTrak®	\$46.25	\$48.75	\$51.25	\$53.75	\$56.25
	Pay As You Go	\$47.50	\$50.00	\$52.50	\$55.00	\$57.50
	Invoice	\$51.25	\$53.75	\$56.25	\$58.75	\$61.25

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	FasTrak®	\$55.50	\$58.50	\$61.50	\$64.50	\$67.50
6 Axle	Pay As You Go	\$57.00	\$60.00	\$63.00	\$66.00	\$69.00
	Invoice	\$61.50	\$64.50	\$67.50	\$70.50	\$73.50
7 or	FasTrak®	\$64.75	\$68.25	\$71.75	\$75.25	\$78.75
More	Pay As You Go	\$66.50	\$70.00	\$73.50	\$77.00	\$80.50
Axles	Invoice	\$71.75	\$75.25	\$78.75	\$82.25	\$85.75

DESIGNATED SFO AIRPORT SERVICE (FASTRAK® ONLY)

	July 1, 2024	July 1, 2025	July 1, 2026	July 1, 2027	July 1, 2028
SFO Airport Service	\$14.00	\$14.75	\$15.50	\$16.25	\$17.00

(NOTE: The Pay As You Go payment method was previously known as License Plate Accounts and One-Time Payments.)

Section 2. The Board finds that the Bridge tolls effected by this Ordinance are exempt from the California Environmental Quality Act pursuant to Section 21080(b)(8) of the Public Resources Code because they are for the purpose of: (a) meeting operating expenses, (b) purchasing or leasing supplies, equipment, or materials, (c) meeting financial reserve needs and requirements, and (d) obtaining funds for capital projects necessary to maintain service within existing service areas; and directs the General Manager to file a Notice of Exemption in the offices of the clerk of the City and County of San Francisco and the county clerks of the County of Marin and the County of Sonoma.

Section 3. The effective date of this Ordinance shall be July 1, 2024.

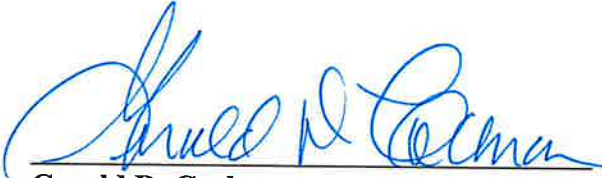
Section 4. If any provision of this Ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect any other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this Ordinance are severable.

ADOPTED this 22nd day of March, 2024, by the following vote of the Golden Gate Bridge, Highway and Transportation District Board of Directors:

AYES (16): Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Hernández, Moulton-Peters, Pahre, Rodoni, Snyder, Stefani, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

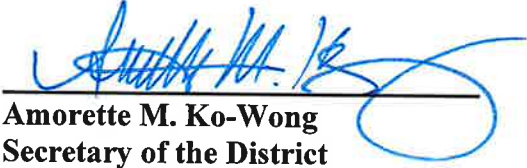
NOES (2): Directors Grosboll and Mastin.

ABSENT (1): Director Safaí.



Gerald D. Cochran
President, Board of Directors

ATTEST:



Amorette M. Ko-Wong
Secretary of the District

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-018

**APPROVE AWARD OF CONTRACT NO. 2023-D-088, HEALTH AND WELFARE
INSURANCE CONSULTANT SERVICES, WITH USI INSURANCE SERVICES**

March 22, 2024

WHEREAS, the Golden Gate Bridge, Highway and Transportation District (District) requires the services of a consultant to ensure that the health benefits offered to its employees are of the highest quality at a fair market price, as well as assistance with a detailed evaluation of coverages to ensure that costs are contained to the greatest extent possible, as detailed in the staff report;

WHEREAS, on October 25, 2023, the District issued Request for Proposals (RFP) No. 2023-D-088, *Health and Welfare Insurance Consultant Services* and, by the submittal deadline date of November 22, 2023, three proposals were received;

WHEREAS, the Selection Committee reviewed and evaluated the proposals in accordance with the RFP evaluation criteria and determined USI Insurance Services (USI) to be the best qualified to perform the services;

WHEREAS, although no contract specific Disadvantage Business Enterprise (DBE) goal was established for this contract, the District's DBE Program Office evaluated USI's proposal and determined its proposal to be responsive to the solicitation requirements and, at this time, no DBE or small business participation is anticipated during the performance of this contract;

WHEREAS, the Finance-Auditing Committee, at its meeting of March 21, 2024, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby approves award of Contract No. 2023-D-088, *Health and Welfare Insurance Consultant Services*, to USI Insurance Services of San Francisco, CA, in an amount not-to-exceed \$285,000 for a three-year contract effective April 1, 2024, and two one-year options to be exercised at the General Manager's discretion at a cost not to exceed \$95,000 for each option year; and be it further

RESOLVED that requisite funds for the first year of services are included in the FY 23/24 District Division Operating Budget, and requisite funds will be budgeted in each future fiscal year accordingly.

ADOPTED this 22nd day of March 2024, by the following vote of the Board of Directors:

RESOLUTION NO. 2024-018
BOARD OF DIRECTORS MEETING OF MARCH 22, 2024
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AYES (18): Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Stefani, Snyder, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

NOES (0): None.

ABSENT (1): Director Safai.


Gerald D. Cochran
President, Board of Directors

ATTEST: 
Amorette M. Ko-Wong
Secretary of the District

Reference: March 21, 2024, Finance-Auditing Committee, Agenda Item No. (7)
<https://www.goldengate.org/assets/1/25/2024-0321-financecomm-no7-appawardhealthwelfareinsbroker.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-019

**APPROVE ACTIONS RELATIVE TO THE ANNUAL REVIEW OF RULE XI,
INVESTMENT POLICY, OF THE RULES OF THE BOARD**

March 24, 2023

WHEREAS, Section 27144, Chapter 8, Part 3, Division 16, of the California Streets and Highways Code, and the Golden Gate Bridge, Highway and Transportation District (District) Resolution No. 20, dated April 10, 1929, as amended, is the legal authority under which the Board of Directors (Board) shall publish rules to govern its proceedings;

WHEREAS, such rules are known as the *Rules of the Board of Directors of the Golden Gate Bridge, Highway, and Transportation District (Rules of the Board)* and such rules are designed solely to facilitate the handling by the Board of its own affairs;

WHEREAS, Section 53607, Chapter 4, Part 1, Division 2, of the California Government Code (Section 53607) provides that the authority of a legislative body of a local agency to invest or to reinvest funds, or to sell or exchange securities so purchased, may be delegated for a one-year period by the legislative body to the treasurer for the local agency;

WHEREAS, Section 53607 permits the treasurer to thereafter assume full responsibility for those transactions until the delegation of authority is revoked by the legislative body or expires;

WHEREAS, Section 53607 requires the treasurer to make a monthly report of those transactions to the legislative body;

WHEREAS, Section 53607 permits the legislative body to, at its discretion, renew the delegation of authority each year;

WHEREAS, the District is a “local agency” under Section 53600, Chapter 4, Part 1, Division 2, of the California Government Code (Section 53600), and the Board is a “legislative body” and the Auditor-Controller is a “treasurer” under Section 53600 *et seq.*;

WHEREAS, at its meeting of March 21, 2024, the Finance-Auditing Committee was advised that there has been no change to the California Government Code provisions on investments that would impact the Investment Policy, which was amended by the Board in March 2023;

WHEREAS, Rule XI, Section E of the *Rules of the Board*, which permits the Board to delegate, for a one-year period, the management and oversight responsibility for the District’s investment program to its Auditor-Controller, is identical to the requirements of Section 53607 and Section 53600 *et seq.*, in both substance and operation; and,

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BOARD OF DIRECTORS MEETING OF MARCH 22, 2024
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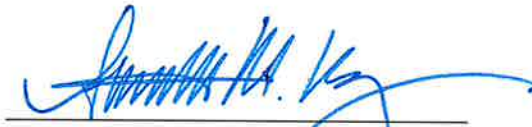
WHEREAS, the Finance-Auditing Committee, at its meeting of March 21, 2024, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby renews the annual delegation of investment management authority to the Auditor-Controller for FY 24/25 as per Rule XI, **INVESTMENT POLICY**, under **Section E., Delegation of Authority**, of the *Rules of the Board*, and as provided for in California Government Code Section 53607.

ADOPTED this 22nd day of March 2024, by the following vote of the Board of Directors:

- AYES (18):** Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Stefani, Snyder, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.
- NOES (0):** None.
- ABSENT (1):** Director Safaí.


Gerald D. Cochran
President, Board of Directors

ATTEST: 
Amorette M. Ko-Wong
Secretary of the District

Reference: March 21, 2024, Finance-Auditing Committee, Agenda Item No. (8)
<https://www.goldengate.org/assets/1/25/2024-0321-financecomm-no8-ipsreviewrulexi.pdf>

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-020

RECEIVE THE INDEPENDENT AUDITOR'S ENGAGEMENT LETTER FOR THE ANNUAL FINANCIAL AUDIT AND SINGLE AUDIT FOR THE YEAR ENDING JUNE 30, 2024, AS SUBMITTED BY EIDE BAILLY, LLP

March 22, 2024

WHEREAS, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District), by Resolution 2022-073 at its meeting of August 26, 2022, authorized the execution of a Professional Services Agreement with Eide Bailly, LLP (EB);

WHEREAS, EB is in second year of a three-year contract with two, one-year options with the District and has submitted the annual Independent Auditor's Engagement Letter;

WHEREAS, EB's Engagement Letter describes the audit scope, audit objectives, management responsibilities, audit procedures pertaining to the audit, and nonattest services and discloses the intent to audit the District's Major Federal Award Program(s) compliance with the requirements of the Uniform Guidance;

WHEREAS, the audit will be completed in the spring and fall, with nonattest services occurring in the winter; and

WHEREAS, the Finance-Auditing Committee, at its meeting of March 21, 2024, recommended that the Board receive the Engagement Letter; now, therefore be it

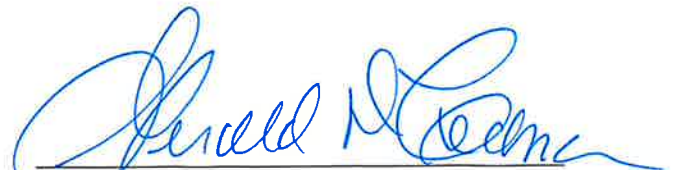
RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby receives the Independent Auditor's Engagement Letter for services related to the annual financial audit and single audit for the year ending June 30, 2024, as submitted by Eide Bailly, LLP.

ADOPTED this 22nd day of March 2024, by the following vote of the Board of Directors:

AYES (18): Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Stefani, Snyder, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

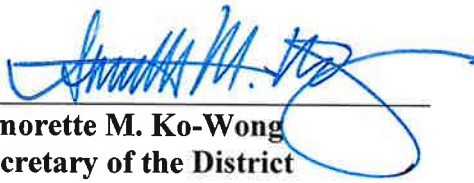
NOES (0): None.

ABSENT (1): Director Safaí.



Gerald D. Cochran
President, Board of Directors

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ATTEST: 
Amorette M. Ko-Wong
Secretary of the District

Reference: March 21, 2024, Finance-Auditing Committee, Agenda Item No. (9)
<https://www.goldengate.org/assets/1/25/2024-0321-financecomm-no9-recindepenauditengageltreidebailly.pdf>