



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF AUGUST 23, 2024**

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

Honorable Members:

UPDATE ON TRAVEL IN THE GOLDEN GATE CORRIDOR

Overall travel in the Golden Gate Corridor - by Bridge, Bus and Ferry - remains well below pre-pandemic levels, especially commute travel. For example, last month (July 2024) commute Bridge traffic (weekdays from 5:00 – 9:00 a.m. southbound) was about 28 percent below July 2019 commute traffic.

Tolls are the District’s largest source of revenue, so 28 percent less commute traffic has a profound impact on the District’s finances. Less Bridge traffic results in less toll funding available to operate the District’s bus and ferry services, so it is essential that the District continue to aggressively manage expenses and seek new revenue sources.

While travel is well below pre-pandemic levels, travel in the Golden Gate Corridor continues to slowly trend upward. 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.

AUGUST BUS SERVICE CHANGES

Effective Sunday, August 11, 2024, the District made bus schedule adjustments to improve system efficiency while increasing bus frequency along the 101 corridor and improving connections with partner agencies including Marin Transit and SMART. Starting August 11th and 12th, bus customers will benefit from improved service frequency and better connections between each transit agency in Marin County.

Highlights of this service change include:

- **Improved frequency:** Service increased to every 15 minutes between the San Rafael Transit Center (SRTC) and San Francisco during peak commute hours in both directions on Routes 101, 130, 132, or 150.
- **New! Increased commute service in Novato:** Trips added every 30 minutes between Novato and San Francisco during peak hours on Route 101 in both directions.

AUGUST BUS SERVICE CHANGES (continued)

- **Improved connections with partner agencies:** Increased connections between SMART & Route 101 at the SRTC, as well as between Route 580/580X and BART. Connecting between Marin Transit and Golden Gate will also be more convenient for local riders.
- **Departure times pushed back:** Weekday departure times from San Rafael are now 15 minutes later to achieve the above-mentioned improved connections.
- **Morning commute trips added:** on Routes 114, 132, and 172.

Transit updates may be viewed at the following weblink: <https://www.goldengate.org/-golden-gate-transit-august-2024-service-changes/>

SAN FRANCISCO DISTRICT ATTORNEY CRIMINALLY CHARGED INDIVIDUALS WHO BLOCKED TRAFFIC ON THE GOLDEN GATE BRIDGE ON APRIL 15th

On August 12th the San Francisco District Attorney criminally charged 26 individuals who blocked all southbound traffic on the Golden Gate Bridge for approximately four (4) hours on the morning of April 15, 2024. The District lost over \$160,000 due to this unlawful Bridge closure. The web link below is to the District Attorney's press release regarding the charges: <https://sfdistrictattorney.org/press-release/golden-gate-bridge-a15-demonstrators-charged/>

FEDERAL TRANSIT ADMINISTRATION (FTA) GRANTS AT RISK

In February 2023, the United States District Court for the Eastern District of California (District Court) entered summary judgment in *Amalgamated Transit Union International v. U.S. Department of Labor*, which permanently enjoined the United States Department of Labor (USDOL) from failing to process federal grant applications submitted by California transit agencies to the extent required under 49 U.S.C. Section 5333(b) [commonly referred to as "Section 13(c)"] of the federal Urban Mass Transportation Act (UMTA) of 1964 and implementing regulations and relying on California's Public Employees' Pension Reform Act (PEPRA) of 2013 as the basis for denying, withholding, delaying, or otherwise limiting the certification of such grants.

This judgment directly responded to USDOL's October 28, 2021 determination letter, which argued that "...PEPRA effectively precludes certification under Section 13(c) for those transit agencies subject to its reforms..." and which noted that "...PEPRA's impact on transit workers' collective bargaining rights is material and significant even if it does not eliminate collective bargaining over pension benefits altogether or alter collective bargaining procedures."

In March 2023, USDOL and ATU filed appeals of the District Court's February 2023 judgment with the United States Court of Appeals for the Ninth Circuit (Appellate Court).

On July 29, 2024, the Appellate Court, issued its ruling in the appeal, which determined that neither it nor the District Court has jurisdiction over the case, because USDOL's 2021 Determination "was not a decision in response to any pending grant application," and thus, not prudentially ripe.

FEDERAL TRANSIT ADMINISTRATION (FTA) GRANTS AT RISK (continued)

Importantly, the ruling vacates the earlier judgment in favor of the State and the injunction issued by the District Court (which has facilitated the flow of federal transit grants to California transit agencies); and remands the case to the District Court with instructions to dismiss the case for lack of jurisdiction.

While the District Court responds to the Appellate Court's instructions, we will continue to see federal transit grants owed to California transit agencies certified by USDOL. However, after the District Court responds (expected as soon as September 19, 2024), California transit agencies *may* again see their federal transit grants withheld prospectively, if subject to PEPPRA-based objections by the unions representing its transit employees.

DISTRICT STAFF GREETES COMMUNITY ON NATIONAL NIGHT OUT

On Tuesday, August 1st, District staff participated in National Night Out in the Presidio. National Night Out is an annual community-building campaign that promotes police-community partnerships and neighborhood camaraderie. The Bridge District was invited as one of many agencies responsible for public safety in the Presidio and surrounding communities.

District staff from multiple departments attended and assisted with the event, including Bridge Patrol, Roadway Services, Ironworkers, and Painters. A special thank you to Sergeant. Jacquez, Chief Dominique Gabriel, and everyone who assisted in planning, logistics, setting up and tearing down for this event. The event was a great success. The public enjoyed interacting with our staff and they had many questions. Thank you to all who participated and represented the District!

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.

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

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. The District has requested a copy of the final Plan amendment to remove the spousal subsidy that was approved in May and has yet to receive a copy from the Plan Administrator.

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:

“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-trusteed 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 22nd. 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. As requested by Buck, District staff has provided additional payroll information and other data regarding current bus operations for Buck’s projections, and the Team is meeting regularly.

UPDATE DISTRICT STRATEGIC PLANNING EFFORT

On May 24, 2024, the Board adopted the 2024 Strategic Plan. The Strategic Plan contains 39 initiatives that are focused on achieving the Board’s goals and as such, also serves as a work plan for staff. This month there is no update on activities related to the Strategic Plan.

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF JULY

District staff made the following speeches and/or presentations:

PRESENTATION TO:	DATE:	PRESENTED BY:
Make-A-Wish® Greater Bay Area	July 2, 2024	Paint Superintendent Fred Mixon, Lead House Sign Painter Mike Affonso and Bridge Painters Jay Seaman, Stacey Powell, Javier Chavez, and Joe DeGier.

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 July 26, 2024, Report of the General Manager:

Event Date	Event Title	Location	Type*	Expected No. Participants
September 14, 2024	Waves to Wine	Under GGB @ Tunnel, W-Coastal Trail Loop & West Sidewalk	SE	600
September 22, 2024	Mermaid Run SF	West Sidewalk under GGB @ Tunnel & East Sidewalk	SE	TBD

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

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF JULY

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
HB – Hit Barrier	1	0	0	Bridge
RE – Rear Ender	4	0	0	Bridge
C - Collision	1	1	0	Waldo
HB – Hit Barrier	1	0	0	Plaza
RE – Rear Ender	2	1	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Bridge
SS – Side Swipe	2	0	0	Bridge
TOTAL	16	2	0	

BICYCLE INCIDENTS FOR THE MONTH OF JULY

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
SO = SOLO	1	1	0	Bridge
BP = BIKE/PED	1	1	0	Bridge
SO = SOLO	1	1	0	Bridge
SO = SOLO	1	1	0	Alexander
BP = BIKE/PED	1	1	0	Bridge
TOTAL	5	5	0	

FERRY BICYCLE COUNTS THROUGH THE MONTH OF JULY

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

Larkspur Southbound Bicycle Counts	
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 - July	11,182

*The Larkspur July bicycle count was 2,005

Sausalito Southbound Bicycle Counts	
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 - July	29,109

*The Sausalito July bicycle count was 9,039

Tiburon Southbound Bicycle Counts	
2022 Annual Total	9,204
2023 Annual Total	9,481
January - July	5,250

*The Tiburon July bicycle count was 1,052

FERRY BICYCLE COUNTS THROUGH THE MONTH OF JULY (continued)

Angel Island Northbound Ferry Bicycle Counts	
2021 (December service start) Annual Total	39
2022 Annual Total	4,807
2023 Annual Total	4,556
January – July	2,153

*The Angel Island July bicycle count was 369

RETIREMENT OF RAYMOND C.W. WOO, BUS OPERATOR, BUS DIVISION

It is my privilege to announce that Bus Operator Raymond Woo retired on August 1, 2024, after 27 years, 1 month and 23 days of service with the District.

Mr. Woo joined the District as a Student Bus Operator on April 21, 1997 and achieved regular full-time status on June 8, 1997. During his career with the District, Mr. Woo has assisted as a Bus Operator Instructor in the Safety and Training Department since 2010 and was Employee of the Month, October 2016.

Mr. Woo was born and raised in San Francisco, CA.

In his free time, Mr. Woo enjoys outdoor activities such as hiking and weekend rides on his motorcycle.

We wish Mr. Woo a long and happy retirement.

PRESENTATION OF TWENTY-YEAR SERVICE AWARD MELVIN TEZENO, LABORER, BRIDGE DIVISION

We are pleased to announce that Laborer, Melvin Tezeno, celebrated twenty years of service with the District on August 16, 2024.

Mr. Tezeno joined the District on August 16, 2004, as a Laborer.

EMPLOYEE OF THE MONTH – AUGUST 2024

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Mechanic Hung Lam, in the Bus Division, as the Employee of the Month for August 2024.

Mr. Lam is recognized for his dedication to his position and the pride he takes in his work. He is always ready and willing to drop what he is doing to help a fellow employee. Mr. Lam is a huge wealth of knowledge and is often sought out by his colleagues to help with everything from locating a part or tool that may or may not be in stock to helping repair the most complex mechanical issues. He is also always willing to cover weekend shifts or stay late if needed, and

EMPLOYEE OF THE MONTH – AUGUST 2024 (continued)

Mr. Lam makes himself available to teach how to properly build and assemble hydraulic lines. He has gone out of his way to share his knowledge and expertise on such projects as the hydraulic lift rebuild in the wash bay and the compressor room.

Of special note, Mr. Lam's colleagues share that everyone in the maintenance department would agree that he is professional and always a pleasure to work with. He is a tenured Golden Gate Bus employee and is well deserving of this employee of the month recognition.

Mr. Lam joined the District on October 22, 2001, as a Mechanic in the Bus Division. Prior to joining the District, he was a Mechanic for Gray Line San Francisco.

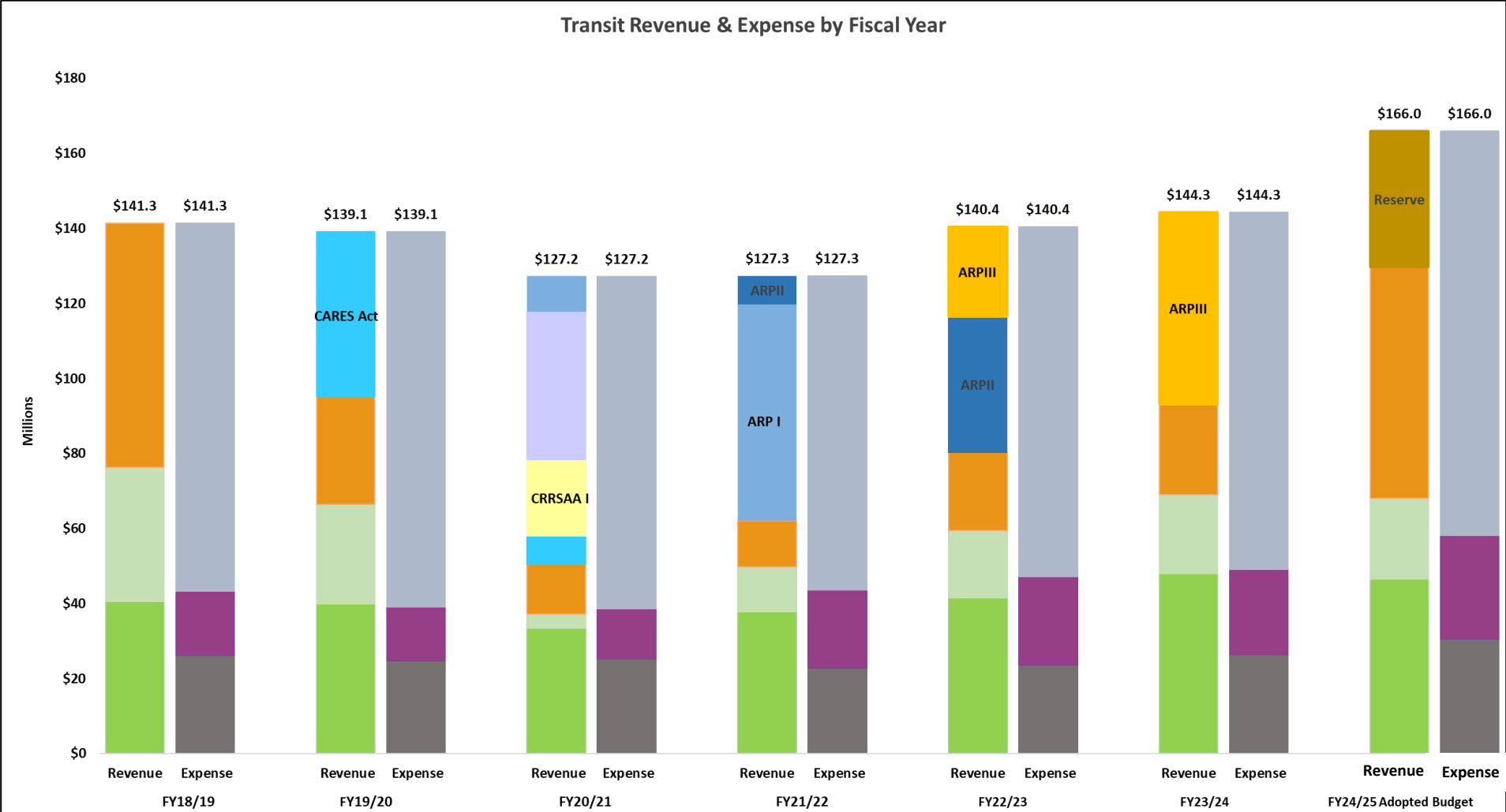
Mr. Lam was born in Vietnam and attended Abraham Lincoln High School going on to attend City College of San Francisco receiving an Automotive Technician A.S. Degree. Mr. Lam has been a resident of San Francisco, CA since 1991, where he lives with his wife and fourteen-year-old son. In his spare time, he enjoys fishing and mountain biking.

Denis J. Mulligan
General Manager

DJM:jb

Attachment: 2024-0823-FinanceComm-No6-Attachment C – Transit Funding & Expense Comparison

2024-0823-FinanceComm-No6-Attachment C- Transit Funding & Expense Comparison



- REVENUE**
- ARP I (One time Federal COVID relief)
 - ARP II (One time Federal COVID relief)
 - ARP III (One time Federal COVID relief)
 - CRRSAA II (One time Federal COVID relief)
 - CRRSAA I (One time Federal COVID relief)
 - CARES Act (One time Federal COVID relief)
 - Tolls for Transit
 - Fares
 - Other Revenue

- EXPENSE**
- Employees - Salaries/Benefits
 - Services-Professional Services, Maintenance services, Insurance
 - Facilities and Materials - Fuel, Supplies, Materials, Capital Contribution, Facilities, Other

Does not include CalPERS/OPEB GASB Adjustment.
Excludes Contribution to other grants in FY 19/20.

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