



April 6, 2007

**BOARD OF DIRECTORS MEETING**  
**FRIDAY, APRIL 13, 2007**

**5. CONSENT CALENDAR:**

- A.** Approve the Minutes of the Following Meetings:
1. Building and Operating Committee/Committee of the Whole of March 22, 2007;
  2. Finance-Auditing Committee/Committee of the Whole of March 22, 2007;
  3. Governmental Affairs and Public Information Committee/Committee of the Whole of March 23, 2007; and,
  4. Regular Meeting of the Board of Directors of March 23, 2007.

**Motion**

**B. Attorney's Report**  
**Denial of Claims**

1. Claim of Philip Donian
2. Subrogation Claim of Encompass Insurance  
(Insured: Michael Rieser)

**Motion**

**Motion**

**C. Meeting of the Finance-Auditing Committee/Committee of the Whole**  
**March 22, 2007**  
**Chair J. Dietrich Stroeh**

1. Ratification of Actions by the Auditor-Controller
  - a. Ratify Commitments and/or Disbursements
  - b. Ratify Previous Investments
  - c. Authorize Investments
  - d. Investment Report, February 2007

**Resolution**

Attachments



March 22, 2007  
(For Board: April 13, 2007)

**REPORT OF THE BUILDING AND OPERATING COMMITTEE/  
COMMITTEE OF THE WHOLE**

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

Honorable Members:

A meeting of the Building and Operating Committee/Committee of the Whole was held in the Board Room, Administration Building, Toll Plaza, San Francisco, California, on Thursday, March 22, 2007, at 10:00 a.m., Chair Eddie presiding.

**Committee Members Present (8):** Chair Eddie; Vice Chair Reilly; Directors Boro, Hernández, Martini, Middlebrook and Stroeh; President Moylan (Ex Officio)

**Committee Members Absent (1):** Director Ammiano

**Other Directors Present (2):** Directors Cochran and Grosboll

**Committee Members Present (10):** Directors Cochran, Eddie, Grosboll, Hernández, Martini, Middlebrook, Reilly and Stroeh; First Vice President Boro; President Moylan (Ex Officio)

**Committee Members Absent (9):** Directors Brown, Dufty, Kerns, McGlashan, McGoldrick, Newhouse Segal, Pahre and Sandoval; Second Vice President Ammiano

**Staff Present:** General Manager Celia G. Kupersmith; District Engineer Denis J. Mulligan; Auditor-Controller Joseph M. Wire; Secretary of the District Janet S. Tarantino; Attorney Patrick Miyaki; Deputy General Manager/Bridge Division Kary H. Witt; Deputy General Manager/Bus Division Susan C. Chiaroni; Deputy General Manager/Ferry Division James P. Swindler; Deputy Engineer Ewa Z. Bauer; Director of Planning Alan R. Zahradnik; Public Affairs Director Mary C. Currie; Property Development & Management Specialist Norma Jellison; Executive Assistant to the General Manager Amorette Ko; Assistant Clerk of the Board Patsy Whala

**Visitors Present:** None

**REPORT OF THE BUILDING AND OPERATING COMMITTEE/COMMITTEE OF  
THE WHOLE  
MARCH 22, 2007/PAGE 2**

**1. Approve Actions Relative to the Execution of a Professional Services Agreement with Fast Ferry Management, Inc., Relative to Request for Proposals (RFP) No. 2007-FT-8, Consultant to Provide Project Management and Construction Oversight for New High-Speed Passenger Ferry**

In a report to Committee, Deputy General Manager/Ferry Division James P. Swindler and General Manager Celia Kupersmith provided staff's recommendation to approve actions relative to Request for Proposals (RFP) No. 2007-FT-8, *Consultant to Provide Project Management and Construction Oversight for New High-Speed Passenger Ferry*.

The report stated that the District has two high-speed passenger ferries, the 390-passenger *M.V. Del Norte* and the 450-passenger *M.V. Mendocino*, which provide high-speed service to passengers during peak periods, including three scheduled morning commute trips that sail at full capacity on a regular basis. The report also stated that a back-up high-speed passenger ferry is needed to place into revenue service during the performance of routine dry-docking or other maintenance activities on the *M.V. Del Norte* and the *M.V. Mendocino*, in order to maintain a continuous high-level of service during peak periods and to decrease the risk of unexpected service delays and disruptions. A new high-speed ferry, with an approximate passenger capacity of 499, would allow the District to add additional capacity to the existing ferry service during peak hours, and also would allow the District to rotate the lower-capacity *M.V. Del Norte* into backup status to reduce wear and tear on the District's oldest high-speed ferry, which ferry was placed into service in 1998.

The report further stated that the Board of Directors, by Resolution No. 2006-052 at its meeting of June 23, 2006, authorized the purchase of a high-speed ferry, with an approximate passenger capacity of 499, as a replacement for one of the existing Spaulding vessels. The District issued Request for Proposals (RFP) No. 2007-FT-8, *Consultant to Provide Project Management and Construction Oversight for New High-Speed Passenger Ferry*, and on February 9, 2007, the District received three proposals. The consultant services in this RFP include the development of detailed specifications and specific performance requirements, as well as providing contract administration, construction oversight, quality control and general project management.

The report further stated that the Evaluation Committee (Committee), comprised of District staff, evaluated and ranked the consulting firms based on the criteria set forth in the RFP, including: 1) qualifications and experience of the project team; 2) project understanding and approach; and, 3) cost proposal. The Committee ranked Fast Ferry Management, Inc. (Fast Ferry), Silverdale, WA, as the top proposer, stating that the proposal meets all solicitation requirements, and that the proposal happens to include the lowest proposal price. The proposal stated that Fast Ferry has fifteen years experience in this field and it has successfully developed and managed similar projects for the delivery of high-speed passenger ferries for the cities of Vallejo and Long Beach, CA.

**REPORT OF THE BUILDING AND OPERATING COMMITTEE/COMMITTEE OF  
THE WHOLE  
MARCH 22, 2007/PAGE 3**

Also, the report stated that the project to purchase a third high-speed passenger ferry is included in the District's Capital Plan for a total budgeted amount of \$12 million (80% Federal/20% District funds). Requisite funds for this project are included in the FY 06/07 Ferry Transit Division Capital Budget, and will be included in the FY 07/08 Ferry Transit Division Capital Budget. A copy of the report is available from the Office of the District Secretary and on the District's web site.

At the meeting, Mr. Swindler summarized the staff report, stating that the scope of services includes: 1) the evaluation of both the positive and negative aspects of the *M.V. Del Norte* and the *M.V. Mendocino* as relates to design criteria for the ferry arrangement; and, 2) an analysis of the propulsion emission standards for the design of the engine. He described the past practice to procure a ferry. Mr. Swindler stated that, although these ferries met the specifications at the time of construction, the design of these two high-speed ferries is noticeably different. He further stated that it is the District's intent to procure a ferry with machinery that is identical to that of an existing ferry in the fleet for procurement of equipment and operational issues, as well as procure a ferry with a similar design for passenger comfortability. Mr. Swindler noted that Fast Ferry's experience includes the development of a high-speed ferry for the City of Vallejo, and it has been reported that this ferry is touted to be the cleanest vessel operating in the Bay Area.

Discussion ensued, including the following:

- Director Reilly inquired as to the life expectancy of a ferry. In response, Mr. Swindler stated that ferries can have a life expectancy of 20 to 30 years.
- Director Boro inquired as to the possibility of obtaining a ferry with a larger passenger capacity, such as the *Spaulding*-class ferries, which have an approximate capacity of 750. In response, Mr. Swindler stated that the purchase of such a ferry would be more expensive, due to the regulatory requirements for ferries with a passenger capacity over 500, requiring additional personnel and equipment.
- Director Grosboll made the following comments and inquiries:
  - He inquired as to the number of persons employed by the recommended firm. In response, Mr. Swindler stated that the company consists of one person, Martin Robbins, who has been working in this field for several years, including working for the City of Vallejo.
  - He inquired as to the timeline for completion of this project. In response, Mr. Swindler stated that the District expects delivery of the ferry in January 2009.

**REPORT OF THE BUILDING AND OPERATING COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 22, 2007/PAGE 4**

- He inquired as to why the District would not obtain a larger-capacity ferry, in light of the District's experience in increased ferry ridership. In response, Mr. Swindler stated that it would not be difficult to obtain a larger-capacity ferry, but staff has determined that a ferry, with a passenger capacity of 499, meets the District's needs for both current and future passenger demand.

Staff recommended and the Committee concurred by motion made and seconded by **Directors STROEH/BORO** to forward the following recommendation to the Board of Directors for its consideration:

**RECOMMENDATION**

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to Request for Proposal (RFP) No. 2007-FT-8, Consultant to Provide Project Management and Construction Oversight for New High-Speed Passenger Ferry:

- a. Authorize execution of a Professional Services Agreement relative to RFP No. 2007-FT-8 with Fast Ferry Management, Inc., Silverdale, WA, in an amount not to exceed \$265,500, to develop specifications and performance requirements, and to provide construction oversight and project management, for the procurement of a new high-speed ferry; and,
- b. Authorize a contingency fund in the amount of \$9,500; with the understanding that requisite funds (80% Federal/20% District) are available in the FY 06/07 Ferry Transit Division Capital Budget and that requisite funds will be included in the 07/08 Ferry Transit Division Capital Budget.

**Action by the Board – Resolution  
NON-CONSENT CALENDAR**

**AYES (10):** Directors Cochran, Eddie, Grosboll, Hernández, Martini, Middlebrook, Reilly and Stroeh; First Vice President Boro; President Moylan (Ex Officio)  
**NOES (0):** None

**2. Approve Relocation of Two Access Easements Across the Sonoma-Marin Area Rail Transit District's Right-of-Way North of Cal Park Hill Tunnel**

In a report to Committee, Property Development & Management Specialist Norma Jellison, Director of Planning Alan R. Zahradnik and General Manager Celia Kupersmith reported on staff's recommendation to approve relocation of two access easements across the Sonoma-Marin Area Rail Transit (SMART) right-of-way north of Cal Park Hill Tunnel in San Rafael. The District transferred ownership of the railroad right-of-way to SMART, but retained rights of access across and along the right-of-way to adjacent District-owned properties.

**REPORT OF THE BUILDING AND OPERATING COMMITTEE/COMMITTEE OF THE WHOLE**  
**MARCH 22, 2007/PAGE 5**

The report stated that, to provide a new multi-use pathway connecting San Rafael and Larkspur, the Transportation Authority of Marin, as the lead agency, has provided project oversight for the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway project, a new bicycle/pedestrian pathway beginning north of Bellam Boulevard and Andersen Drive in San Rafael and terminating at Larkspur Landing Circle in Larkspur. To accommodate the multi-use pathway, it will be essential to relocate the District's access easements to allow for the construction of emergency vehicle access and to allow for the right-of-way crossing to be better aligned with a curve on the path.

The report also stated that the existing access easements will be extinguished by a Quitclaim Deed, concurrent with recording the new easements, legal descriptions and plats, and will be timed to coordinate with the construction of the path to ensure that legal access to District property is uninterrupted. The relocation of the easements, including extinguishing the old and recording the new easements, and the purchase of title insurance, will be at no cost to the District. A copy of the report is available from the Office of the District Secretary and on the District's web site.

At the meeting, Ms. Jellison summarized the staff report and stated that the relocation of the easements will allow for continued access to the District's parcels, which are located near the SMART right-of-way. She stated that the relocation and realignment of the easements will accommodate the pedestrian/bike path, while providing access to District-owned property. Ms. Kupersmith stated that the property is leased to the Marin Sanitary Service/Recycling Center on Andersen Drive in San Rafael.

Staff recommended and the Committee concurred by motion made and seconded by **Directors STROEH/REILLY** to forward the following recommendation to the Board of Directors for its consideration:

**RECOMMENDATION**

The Building and Operating Committee recommends that the Board of Directors approve the relocation of two access easements across the Sonoma-Marin Area Rail Transit District's right-of-way north of the Cal Park Hill Tunnel; and, authorize the General Manager to execute a Quitclaim Deed to extinguish existing easements, to accept new replacement easements and to execute all necessary documents as approved by the Attorney for the District.

**Action by the Board – Resolution**  
**NON-CONSENT CALENDAR**

**AYES (10):** Directors Cochran, Eddie, Grosboll, Hernández, Martini, Middlebrook, Reilly and Stroeh; First Vice President Boro; President Moylan (Ex Officio)

**NOES (0):** None

**REPORT OF THE BUILDING AND OPERATING COMMITTEE/COMMITTEE OF  
THE WHOLE  
MARCH 22, 2007/PAGE 6**

**3. Status Report from District Appointees on Sonoma-Marín Area Rail Transit (SMART) Board**

The Committee was provided with a copy of the agenda for the February 21, 2007 meeting, and the minutes for the January 17, 2007 meeting of the Sonoma-Marín Area Rail Transit District (SMART). Copies of these items are available in the Office of the District Secretary, as well as on the District's web site.

At the meeting, Chair Eddie, one of the District's representatives on the SMART Board of Directors (SMART Board), provided updates on the following topics:

1. He stated that the SMART District is seeking qualifications from environmental consulting firms for preparation of a draft and final Environmental Impact Study (EIS);
2. He stated that the SMART District executed a Cost-Sharing agreement with the County of Marin for the Cal Park Hill Tunnel Renovation Project; and,
3. He stated that the SMART Board discussed the policies for processing requests for easements, licenses or other encroachments.

Discussion ensued, including the following:

- Director Boro, President of the SMART Board, made the following comments:
  - He stated that, in addition to the Cal Park Hill Tunnel, the bicycle-pedestrian pathway will continue along the SMART right-of-way on the west side of U.S. Highway 101 from Larkspur to north San Rafael. He noted that the cost estimate for the pathway through the Cal Park Hill Tunnel has escalated to \$24 million to accommodate both the railroad and the bike path, which costs will be shared between SMART and the County of Marin.
  - He stated that the Ad Hoc Committee has met with different interest groups that have either expressed opposition or support for the SMART commuter rail ballot measure that failed on the November 2006 ballot, to find a better approach to gain support for a future proposal, evaluate the possibility of placing the measure on the ballot in November 2008 and present a recommendation to the SMART Board for approval.
- Director Middlebrook commented that certain cities in Sonoma County are proposing a plan for the installation of a bicycle/pedestrian path and inquired as to SMART's involvement in the design criteria. In response, Director Boro stated that the proposed bicycle-pedestrian pathways in Sonoma and Marin County are being designed by a coordinated effort of the Marin and Sonoma County Bicycle Coalitions. He noted that the initial plan does not include funding for a continuous bike path along the entire railroad right-of-way from Larkspur to Cloverdale and that the SMART Board is discussing whether or not to add the additional sections to the project.

**REPORT OF THE BUILDING AND OPERATING COMMITTEE/COMMITTEE OF THE WHOLE**  
**MARCH 22, 2007/PAGE 7**

- Director Martini commented that an original SMART Board policy was to not sell a fee interest in the property; however, the Real Estate Sub-Committee has met to consider an alteration to that policy. In response, Director Boro stated that the SMART Board is still studying the matter. He noted that the key issue for the SMART Board is ensuring that the property they own will generate enough revenue to help support future railroad service.

**Action by the Board – None Required**

**4. Status Report on Engineering Projects**

In a memorandum to Committee, Deputy District Engineer Ewa Z. Bauer, District Engineer Denis Mulligan and General Manager Celia Kupersmith reported on current engineering projects. A copy of the report is available in the Office of the District Secretary and on the District's web site.

Discussion ensued, including the following:

- Director Hernández made the following comments and inquiries:
  - She inquired as to whether the Engineering Department anticipated finding any areas of concern when the inspection of the Suspension Bridge is undertaken in March 2007. In response, Mr. Mulligan stated that the inspection started on March 19, 2007, and that the Engineering staff does not anticipate discovering any unexpected problems during the inspection. He noted that the Biennial Bridge Inspection Program is one of the most important tasks at the District, as it generates a "report card" regarding the condition of the Golden Gate Bridge. Mr. Mulligan also noted that the Engineering Department will provide the results from the inspection to the U.S Department of Transportation Federal Highway Administration, in accordance with federal regulations, and the District will use this report to prioritize maintenance activities on the Golden Gate Bridge, as well as to assist in updating the District's Ten-Year Capital Plan.
  - She inquired as to the timeline for the Corte Madera Ecological Reserve (CMER) Tidal Wetlands Restoration Project. In response, Mr. Mulligan stated that a jurisdictional determination for the wetlands has been completed, which defines the area and the types of wetlands, and that the District will be meeting with the U.S. Army Corps of Engineers to discuss the jurisdictional determination at a later date.

**Action by the Board – None Required**

**REPORT OF THE BUILDING AND OPERATING COMMITTEE/COMMITTEE OF  
THE WHOLE  
MARCH 22, 2007/PAGE 8**

**5. Public Comment**

There was no public comment.

**6. Adjournment**

All business having been concluded, the meeting was declared adjourned at 10:30 a.m.

Respectfully submitted,

James C. Eddie, Chair  
Building and Operating Committee

JCE:JST:PLW:plw



March 22, 2007  
(For Board: April 13, 2007)

**REPORT OF THE FINANCE-AUDITING COMMITTEE/  
COMMITTEE OF THE WHOLE**

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

Honorable Members:

A meeting of the Finance-Auditing Committee/Committee of the Whole was held in the Board Room, Administration Building, Toll Plaza, San Francisco, California, on Thursday, March 22, 2007, at 10:30 a.m., Chair Stroeh presiding.

**Committee Members Present (8):** Chair Stroeh; Directors Boro, Cochran, Eddie, Grosboll, Middlebrook and Reilly; President Moylan (Ex Officio)

**Committee Members Absent (1):** Vice Chair Pahre

**Other Directors Present (2):** Directors Hernández and Martini

**Committee of the Whole Members Present (10):** Directors Cochran, Eddie, Grosboll, Hernández, Martini, Middlebrook, Reilly and Stroeh; First Vice President Boro; President Moylan

**Committee of the Whole Members Absent (9):** Directors Brown, Dufty, Kerns, McGlashan, McGoldrick, Newhouse Segal, Pahre and Sandoval; Second Vice President Ammiano

**Staff Present:** General Manager Celia G. Kupersmith; District Engineer Denis Mulligan; Auditor-Controller Joseph M. Wire; Secretary of the District Janet S. Tarantino; Attorney Patrick Miyaki; Deputy General Manager/Bridge Division Kary H. Witt; Deputy General Manager/Bus Division Susan C. Chiaroni; Deputy General Manager/Ferry Division James P. Swindler; Director of Risk Management and Safety William L. Stafford; Executive Assistant to the General Manager Amorette Ko; Assistant Clerk of the Board Karen B. Engbretson

**Visitors Present:** Nancy Jones, Public Financial Management; Gregory J. Wessel and Frederick E. Robinson, Marsh Risk and Insurance Services

**1. Ratify Actions by the Auditor-Controller**

In a memorandum to Committee, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith outlined commitments, disbursements and investments made on behalf of the District. The report also included a copy of the District's Investment Report from PFM Asset Management LLC (PFM). A copy of the staff report, with attachments, is available in the Office of the District Secretary and on the District's web site.

At the meeting, Nancy Jones described the latest economic news and current interest rates for the District's portfolio. Ms. Jones highlighted charts contained in PFM's memorandum showing the effect of the recent stock market correction on U.S. Treasury securities. She stated that the District's Portfolio Manager had sold \$5 million worth of corporate Commercial Paper securities when interest rates peaked in February 2007 and invested those funds into federal agency five-year securities just prior to the dramatic drop in interest rates associated with the stock market correction. She noted how the rise in delinquencies of sub-prime mortgages has negatively affected the economy. She also described the connection between stock prices and bond prices, noting that immediately following the stock market correction, increased demand for safe investments led to a rally in U.S. Treasury securities, which caused yields to fall sharply.

Ms. Jones distributed a handout to the Committee comparing recent statements made by the Federal Reserve Bank Open Market Committee, noting that at its March 21, 2007, meeting, the Federal Reserve decided to keep interest rates steady at 5.25%, amid growing concerns about inflation. The District's Portfolio Manager believes that interest rates will start to fall at some point in 2007 and is therefore continuing to extend the District's portfolio into longer-term securities.

Discussion ensued, including the following:

- Director Martini inquired as to how the volatility in interest rates affects the District's portfolio over time. In response, Ms. Jones stated that while interest rates appear to be reacting more quickly to economic news in the short-term, interest rates for Two-Year U.S. Treasury notes, when averaged over a one-year period, remain within a small range of percentage points.

Staff recommended and the Committee concurred by motion made and seconded by **Directors EDDIE/MIDDLEBROOK** to forward the following recommendation to the Board of Directors for its consideration:

**RECOMMENDATION**

The Finance-Auditing Committee recommends that the Board of Directors authorize the following actions by the Auditor-Controller:

- a. Ratify commitments and/or expenditures for the period February 1, 2007, through February 28, 2007, totaling \$59,074.00;
- b. Ratify investments made by the Auditor-Controller during the period February 13, 2007, through March 12, 2007, as follows;

**FINANCE-AUDITING COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 22, 2007/PAGE 3**

<b>SECURITY</b>	<b>PURCHASE DATE</b>	<b>MATURITY DATE</b>	<b>ORIGINAL COST</b>	<b>PERCENT YIELD</b>
UBS Finance Delaware, LLC Commercial Paper	02/28/07	04/16/07	7,862,735.56	5.29
Societe Generale NA Commercial Paper	03/01/07	04/02/07	8,826,694.82	5.26
Dexia Delaware, LLC Commercial Paper	03/01/07	04/02/07	5,867,542.40	5.26

- c. Authorize the Auditor-Controller to re-invest, within the established policy of the Board, investments maturing between March 13, 2007, and April 16, 2007, as well as the investment of all other funds not required to cover expenditures that may become available; and,
- d. Accept the Investment Report for February 2007 prepared by Public Financial Management.

**Action by the Board - Resolution**  
**CONSENT CALENDAR**

**AYES (10):** Directors Cochran, Eddie, Grosboll, Hernández, Martini, Middlebrook, Reilly and Stroeh; First Vice President Boro; President Moylan  
**NOES (0):** None

**2. Approve Actions Relative to the Filing of Federal Transit Administration Grant Applications and the Execution of Related Agreements for Federal Transportation Assistance**

In a memorandum to Committee, Capital and Grant Programs Manager Gayle S. Prior, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith provided staff's recommendation to approve actions relative to the filing of Federal Transit Administration (FTA) grant applications and the execution of related agreements for federal transportation assistance. The report stated that the District receives various types of federal grant funds authorized by Title 49 U.S.C. Chapter 53, Title 23 U.S.C. and other federal statutes, through grant applications and agreements with the FTA, the operating administration of the United States Department of Transportation. Generally, these funds are programmed by the Metropolitan Transportation Commission (MTC), as the designated recipient of FTA funds in the San Francisco Bay Area, and are secured directly by the District through its annual FTA Urbanized Area Formula Program grant application.

The report also stated that the FTA requires grantees to designate, by way of Board Resolution, the title of the officials authorized to execute and file grant applications and execute related agreements for federal assistance, as well as the title of the official authorized to execute and file required annual certifications and assurances, as well as other compliance documents.

**FINANCE-AUDITING COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 22, 2007/PAGE 4**

The report further stated that the Board of Directors, by Resolution No. 2001-019 on January 26, 2001, adopted a one-time resolution that authorized the General Manager as the designated official to execute and file FTA grant applications and identified the President of the Board of Directors as the designated official to execute FTA grant and cooperative agreements. In addition, Resolution No. 2001-019 designated the General Manager as the official authorized to execute and file required FTA certifications and assurances and other grant-related compliance documents, as required by the FTA. For FTA timing and compliance purposes, staff recommends that Resolution No. 2001-019 be superseded by a new resolution that would also authorize representatives designated by the General Manager and the President of the Board of Directors to execute documents on their behalf.

The report noted that as a part of normal business process, staff will continue to present annual items outlining the District's FTA grant application and program of projects for approval by the Finance-Auditing Committee and the Board of Directors. A copy of the staff report is available in the Office of the District Secretary and on the District's web site.

At the meeting, Joseph Wire summarized the staff report, noting that the proposed action is a broadening of grant application signing authority, rather than a specific grant application.

Staff recommended and the Committee concurred by motion made and seconded by **Directors BORO/EDDIE** to forward the following recommendation to the Board of Directors for its consideration:

**RECOMMENDATION**

The Finance-Auditing Committee recommends the Board of Directors approve the following actions relative to the filing of Federal Transit Administration (FTA) grant applications and the execution of related agreements for federal transportation assistance:

- a. Authorize the General Manager or her designee to execute and file grant applications with FTA for federal assistance;
- b. Authorize the President of the Board of Directors or his designee to execute grant and cooperative agreements with FTA;
- c. Authorize the General Manager or her designee to execute and file annual certifications and assurances and other documents FTA requires before awarding a federal assistance grant or cooperative agreement; and,
- d. Amend Resolution No. 2001-019.

**Action by the Board - Resolution  
NON-CONSENT CALENDAR**

**AYES (10):** Directors Cochran, Eddie, Grosboll, Hernández, Martini, Middlebrook, Reilly and Stroeh; First Vice President Boro; President Moylan  
**NOES (0):** None

**3. Approve Renewal of the Property Insurance Program**

In a memorandum to Committee, Director of Risk Management and Safety William Stafford, Deputy General Manager/Administration and Development Teri Mantony, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith reported on the annual renewal of the Property Insurance Program, which renews on April 8, 2007. The report stated that the Property Insurance Program is comprised of the District Buildings and Facilities policy, Boiler & Machinery policy and the newly established Bridge Self-Insurance Loss Reserve.

The report stated that as of the date of this Committee meeting, Marsh Risk & Insurance Services (Marsh), the District's Insurance Advisor, had not yet received competitive or final quotes for earthquake and flood coverage for the District Buildings and Facilities policy. Therefore, Marsh recommends delaying a decision to renew this portion of the Property Insurance Program until all quotes have been received and all policy structure options have been explored. Since there are no scheduled meetings of the Finance-Auditing Committee or the Board of Directors after March 23, 2007, and before the renewal deadline date of April 8, 2007, staff is recommending that the General Manager be authorized to complete the renewal process for the District Buildings and Facilities policy for the Property Insurance Program. As of the date of this meeting, Marsh had received a single quote for earthquake and flood coverage at limits of \$20 million, with the current terms and conditions, for a premium of \$755,000 for the District Buildings and Facilities policy. This single quote represents a 40 percent increase over the expiring premium of \$539,223. The report noted that the primary reason for the significant premium increases is due to the growing reluctance of insurance carriers to increase their exposure in earthquake zones. In addition, a new earthquake software modeling system, currently used by carriers to determine price, was released in June 2006, after the last renewal of the Property Insurance Program. Marsh is hoping to receive additional final quotes in the range of \$600,000 to \$650,000, prior to the renewal date of April 8, 2007.

The report described the recommendation for renewal of the Boiler & Machinery policy with the incumbent carrier, stating that this policy covers losses from explosion of boilers and steam pressure vehicles, as well as accidental breakdown of boilers and other mechanical or electrical equipment. The recommended renewal mirrors the existing coverage limits of \$1 million per accident and a deductible of \$1,000 per accident, for a premium of \$2,663, representing an 8.5 percent decrease over the expiring premium of \$2,911.

The report further described the District's Bridge Self-Insurance Loss Reserve (Reserve), which Reserve was established on April 8, 2006, at the time of the 2006 Property Insurance Program renewal, due to the high cost for the renewal of the Bridge Physical Damage and Loss of Use policy. The District has requested Marsh to obtain quotes for this coverage, to determine whether the District should continue funding the Reserve or consider transferring these risks to an insurance carrier. Marsh received a quote from ACE, the carrier that had provided Bridge Physical Damage and Loss of Use coverage in the past, for a premium of \$700,000. While this premium is significantly lower than the \$1.3 million premium quoted in 2006, the waiting period for Loss of Use coverage was

**FINANCE-AUDITING COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 22, 2007/PAGE 6**

increased from 30 days to 90 days. Therefore, staff recommends that the District continue funding the Reserve, since the transfer of risk to a carrier is not a cost-effective option at this time.

Two staff reports were provided to the Committee relative to renewal of the Property Insurance Program. The first staff report, issued March 16, 2007, included a letter from Marsh dated March 15, 2007, which provided Marsh's recommendations for renewal of the Property Insurance Program. The second, revised staff report, issued March 21, 2007, included a letter from Marsh dated March 20, 2007, which provided an update on the status of the District Buildings and Facilities policy included in the Property Insurance Program. Copies of both staff reports are available in the Office of the District Secretary and on the District's web site.

At the meeting, William Stafford summarized the staff report, and Gregory Wessel and Frederick Robinson, Marsh Insurance Advisors, joined Mr. Stafford at the Board table to be available to the Committee to answer any questions.

Discussion ensued, including the following:

- Director Middlebrook noted the significant increase in the waiting period from 30 days to 90 days as quoted by ACE for the Loss of Use policy, and inquired as to whether such an increase would have any bearing on the amount of funds that the District sets aside for the Restricted Bridge Self-Insurance Loss Reserve. In response, Mr. Stafford stated that the long-range plan for building up the Restricted Bridge Self-Insurance Loss Reserve will accommodate changes in the property insurance marketplace, such increases in the waiting period.
- Director Grosboll inquired as to why only one insurance carrier provided a quote for Bridge Physical Damage and Loss of Use policy. In response, Frederick Robinson explained that there are very few insurance carriers in the property insurance market that are willing to write a policy for the Golden Gate Bridge, due to the risks of terrorist attack and earthquake.

Staff recommended and the Committee concurred by motion made and seconded by **Directors EDDIE/COCHRAN** to forward the following recommendation to the Board of Directors for its consideration:

**RECOMMENDATION**

The Finance-Auditing Committee recommends that the Board of Directors approve the following actions relative to the renewal of the Property Insurance Program:

- a. Authorize the General Manager to bind the coverage for the renewal of the District Buildings and Facilities policy, with the panel of carriers as recommended by the District's Insurance Advisor, providing "all risk" coverage for all land-based District facilities, except the Bridge itself, in case of fire, flood and earthquake, with a limit of liability of \$20 million per flood and earthquake

**FINANCE-AUDITING COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 22, 2007/PAGE 7**

- occurrence, with a limit of liability of \$45 million per fire occurrence and a deductible of \$250,000 each loss for fire, including 5% of value for flood and earthquake, at a premium not to exceed \$755,000, for a one-year term, effective April 8, 2007, through April 7, 2008; with the understanding that requisite funds are available in the FY 06/07 Bridge, Bus, Ferry and District Division Operating Budgets and that requisite funds will be budgeted in the appropriate division operating budgets for FY 07/08;
- b. Renew the Boiler and Machinery policy with Hartford Steam Boiler Company, providing coverage for the breakdown of equipment, including all boilers, fired storage water heaters, fired coil water heaters, electric steam generators, sandblasting equipment and all metal unfired pressure vessels used as air tanks, which objects require city and state inspection and certification, with a limit of liability of \$1 million per accident and a deductible of \$1,000 per accident, at a premium of \$2,663, for a one-year term, effective April 8, 2007, through April 7, 2008; with the understanding that requisite funds are available in the FY 06/07 Bridge, Bus, Ferry and District Division Operating Budgets and that requisite funds will be budgeted in the appropriate division operating budgets for FY 07/08; and,
- c. Allocate monies to the Restricted Bridge Self-Insurance Loss Reserve in the amount of \$1,300,000 for FY 07/08, with the understanding that this Reserve is to be used in the event of catastrophic damage to the Golden Gate Bridge or the sustained loss of toll revenue; and, with the further understanding that requisite funds are available in the FY 07/08 Bridge Division Operating Budget.

**Action by the Board – Resolution**  
**NON-CONSENT CALENDAR**

**AYES (10):** Directors Cochran, Eddie, Grosboll, Hernández, Martini, Middlebrook, Reilly and Stroeh; First Vice President Boro; President Moylan

**NOES (0):** None

**4. Receive the Independent Auditor’s Engagement Letters as Submitted by Macias Gini & O’Connell LLP for the FY 06/07 Financial Audit and the FY 05/06 Supplemental Retirement Plan**

In a memorandum to Committee, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith provided staff’s recommendation to receive the Independent Auditor’s Engagement Letters, as submitted by Macias Gini & O’Connell LLP (Macias) for the FY 06/07 Financial Audit and the FY 05/06 Supplemental Retirement Plan. The report stated that in the Engagement Letters, which were attached to the report, the Independent Auditor reconfirms their understanding of services provided to the District, to ensure compliance with the Governmental Accounting Standards Board (GASB) regulations.

**FINANCE-AUDITING COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 22, 2007/PAGE 8**

The report also stated that the Independent Auditor will provide the following services in addition to auditing the basic financial statements of the District for FY 06/07:

- Submit documentation that will include the Schedule of Expenditures of Federal Awards which will not be audited, but will be subject to “in-relation-to” procedures applied during the audit of financial statements;
- Audit the National Transit Database Report and the Transportation Development Act Compliance Report;
- Submit the Management Discussion and Analysis required by the GASB; and,
- Audit the District’s FY 06/07 Supplemental Retirement Plan.

The report noted that a separate engagement letter is attached for the FY 05/06 Supplemental Retirement Plan, as this was not a part of the original contract for auditing services. A copy of the staff report, with attachments, is available in the Office of the District Secretary and on the District’s web site.

At the meeting, Joseph Wire summarized the staff report, noting that the two Engagement Letters are routine documents submitted each year by the Independent Auditor.

Discussion ensued, including the following:

- Director Grosboll made the following inquiries:
  - He inquired regarding the hourly rate charged by the Independent Auditor. In response, Mr. Wire stated that the District’s contract with Macias is based on a “not to exceed” total contract price, rather than based on a specific hourly rate.
  - He inquired as to whether the contract price charged by Macias has competitive rates. In response, Mr. Wire stated that staff feels comfortable with the prices charged by Macias. Celia Kupersmith added that the District will be issuing a Request for Proposals in FY 07/08 for Independent Auditor services upon expiration of the current contract with Macias.
- Director Boro made the following comments and inquiries:
  - He inquired as to whether the District has hired a staff person who is responsible for monitoring internal controls. In response, Mr. Wire answered in the affirmative, noting that the District has hired a Business Process Analyst who is responsible for such monitoring.
  - He inquired regarding the audit of routine internal processes such as payroll and purchasing. In response, Mr. Wire stated that staff would prepare a report regarding audits for a future Committee meeting.

Staff recommended and the Committee concurred by motion made and seconded by **Directors MIDDLEBROOK/REILLY** to forward the following recommendation to the Board of Directors for its consideration:

**RECOMMENDATION**

The Finance-Auditing Committee recommends the Board of Directors receive the Independent Auditor's Engagement Letters as submitted by Macias Gini & O'Connell LLP for the FY 06/07 Financial Audit and the FY 05/06 Supplemental Retirement Plan.

**Action by the Board - Resolution  
NON-CONSENT CALENDAR**

**AYES (10):** Directors Cochran, Eddie, Grosboll, Hernández, Martini, Middlebrook, Reilly and Stroeh; First Vice President Boro; President Moylan  
**NOES (0):** None

**5. Status Report on the District's Investment Policy**

In a memorandum to Committee, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith provided a status report on the Investment Policy. The report stated that the State of California Government Code no longer requires public agencies to annually submit their investment policy to their governing body for approval. Despite this change in California law, staff feels it to be a prudent practice to have the Board annually review the District's investment policy, whether or not changes have been made to it during a given year. If changes are necessary during a given year, staff will recommend that the Board formally approve any changes. This past year, there were no changes required to be made to the Investment policy. A copy of the staff report, with the attached Investment Policy, is available in the Office of the District Secretary and on the District's web site.

**Action by the Board – None Required**

**6. Review of Golden Gate Bridge Traffic/Tolls and Bus and Ferry Transit Patronage/Fares for Eight Months Ending February 28, 2007**

In a memorandum to Committee, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith provided a schedule comparing categories of Bridge traffic, as well as a monthly review of Bridge traffic and tolls and transit patronage and fares, for eight months ending February 28, 2007. A copy of the report is available in the Office of the District Secretary and on the District's web site.

Discussion ensued, including the following:

- Director Martini noted that the schedule of transit patronage and fares, included with the staff report, showed that ferry patronage was 14.4 percent higher than budgeted, but that ferry fares were only 0.5 percent higher than budgeted. He inquired as to the reason for the discrepancy. In response, Mr. Wire stated that staff would examine its budget modeling to determine any discrepancy and report said finding to the Board at a future date.

**Action by the Board – None Required**

**7. Review of Financial Statements for Eight Months Ending February 28, 2007**

**a. Statement of Revenue and Expenses**

In a memorandum to Committee, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith provided a financial statement entitled, *Statement of Revenues and Expenses for Eight Months Ending February 28, 2007*. A copy of the report is available in the Office of the District Secretary and on the District's web site.

**Action by the Board – None Required**

**b. Statement of Capital Programs and Expenditures**

In a memorandum to Committee, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith provided a financial statement entitled, *Statement of Capital Programs and Expenditures for Eight Months Ending February 28, 2007*. A copy of the report is available in the Office of the District Secretary and on the District's web site.

**Action by the Board – None Required**

**8. Public Comment**

There was no public comment.

**9. Adjournment**

All business having been concluded, the meeting was adjourned at 11:00 a.m.

Respectfully submitted,

J. Dietrich Stroeh, Chair  
Finance-Auditing Committee



March 23, 2007  
(For Board: April 13, 2007)

**REPORT OF THE GOVERNMENTAL AFFAIRS  
AND PUBLIC INFORMATION COMMITTEE/  
COMMITTEE OF THE WHOLE**

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

Honorable Members:

A meeting of the Governmental Affairs and Public Information Committee/Committee of the Whole was held in the Board Room, Administration Building, Toll Plaza, San Francisco, California, on Friday, March 23, 2007, at 9:30 a.m., Chair Boro presiding.

**Committee Members Present (7):** Chair Boro; Vice Chair Martini; Directors Cochran, Kerns, Newhouse Segal and Reilly; President Moylan (Ex Officio)

**Committee Members Absent (2):** Directors Dufty and McGoldrick

**Other Members Present (6):** Directors Eddie, Grosboll, Hernández, Pahre, Sandoval and Stroeh

**Committee of the Whole Members Present (13):** Directors Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan

**Committee of the Whole Members Absent (6):** Directors Brown, Dufty, McGlashan, McGoldrick and Middlebrook; Second Vice President Ammiano

**Staff Present:** General Manager Celia G. Kupersmith; District Engineer Denis J. Mulligan; Auditor-Controller Joseph M. Wire; Secretary of the District Janet S. Tarantino; Attorney Madeline Chun; Deputy General Manager/Bridge Division Kary H. Witt; Deputy General Manager/Bus Division Susan C. Chiaroni; Deputy General Manager/Ferry Division James P. Swindler; Public Affairs Director Mary C. Currie; Executive Assistant to the General Manager Amorette Ko; Assistant Clerk of the Board Karen B. Engbretson

**Visitors Present:** Jerry Grace, Oakland Resident

**REPORT OF THE GOVERNMENTAL AFFAIRS AND PUBLIC INFORMATION  
COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 23, 2007/PAGE 2**

**1. Status Report on State/Federal Legislation**

General Manager Celia Kupersmith reported on the status of the following federal legislation:

Golden Gate Bridge Moveable Median Barrier Project: Ms. Kupersmith reported that during the week of February 26, 2007, she, along with District Engineer Denis Mulligan and Board members (President Moylan, First Vice President Boro and Director Middlebrook) traveled to Washington, D.C. They received a positive response from Bay Area members of Congress, as well as key Congressional committee staff, regarding funding for the District's Moveable Median Barrier project.

Water Resources Development Act/Larkspur Ferry Channel Dredging: Ms. Kupersmith also reported that while in Washington, D.C., the District representatives also met with members of Congress and received a positive response to the District's request to have the U.S. Army Corps of Engineers (Corps) take on federal responsibility for dredging of the Larkspur Ferry Channel.

Golden Gate Bridge Security: Ms. Kupersmith further reported that the District representatives also sought federal funding for physical security improvements to the District's facilities, stating that it appears a higher funding priority is being given to the training of first responders rather than for physical security improvements, such as cameras and fences.

Chair Boro reported on the status of the following state legislation:

Assembly Bill No. 463 – Chair Boro described Assembly Bill No. 463 (AB 463), which pending legislation was presented at the March 22, 2007, meeting of the San Francisco Bay Area Water Transit Authority Board of Directors. He stated that AB 463, named the "California Clean Ferry Act of 2007," was introduced by Assembly Member Jared Huffman and requires that after January 1, 2008, all diesel-powered ferryboats must meet the same air quality standards set forth in statutes applicable to the ferryboats being constructed for the San Francisco Bay Area Water Transit Authority. Chair Boro stated that AB 463, as currently drafted, could also apply to all new engines installed on diesel-powered ferryboats after January 1, 2008, which could have implications for the District's fleet.

Discussion ensued, including the following:

- Director Martini made the following inquiries:
  - He inquired as to whether the District's new high-speed passenger ferry would be subject to the statutes set forth in AB 463. In response, Ms. Kupersmith explained that AB 463 appears to require that the District's new high-speed passenger ferry meet certain air emission test levels. She also stated that the available technology required to meet such standards could increase the cost of the new passenger ferry by \$1-2 million, but that this technology has not yet been proven to reduce ferryboat emissions to the degree required in the legislation. She noted that Deputy General Manager/Ferry Division James Swindler is currently working with public

**REPORT OF THE GOVERNMENTAL AFFAIRS AND PUBLIC INFORMATION  
COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 23, 2007/PAGE 3**

and private ferry operators statewide to develop a joint response to this proposed legislation.

- He commented that AB 463 may impose potentially strict regulations on ferry operators. In response, Mr. Swindler stated that AB 463 would require ferry operators to reduce emissions from EPA-mandated clean diesel ferry engines by an additional 85%. He added that the group of ferry operators will meet with legislative staff and Assembly committee members on March 27, 2007, to discuss AB 463. He stated that the ferry operators hope that the legislation will be delayed until after the San Francisco Bay Area Water Transit Authority's ferryboats are delivered in 18 months, in order to test the new air emission technology in operation. Mr. Swindler described this air emission technology, known as the "selective catalytic reduction" system, and stated that if this system was to be added to an existing vessel, it would affect the vessel's weight, wake, drag and fuel consumption.

**Action by the Board – None Required**

**2. Approve Actions Relative to Designation of the Golden Gate Bridge as a Safety Awareness Zone**

In a memorandum to Committee, Deputy General Manager/Bridge Division Kary H. Witt and General Manager Celia Kupersmith provided staff's recommendation to designate the Golden Gate Bridge as a Safety Awareness Zone, and to approve a Safety Awareness Zone Plan in accordance with the provisions of Senate Bill No. 988 (SB 988). The report stated that SB 988 was signed into law on September 29, 2006, designating the Golden Gate Bridge as a Safety Awareness Zone for a period of three years. The designation can be extended for another three years upon approval by the Board of Directors. The report included a copy of the text of SB 988, as well as a copy of the Safety Awareness Zone Plan developed by staff in accordance with SB 988. The Safety Awareness Zone Plan includes a history of traffic safety improvements, engineering measures, speed limit enforcement by the California Highway Patrol and public education, measures which have aided the flow of traffic on the Golden Gate Bridge. A copy of the report, with attachments, is available in the Office of the District Secretary and on the District's web site.

At the meeting, Kary Witt summarized the staff report, noting that by statute, the Golden Gate Bridge is the only roadway in the State of California that is designated as a Safety Awareness Zone. He stated that a Safety Awareness Zone designation will allow the District to maintain, enhance and promote the high level of traffic safety on the Golden Gate Bridge that has been achieved over the years. He provided a brief history of previous efforts in 2004, 2005 and 2006 by Senator Carole Migden to pass legislation authorizing the re-establishment of a Double Fine Zone on the Golden Gate Bridge, noting that the third such effort resulted in SB 988.

**REPORT OF THE GOVERNMENTAL AFFAIRS AND PUBLIC INFORMATION  
COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 23, 2007/PAGE 4**

Discussion ensued, including the following:

- Director Reilly inquired regarding the accident rate on the Golden Gate Bridge before and after the Double Fine Zone was implemented. In response, Mr. Witt provided general trend information, noting that the new Safety Awareness Zone designation hopefully will serve as an additional safety enhancement technique.
- Director Newhouse Segal inquired as to whether there are other Double Fine Zones in California. In response, Mr. Witt stated that during the years in which the Golden Gate Bridge was designated as a Double Fine Zone, there were 12 other roadways so designated. He also stated that although the accident data on the Golden Gate Bridge showed a correlation between the Double Fine Zone designation and accident reduction, the same correlation could not be established for the other roadways. He noted that at this time, Highway 4 is the only roadway designated as a Double Fine Zone.
- Director Grosboll inquired as to the benefits the District would receive from having the Golden Gate Bridge designated as a Safety Awareness Zone. In response, Mr. Witt stated that the designation would provide legislative recognition that there are unique physical, structural and environmental conditions on the Golden Gate Bridge that make traffic safety a high priority.
- Director Martini inquired as to why there was opposition to Double Fine Zones. In response, Mr. Witt stated that the trucking industry and the State of California, Department of Transportation were opposed in principle to Double Fine Zones, for a variety of reasons.

Staff recommended, and the Committee concurred by motion made and seconded by **Directors KERNS/COCHRAN** to forward the following recommendation to the Board of Directors for its consideration.

**RECOMMENDATION**

The Governmental Affairs and Public Information Committee recommends that the Board of Directors approve the following actions relative to the designation of the Golden Gate Bridge as a Safety Awareness Zone, in accordance with the provisions of Senate Bill No. 988:

- a. Designate the Golden Gate Bridge as a Safety Awareness Zone; and,
- b. Approve a Safety Awareness Zone Plan, as attached.

**Action by the Board – Resolution  
NON-CONSENT CALENDAR**

**AYES (13):** Directors Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan

**NOES (0):** None

**REPORT OF THE GOVERNMENTAL AFFAIRS AND PUBLIC INFORMATION  
COMMITTEE/COMMITTEE OF THE WHOLE  
MARCH 23, 2007/PAGE 5**

**3. Status Report from the Board Appointee on the San Francisco Bay Area Water Transit Authority (WTA)**

Chair Boro, the San Francisco Bay Area Water Transit Authority (WTA) Board Appointee, provided a status report on recent activities of the WTA. The following items were provided to the Committee:

1. Agenda for the March 14, 2007, meeting of the Planning and Development Committee; and,
2. Notice of Cancellation for the March 13, 2007, meeting of the Administrative/ Finance/ Legislative Committee.

Copies are available in the Office of the District Secretary and on the District's web site.

Chair Boro reported on topics discussed at the March 22, 2007, meeting of the WTA Board of Directors. He stated that Chief Executive Officer (CEO) Steve Castleberry provided a report to WTA Board of Directors providing a status report on the new routes and service, along with a schedule for each of the projects. Chair Boro distributed a copy of the WTA CEO's report to the members of the Committee.

Chair Boro highlighted the following matters of interest in the WTA CEO's report:

- South San Francisco: Ferry service from South San Francisco is projected to begin in December 2008.
- New Vessels: Construction of the WTA's first two ferryboats is underway by Nichols Brothers Boat Builders, Inc., with delivery of the ferryboats anticipated in the summer of 2008.
- Service Delivery: The WTA is considering who will operate ferry service on behalf of the WTA, with the City of Alameda and AC Transit expressing interest in being the WTA's ferry operator.

**Action by the Board – None Required**

**4. Public Comment**

Jerry Grace inquired regarding the composition and leadership of the WTA, and expressed interest in attending meetings of the WTA Board of Directors.

**5. Adjournment**

All business having been concluded, the meeting was declared adjourned at 9:55 a.m.

Respectfully submitted,

Albert J. Boro, Chair  
Governmental Affairs and  
Public Information Committee

AJB:JST:KBE:kbe

Attachment

# **Golden Gate Bridge**

## *Safety Awareness Zone Plan*

### **Introduction**

Effective January 1, 2007, SB 988 designated the Golden Gate Bridge (Bridge) as a Safety Awareness Zone (SAZ). The legislation requires that the Board of Directors (Board) adopt a SAZ Plan to address the education, enforcement and engineering measures that will be undertaken in support of this designation.

In addition to its status as a world renowned icon, the Bridge is a vital transportation link in California's highway system and is key to the economic vitality of the San Francisco Bay Area. With more than 10 million tourists visiting each year and 40 million vehicles crossing the span annually, the Golden Gate Bridge, Highway and Transportation District (District), is continually focused on advancing and enhancing safety measures to best protect the traveling public.

To further enhance traffic safety conditions, the Bridge has been designated as a SAZ, and this SAZ Plan has been developed to guide the implementation of various elements of the SAZ program. The SAZ Plan summarizes the history of traffic safety improvements that have been undertaken on the Bridge through the years; describes the engineering measures and current initiatives to promote traffic safety in light of the Bridge's physical characteristics and limitations; and outlines the traffic enforcement program in place that has been developed in partnership with the California Highway Patrol (CHP) to aggressively enforce the 45 mph speed limit and other important traffic safety laws on the Bridge. Finally, this Plan spells out a public education program to further reinforce traffic safety awareness on the Bridge. These combined measures reflect the District's continuing and concerted efforts to maintain and improve traffic safety on the Bridge.

### **1. Background and History of Traffic Safety Improvements**

The smooth, efficient and safe flow of traffic across the Bridge has been continually enhanced through a number of operational and safety measures that have been implemented over the last several decades, including

- **On October 29, 1963**, reversible lanes were inaugurated on the Bridge, greatly aiding the flow of traffic during the heavy peak periods.
- **On October 19, 1968**, the Bridge launched one-way toll collection with auto tolls free for northbound travelers and a \$.50 toll collected from southbound travelers. This significantly improved the efficiency of traffic flow by limiting the "storage" of queued vehicles to the southbound direction, on the Bridge itself rather than northbound on city streets and Bridge approaches.

- **In 1974**, the reversible lane traffic management system was modified to include buffer lanes (unoccupied lanes creating a median space between opposing lanes of traffic) on the Bridge during light traffic periods during the night.
- **In April 1976**, the District initiated toll free passage on the Bridge for vehicles with three or more occupants during peak commute traffic hours, further enhancing the efficient flow of traffic during the heaviest peak commute periods.
- **On October 1, 1983**, following detailed evaluation by traffic safety experts, the speed limit on the Bridge was reduced to 45 MPH, and increased law enforcement patrols were added to enforce the newly lowered speed limit. Among the factors considered in establishing the lowered speed limit were the relatively narrow roadway lanes and tight curves at either end of the Bridge, coupled with high traffic volumes, and frequently foggy and windy conditions.
- **On August 15, 1985**, the installation of a new roadway deck was completed. As part of this improvement, the Bridge roadway was widened from 60 to 62 feet. This allowed the creation of two 11 foot wide curb lanes, one in each direction, to better and more safely accommodate buses and trucks.
- **On September 13, 1996**, a "Safety Enhancement—Double Fine Zone" was established on the Bridge, doubling the fine for moving violations. The Bridge was one of twelve "Safety Enhancement—Double Fine Zone" pilot projects implemented statewide under SB 1367. District officials believe that the well-publicized Double Fine Zone, combined with stepped-up enforcement efforts by the CHP, was an important factor behind a sustained reduction in measured speed and accidents on the Bridge observed over the subsequent 7-year period. Legislation enacted subsequent to SB 1367 added a "sunset provision" to the Double Fine Zone pilot program, and the Double Fine Zone on the Bridge expired on December 31, 2003. Efforts in 2004, 2005 and 2006 to obtain legislation authorizing re-establishment of the double fine zone were unsuccessful.
- **On May 1, 1997**, as part of the public outreach efforts to raise awareness about the Bridge's 45 MPH speed limit, 15 NASCAR Winston Cup race cars crossed the Bridge with "taxi-top" signs reading "*I Can Drive 45 on the Golden Gate Bridge.*"
- **On August 11, 1997**, the CHP began using LIDAR technology for speed enforcement on the Bridge. The result of the use of this technology as part of a sustained speed enforcement effort by the CHP has been a reduction in speed on the Bridge, which is a primary factor contributing to a dramatic and sustained reduction in accidents. The District Board of Directors approved the purchase of the LIDAR equipment for use by the CHP in March 1997
- **On July 13, 2000**, the FasTrak electronic toll collection system was launched on the Bridge, further enhancing the efficient flow of traffic on the Bridge, particularly during periods of heaviest demand. FasTrak increased the throughput of vehicles at the toll plaza which eliminated the back-up of vehicles during the morning commute.

- **In November 2003**, the construction of a new Public Safety Railing was completed between the roadway and the sidewalks to better separate traffic lanes from pedestrian and bicycle traffic.

All of these measures have effectively minimized traffic congestion and aided the flow of traffic across the Bridge.

## **Engineering Measures and Initiatives to Promote Traffic Safety**

### **Technical Description of Bridge Roadway**

The Bridge roadway is 1.7 miles long, including approaches. The span's six-lane roadway includes curb lanes in each direction that are 11-foot-wide. The remaining four lanes are just 10-foot wide. Traffic travels across the span in opposing directions separated by 19 inch-tall, 4 inch diameter plastic tubes, spaced at 25 foot intervals. The tubes are manually placed in sockets in the Bridge roadway to delineate the San Francisco outbound (northbound) lanes and the San Francisco inbound (southbound) lanes.

### **Traffic Control Operations**

The number of lanes in each direction on the Bridge can be changed to accommodate peak traffic demand in either direction. This is done by manually moving the tubes to delineate more lanes in the peak direction. Lanes are typically reconfigured several times each day to match the changing direction of peak traffic flow. Additionally, the number of toll lanes open at any time and the number of toll lanes dedicated only to FasTrak transactions can be adjusted to accommodate changes in demand.

### **Roadway Lighting**

The Bridge roadway is lit at night by a system of roadway lighting. This system features high pressure sodium lamps fitted with a special yellow tinted filter to provide a softer non-glare illumination that is particularly well suited for the foggy conditions common at the Bridge.

### **Moveable Median Barrier**

The installation of a one-foot-wide moveable median barrier (MMB) is the next major safety enhancement contemplated for the span to virtually eliminate crossover collisions. The MMB system includes the barrier -- 12-inch wide and 32-inch high steel clad units filled with high density concrete tightly pinned together to form a semi-rigid median barrier -- and the transfer machine.

The District conducted an extensive study of a wider (two- foot-wide) MMB technology in the 1980s and found it to be infeasible. With the emergence of a narrower one-foot wide barrier in 1996, the District immediately launched a comprehensive analysis that led to the conclusion that, with some operational trade-offs, a barrier will virtually eliminate crossover accidents. The next step is detailed engineering and environmental design.

To advance the next phase of engineering and environmental analysis, \$5 million is required. The District is seeking \$4 million in external funding so that this vital safety enhancement project is able to move forward. It is estimated that final design and construction will cost another \$20 million.

## **2. Enforcement of Speed Limits and Traffic Regulations**

Section 27177 of the California Streets and Highways Code establishes that the CHP has the exclusive authority and duty to enforce the provisions of the California Vehicle Code as they relate to the operation of vehicles on the Bridge. The District has a long history of working closely with the CHP to ensure a high standard of traffic safety on the span. Traffic experts have long agreed that one of the keys to traffic safety on the Bridge is aggressive enforcement of the speed limit. The correlation between reduced speed and motorist safety given the special traffic circumstances such as narrow lane widths and frequent inclement weather on the Bridge cannot be overstated.

### **Success of Recent Speed Enforcement Efforts**

A review of speed survey data before and after the implementation of the Double Fine Zone demonstrate the dramatic reduction in prevailing speed and in the number of gross speed violators. In surveys conducted in August 1995 and April 1996, before implementation of the Double Fine Zone, prevailing vehicular speeds were in the 58 to 62 mph range. In surveys conducted in October 1996, January 1997 and April 2002, with the Double Fine Zone in effect, the prevailing speeds had reduced significantly to the 52 to 55 mph range. Likewise, before imposition of the Double Fine Zone, more than 96% of traffic was traveling over the posted 45 mph speed limit and more than half were traveling over 55 mph. Immediately after imposition of the Double Fine Zone, only 58-70% were traveling over 45 mph, and only 5-10% were traveling over 55 mph. These dramatic results have held fairly constant over the years. In April 2002, only 9-12% of vehicles exceeded 55 mph.

Perhaps the most compelling argument for the efficacy of efforts to control speed on the Bridge comes through a comparison of accident rates. For the five year period 1992 to 1996 the accident rate on the Bridge was .69 accidents per million vehicle miles. In the five year period, 1997 to 2001 with the well publicized Double Fine Zone in place and aggressive enforcement by the CHP, the accident rate has decreased dramatically to .36 accidents per million vehicle miles. This represents an almost 50% reduction in injury and property damage accidents which is almost entirely attributable to the imposition of the Double Fine Zone and aggressive speed enforcement.

Despite the expiration of the Double Fine Zone authorization, the CHP remains committed to the aggressive enforcement of traffic safety laws on the Bridge with special emphasis on the enforcement of the 45 mph speed limit. In the three years since expiration of the Double Fine Zone authorization, accident rates have remained lower than before the Double Fine Zone was first put into effect.

In 2006, the District purchased 2 new LIDAR speed detection and measurement devices for use by the CHP on the Bridge. LIDAR uses pulsed laser light to measure a vehicles speed and is the most technologically advanced speed detection system available for traffic enforcement. LIDAR is particularly well suited to bridge applications where RADAR is not effective. The particular LIDAR units used by the CHP on the Bridge incorporate the latest features to ensure accurate results and efficient operation.

### **3. Public Education to Promote Traffic Safety Awareness**

As with all District programs, a public education component is a critical element to its ultimate success. Various outreach tools will be used to draw additional attention to the Bridge's status as a SAZ including:

- *Signage*  
Appropriate signage alerting motorists to the SAZ will be located at suitable locations.
- *Press Outreach*  
A combination of a SAZ launch press conference, press briefings, press releases, and fact sheets will be utilized to support the SAZ launch and implementation.
- *Transit Customer Newsletter Articles (The Gazette)*  
Periodically, articles will be included in the District's transit customer newsletter.
- *Website Presence*  
All press materials will be posted in the news section of the District's website. Additional information about the SAZ will be added to the Bridge section of the website.
- *Special Events*  
Targeted events, such as the "I can drive 45" event in the late 1990s, could be created to draw further public attention to the SAZ.
- *Bus Side Advertising*  
Through the exiting bus side advertising program, SAZ-targeted public service announcements can be created.
- *Specialized SAZ Bumper Stickers*  
Specialized SAZ bumper sticker will be created and distributed-widely.
- *Additional Outreach Enhancements*  
Additional outreach items requiring funding to implement such as PSAs, will be sought through sponsorship tie-ins. For example, we will seek a media sponsor to underwrite the PSA development.
- *Periodic updates to Board of Directors and the Public will also be made.*



06-2007

**GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT**

**MEMORANDUM OF MINUTES**

**BOARD OF DIRECTORS MEETING**

**MARCH 23, 2007**

The Board of Directors of the Golden Gate Bridge, Highway and Transportation District (District) met in regular session in the Board Room, Administration Building, Toll Plaza, San Francisco, California, on Friday, March 23, 2007, at 10:00 a.m., President Moylan presiding.

**ROLL CALL**

**Directors Present (16):** Directors Brown, Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, McGlashan, McGoldrick, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan

**Directors Absent (3):** Directors Dufty and Middlebrook; Second Vice President Ammiano

**Staff Present:** General Manager Celia G. Kupersmith; District Engineer Denis J. Mulligan; Auditor-Controller Joseph M. Wire; Secretary of the District Janet S. Tarantino; Attorney Madeline Chun; Deputy General Manager/Bridge Division Kary H. Witt; Deputy General Manager/Bus Division Susan C. Chiaroni; Deputy General Manager/Ferry Division James P. Swindler; Deputy Engineer Ewa Bauer; Public Affairs Director Mary C. Currie; Executive Assistant to the General Manager Amorette Ko; Assistant Clerk of the Board Patsy Whala

**Visitors Present:** Anthony R. Withington, President, Amalgamated Transit Union, Local No. 1575; Jerry Grace, Oakland resident

**PLEDGE OF ALLEGIANCE**

Director James C. Eddie, led the Board of Directors in the Pledge of Allegiance to the Flag.

**BOARD OF DIRECTORS MEETING  
MARCH 23, 2007/PAGE 2**

**PUBLIC COMMENT**

Jerry Grace expressed his gratitude for receiving a birthday card from the Office of the Secretary of the District. He also inquired about the outcome of the District's legislative trip to Washington, DC, the meeting schedule of the Water Transit Authority Board of Directors meetings, and the festivities being planned for the 75<sup>th</sup> birthday of the Golden Gate Bridge.

**CONSENT CALENDAR**

Attorney Madeline Chun advised that the matter listed on the Agenda as Item No. 2.b. *Insufficient Claim of Franklin Carlton*, should be acted upon as *Amended Claim of Franklin Carlton*, as new information relative to the claim had been received subsequent to the posting of the Agenda.

**Directors EDDIE/BORO** moved approval of the Consent Calendar. All items were approved by the following vote of the Board of Directors:

**AYES (16):** Directors Brown, Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, McGlashan, McGoldrick, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan

**NOES (0):** None

**ABSENT (3):** Directors Dufty and Middlebrook; Second Vice President Ammiano

**1. Approve the Minutes of the Following Meetings:**

- a. Transportation Committee/Committee of the Whole of March 8, 2007;
- b. Finance-Auditing Committee/Committee of the Whole of March 8, 2007;
- c. Rules, Policy and Industrial Relations Committee/Committee of the Whole of March 9, 2007; and,
- d. Regular Meeting of the Board of Directors of March 9, 2007. **Carried**

**2. Denial of Claims**

- a. Subrogation Claim of Progressive Choice Insurance Company (Insured: Daniel S. Monks) **Carried**
- b. Amended Claim of Franklin Carlton **Carried**
- c. Insufficient Claim of Marwin Ortega **Carried**
- d. Insufficient Claim of Nelson Roche **Carried**
- e. Insufficient Claim of Damaris Vasquez **Carried**

**GENERAL MANAGER'S REPORT**

**3. Presentation of Twenty-Five-Year Service Award to Wiley Johe, Bus Operator, Bus Division**

President Moylan presented a Twenty-Five-Year Service Award to Wiley Johe, Bus Operator, Bus Division, and expressed his congratulations on behalf of the Board of Directors.

**4. Announcement**

General Manager Celia Kupersmith announced that on Monday, May 28, 2007, the Golden Gate Bridge (Bridge) will be celebrating its 70<sup>th</sup> Anniversary, stating that the Golden Gate Bridge was opened for pedestrian traffic on May 27, 1937. Ms. Kupersmith stated that, although the District will not be hosting any formal celebrations in honor of the Bridge's 70<sup>th</sup> anniversary, the District will be releasing for sale the new limited edition book: *The Golden Gate Bridge, Report of the Chief Engineer, Volume II*. The creation of this book was a collaborative effort by retired Consulting Engineer Frank Stahl, retired District Engineer Dan Mohn and Public Affairs Director Mary Currie. In addition, the District will be releasing for sale the 5<sup>th</sup> Annual Collectible Holiday Ornament. Finally, she stated that there will be local and national television coverage that will focus on the Bridge's history.

**ATTORNEY'S REPORT**

5. Attorney Chun reported that all items contained in the Attorney's Report were informational.

**ENGINEER'S REPORT**

6. District Engineer Denis Mulligan reported that all items contained in the Engineer's Report were informational.

Discussion ensued, including the following:

- Director Grosboll inquired as to the status of the completion of Phase II of the Golden Gate Bridge Seismic Retrofit. In response, Mr. Mulligan stated that the contractor is behind schedule on painting and the District will be tracking liquidated damages. He also stated that staff anticipates job completion by August 2007.

**REPORT OF THE BUILDING AND OPERATING COMMITTEE/COMMITTEE OF  
THE WHOLE MEETING OF MARCH 22, 2007**

7. **Approve Actions Relative to the Execution of a Professional Services Agreement with Fast Ferry Management, Inc., Relative to Request for Proposals (RFP) No. 2007-FT-8, Consultant to Provide Project Management and Construction Oversight for New High-Speed Passenger Ferry**

a. **Discussion by the Board**

- Director Martini commented that Assembly Bill No. 463 (AB 463) may impose potentially strict regulations on ferry operators and would require ferry operators to reduce emissions from EPA-mandated clean diesel ferry engines by an additional 85%. He stated that AB 463, as currently drafted, appears to require that the District's new high-speed passenger ferry vessel meet certain air emission test levels, which could significantly impact the budget. He requested that staff keep abreast of the latest modifications to this legislation and collect the necessary data to ensure that the mandated technology is feasible during the development of the specifications of a new high-speed ferry vessel. In response, Ms. Kupersmith stated that staff will work with the key players to ensure that the final specifications for this purchase will require compliance with all applicable standards, including AB 463 if passed.
- Director Grosboll requested that staff present a report to the Board that would address the environmental issues related to AB 463. In response, Ms. Kupersmith stated that staff is performing an analysis and preparing a report regarding the proposed legislation, which will be provided to the Directors upon completion.

b. **Directors EDDIE/STROEH**

**Resolution No. 2007-020** approves the following actions relative to Request for Proposal No. 2007-FT-8, *Consultant to Provide Project Management and Construction Oversight for New High-Speed Passenger Ferry*:

1. Authorize execution of a Professional Services Agreement relative to RFP No. 2007-FT-8 with Fast Ferry Management, Inc., Silverdale, WA, in an amount not to exceed \$265,500, to develop specifications and performance requirements, and to provide construction oversight and project management, for the procurement of a new high-speed ferry; and,
2. Authorize a contingency fund in the amount of \$9,500; with the understanding that requisite funds (80% Federal/20% District) are available in the FY 06/07 Ferry Transit Division Capital Budget and that requisite funds will be included in the 07/08 Ferry Transit Division Capital Budget.

**Adopted**

**BOARD OF DIRECTORS MEETING  
MARCH 23, 2007/PAGE 5**

- AYES (16):** Directors Brown, Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, McGlashan, McGoldrick, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan
- NOES (0):** None
- ABSENT (3):** Directors Dufty and Middlebrook; Second Vice President Ammiano

**8. Approve Relocation of Two Access Easements Across the Sonoma-Marin Area Rail Transit District's Right-of-Way North of Cal Park Hill Tunnel**

**Directors EDDIE/STROEH**

**Resolution No. 2007-021** approves the relocation of two access easements across the Sonoma-Marin Area Rail Transit District's right-of-way north of the Cal Park Hill Tunnel; and, authorizes the General Manager to execute a Quitclaim Deed to extinguish existing easements, to accept new replacement easements and to execute all necessary documents as approved by the Attorney for the District.

**Adopted**

- AYES (16):** Directors Brown, Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, McGlashan, McGoldrick, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan
- NOES (0):** None
- ABSENT (3):** Directors Dufty and Middlebrook; Second Vice President Ammiano

**REPORT OF THE FINANCE-AUDITING COMMITTEE/COMMITTEE OF THE WHOLE MEETING OF MARCH 22, 2007**

**9. Approve Actions Relative to the Filing of Federal Transit Administration Grant Applications and the Execution of Related Agreements for Federal Transportation Assistance**

**Directors STROEH/KERNS**

**Resolution No. 2007-022** approves the following actions relative to the filing of Federal Transit Administration (FTA) grant applications and the execution of related agreements for federal transportation assistance:

- a. Authorize the General Manager or her designee to execute and file grant applications with FTA for federal assistance;
- b. Authorize the President of the Board of Directors or his designee to execute grant and cooperative agreements with FTA;
- c. Authorize the General Manager or her designee to execute and file annual certifications and assurances and other documents FTA requires before awarding a federal assistance grant or cooperative agreement; and,
- d. Amend Resolution No. 2001-019.

**Adopted**

**BOARD OF DIRECTORS MEETING  
MARCH 23, 2007/PAGE 6**

- AYES (16):** Directors Brown, Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, McGlashan, McGoldrick, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan
- NOES (0):** None
- ABSENT (3):** Directors Dufty and Middlebrook; Second Vice President Ammiano

**10. Approve Renewal of the Property Insurance Program**

**a. Discussion by the Board**

Discussion ensued, including the following:

- Director Brown inquired as to the rate at which the District's Self-Insurance Loss Reserve grows. In response, Mr. Wire stated that the overall asset grows at an approximate rate of 5%.

**b. Directors STROEH/EDDIE**

**Resolution No. 2007-023** approves the following actions relative to the renewal of the Property Insurance Program:

1. Authorize the General Manager to bind the coverage for the renewal of the District Buildings and Facilities policy, with the panel of carriers as recommended by the District's Insurance Advisor, providing "all risk" coverage for all land-based District facilities, except the Bridge itself, in case of fire, flood and earthquake, with a limit of liability of \$20 million per flood and earthquake occurrence, with a limit of liability of \$45 million per fire occurrence and a deductible of \$250,000 each loss for fire, including 5% of value for flood and earthquake, at a premium not to exceed \$755,000, for a one-year term, effective April 8, 2007, through April 7, 2008; with the understanding that requisite funds are available in the FY 06/07 Bridge, Bus, Ferry and District Division Operating Budgets and that requisite funds will be budgeted in the appropriate division operating budgets for FY 07/08;
2. Renew the Boiler and Machinery policy with Hartford Steam Boiler Company, providing coverage for the breakdown of equipment, including all boilers, fired storage water heaters, fired coil water heaters, electric steam generators, sandblasting equipment and all metal unfired pressure vessels used as air tanks, which objects require city and state inspection and certification, with a limit of liability of \$1 million per accident and a deductible of \$1,000 per accident, at a premium of \$2,663, for a one-year term, effective April 8, 2007, through April 7, 2008; with the understanding that requisite funds are available in the FY 06/07 Bridge, Bus, Ferry and District Division Operating Budgets and that requisite funds will be budgeted in the appropriate division operating budgets for FY 07/08; and,

**BOARD OF DIRECTORS MEETING  
MARCH 23, 2007/PAGE 7**

3. Allocate monies to the Restricted Bridge Self-Insurance Loss Reserve in the amount of \$1,300,000 for FY 07/08, with the understanding that this Reserve is to be used in the event of catastrophic damage to the Golden Gate Bridge or the sustained loss of toll revenue; and, with the further understanding that requisite funds are available in the FY 07/08 Bridge Division Operating Budget.

**Adopted**

**AYES (16):** Directors Brown, Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, McGlashan, McGoldrick, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan  
**NOES (0):** None  
**ABSENT (3):** Directors Dufty and Middlebrook; Second Vice President Ammiano

**11. Receive the Independent Auditor's Engagement Letters as Submitted by Macias Gini & O'Connell LLP for the FY 06/07 Financial Audit and the FY 05/06 Supplemental Retirement Plan**

**Directors STROEH/KERNS**

**Resolution No. 2007-024** receives the Independent Auditor's Engagement Letters as submitted by Macias Gini & O'Connell LLP for the FY 06/07 Financial Audit and the FY 05/06 Supplemental Retirement Plan.

**Adopted**

**AYES (16):** Directors Brown, Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, McGlashan, McGoldrick, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan  
**NOES (0):** None  
**ABSENT (3):** Directors Dufty and Middlebrook; Second Vice President Ammiano

**REPORT OF THE GOVERNMENTAL AFFAIRS AND PUBLIC INFORMATION COMMITTEE/COMMITTEE OF THE WHOLE MEETING OF MARCH 23, 2007**

**12. Approve Actions Relative to Designation of the Golden Gate Bridge as a Safety Awareness Zone**

**Directors BORO/KERNS**

**Resolution No. 2007-025** approves the following actions relative to the designation of the Golden Gate Bridge as a Safety Awareness Zone, in accordance with the provisions of Senate Bill No. 988:

- a. Designate the Golden Gate Bridge as a Safety Awareness Zone; and,
- b. Approve a Safety Awareness Zone Plan, as attached.

**Adopted**

**BOARD OF DIRECTORS MEETING  
MARCH 23, 2007/PAGE 8**

- AYES (16):** Directors Brown, Cochran, Eddie, Grosboll, Hernández, Kerns, Martini, McGlashan, McGoldrick, Newhouse Segal, Pahre, Reilly, Sandoval and Stroeh; First Vice President Boro; President Moylan
- NOES (0):** None
- ABSENT (3):** Directors Dufty and Middlebrook; Second Vice President Ammiano

**ADJOURNMENT**

- 13.** All business having been concluded, the meeting was adjourned at 10:30 a.m., in the memory of Ray Szeto.

Respectfully submitted,

Janet S. Tarantino  
Secretary of the District

JST:PLW:plw

Attachment: Golden Gate Bridge Safety Awareness Zone Plan

# **Golden Gate Bridge**

## *Safety Awareness Zone Plan*

### **Introduction**

Effective January 1, 2007, SB 988 designated the Golden Gate Bridge (Bridge) as a Safety Awareness Zone (SAZ). The legislation requires that the Board of Directors (Board) adopt a SAZ Plan to address the education, enforcement and engineering measures that will be undertaken in support of this designation.

In addition to its status as a world renowned icon, the Bridge is a vital transportation link in California's highway system and is key to the economic vitality of the San Francisco Bay Area. With more than 10 million tourists visiting each year and 40 million vehicles crossing the span annually, the Golden Gate Bridge, Highway and Transportation District (District), is continually focused on advancing and enhancing safety measures to best protect the traveling public.

To further enhance traffic safety conditions, the Bridge has been designated as a SAZ, and this SAZ Plan has been developed to guide the implementation of various elements of the SAZ program. The SAZ Plan summarizes the history of traffic safety improvements that have been undertaken on the Bridge through the years; describes the engineering measures and current initiatives to promote traffic safety in light of the Bridge's physical characteristics and limitations; and outlines the traffic enforcement program in place that has been developed in partnership with the California Highway Patrol (CHP) to aggressively enforce the 45 mph speed limit and other important traffic safety laws on the Bridge. Finally, this Plan spells out a public education program to further reinforce traffic safety awareness on the Bridge. These combined measures reflect the District's continuing and concerted efforts to maintain and improve traffic safety on the Bridge.

### **1. Background and History of Traffic Safety Improvements**

The smooth, efficient and safe flow of traffic across the Bridge has been continually enhanced through a number of operational and safety measures that have been implemented over the last several decades, including

- **On October 29, 1963**, reversible lanes were inaugurated on the Bridge, greatly aiding the flow of traffic during the heavy peak periods.
- **On October 19, 1968**, the Bridge launched one-way toll collection with auto tolls free for northbound travelers and a \$.50 toll collected from southbound travelers. This significantly improved the efficiency of traffic flow by limiting the "storage" of queued vehicles to the southbound direction, on the Bridge itself rather than northbound on city streets and Bridge approaches.

- **In 1974**, the reversible lane traffic management system was modified to include buffer lanes (unoccupied lanes creating a median space between opposing lanes of traffic) on the Bridge during light traffic periods during the night.
- **In April 1976**, the District initiated toll free passage on the Bridge for vehicles with three or more occupants during peak commute traffic hours, further enhancing the efficient flow of traffic during the heaviest peak commute periods.
- **On October 1, 1983**, following detailed evaluation by traffic safety experts, the speed limit on the Bridge was reduced to 45 MPH, and increased law enforcement patrols were added to enforce the newly lowered speed limit. Among the factors considered in establishing the lowered speed limit were the relatively narrow roadway lanes and tight curves at either end of the Bridge, coupled with high traffic volumes, and frequently foggy and windy conditions.
- **On August 15, 1985**, the installation of a new roadway deck was completed. As part of this improvement, the Bridge roadway was widened from 60 to 62 feet. This allowed the creation of two 11 foot wide curb lanes, one in each direction, to better and more safely accommodate buses and trucks.
- **On September 13, 1996**, a "Safety Enhancement—Double Fine Zone" was established on the Bridge, doubling the fine for moving violations. The Bridge was one of twelve "Safety Enhancement—Double Fine Zone" pilot projects implemented statewide under SB 1367. District officials believe that the well-publicized Double Fine Zone, combined with stepped-up enforcement efforts by the CHP, was an important factor behind a sustained reduction in measured speed and accidents on the Bridge observed over the subsequent 7-year period. Legislation enacted subsequent to SB 1367 added a "sunset provision" to the Double Fine Zone pilot program, and the Double Fine Zone on the Bridge expired on December 31, 2003. Efforts in 2004, 2005 and 2006 to obtain legislation authorizing re-establishment of the double fine zone were unsuccessful.
- **On May 1, 1997**, as part of the public outreach efforts to raise awareness about the Bridge's 45 MPH speed limit, 15 NASCAR Winston Cup race cars crossed the Bridge with "taxi-top" signs reading "*I Can Drive 45 on the Golden Gate Bridge.*"
- **On August 11, 1997**, the CHP began using LIDAR technology for speed enforcement on the Bridge. The result of the use of this technology as part of a sustained speed enforcement effort by the CHP has been a reduction in speed on the Bridge, which is a primary factor contributing to a dramatic and sustained reduction in accidents. The District Board of Directors approved the purchase of the LIDAR equipment for use by the CHP in March 1997
- **On July 13, 2000**, the FasTrak electronic toll collection system was launched on the Bridge, further enhancing the efficient flow of traffic on the Bridge, particularly during periods of heaviest demand. FasTrak increased the throughput of vehicles at the toll plaza which eliminated the back-up of vehicles during the morning commute.

- **In November 2003**, the construction of a new Public Safety Railing was completed between the roadway and the sidewalks to better separate traffic lanes from pedestrian and bicycle traffic.

All of these measures have effectively minimized traffic congestion and aided the flow of traffic across the Bridge.

## **Engineering Measures and Initiatives to Promote Traffic Safety**

### **Technical Description of Bridge Roadway**

The Bridge roadway is 1.7 miles long, including approaches. The span's six-lane roadway includes curb lanes in each direction that are 11-foot-wide. The remaining four lanes are just 10-foot wide. Traffic travels across the span in opposing directions separated by 19 inch-tall, 4 inch diameter plastic tubes, spaced at 25 foot intervals. The tubes are manually placed in sockets in the Bridge roadway to delineate the San Francisco outbound (northbound) lanes and the San Francisco inbound (southbound) lanes.

### **Traffic Control Operations**

The number of lanes in each direction on the Bridge can be changed to accommodate peak traffic demand in either direction. This is done by manually moving the tubes to delineate more lanes in the peak direction. Lanes are typically reconfigured several times each day to match the changing direction of peak traffic flow. Additionally, the number of toll lanes open at any time and the number of toll lanes dedicated only to FasTrak transactions can be adjusted to accommodate changes in demand.

### **Roadway Lighting**

The Bridge roadway is lit at night by a system of roadway lighting. This system features high pressure sodium lamps fitted with a special yellow tinted filter to provide a softer non-glare illumination that is particularly well suited for the foggy conditions common at the Bridge.

### **Moveable Median Barrier**

The installation of a one-foot-wide moveable median barrier (MMB) is the next major safety enhancement contemplated for the span to virtually eliminate crossover collisions. The MMB system includes the barrier -- 12-inch wide and 32-inch high steel clad units filled with high density concrete tightly pinned together to form a semi-rigid median barrier -- and the transfer machine.

The District conducted an extensive study of a wider (two- foot-wide) MMB technology in the 1980s and found it to be infeasible. With the emergence of a narrower one-foot wide barrier in 1996, the District immediately launched a comprehensive analysis that led to the conclusion that, with some operational trade-offs, a barrier will virtually eliminate crossover accidents. The next step is detailed engineering and environmental design.

To advance the next phase of engineering and environmental analysis, \$5 million is required. The District is seeking \$4 million in external funding so that this vital safety enhancement project is able to move forward. It is estimated that final design and construction will cost another \$20 million.

## **2. Enforcement of Speed Limits and Traffic Regulations**

Section 27177 of the California Streets and Highways Code establishes that the CHP has the exclusive authority and duty to enforce the provisions of the California Vehicle Code as they relate to the operation of vehicles on the Bridge. The District has a long history of working closely with the CHP to ensure a high standard of traffic safety on the span. Traffic experts have long agreed that one of the keys to traffic safety on the Bridge is aggressive enforcement of the speed limit. The correlation between reduced speed and motorist safety given the special traffic circumstances such as narrow lane widths and frequent inclement weather on the Bridge cannot be overstated.

### **Success of Recent Speed Enforcement Efforts**

A review of speed survey data before and after the implementation of the Double Fine Zone demonstrate the dramatic reduction in prevailing speed and in the number of gross speed violators. In surveys conducted in August 1995 and April 1996, before implementation of the Double Fine Zone, prevailing vehicular speeds were in the 58 to 62 mph range. In surveys conducted in October 1996, January 1997 and April 2002, with the Double Fine Zone in effect, the prevailing speeds had reduced significantly to the 52 to 55 mph range. Likewise, before imposition of the Double Fine Zone, more than 96% of traffic was traveling over the posted 45 mph speed limit and more than half were traveling over 55 mph. Immediately after imposition of the Double Fine Zone, only 58-70% were traveling over 45 mph, and only 5-10% were traveling over 55 mph. These dramatic results have held fairly constant over the years. In April 2002, only 9-12% of vehicles exceeded 55 mph.

Perhaps the most compelling argument for the efficacy of efforts to control speed on the Bridge comes through a comparison of accident rates. For the five year period 1992 to 1996 the accident rate on the Bridge was .69 accidents per million vehicle miles. In the five year period, 1997 to 2001 with the well publicized Double Fine Zone in place and aggressive enforcement by the CHP, the accident rate has decreased dramatically to .36 accidents per million vehicle miles. This represents an almost 50% reduction in injury and property damage accidents which is almost entirely attributable to the imposition of the Double Fine Zone and aggressive speed enforcement.

Despite the expiration of the Double Fine Zone authorization, the CHP remains committed to the aggressive enforcement of traffic safety laws on the Bridge with special emphasis on the enforcement of the 45 mph speed limit. In the three years since expiration of the Double Fine Zone authorization, accident rates have remained lower than before the Double Fine Zone was first put into effect.

In 2006, the District purchased 2 new LIDAR speed detection and measurement devices for use by the CHP on the Bridge. LIDAR uses pulsed laser light to measure a vehicles speed and is the most technologically advanced speed detection system available for traffic enforcement. LIDAR is particularly well suited to bridge applications where RADAR is not effective. The particular LIDAR units used by the CHP on the Bridge incorporate the latest features to ensure accurate results and efficient operation.

### **3. Public Education to Promote Traffic Safety Awareness**

As with all District programs, a public education component is a critical element to its ultimate success. Various outreach tools will be used to draw additional attention to the Bridge's status as a SAZ including:

- *Signage*  
Appropriate signage alerting motorists to the SAZ will be located at suitable locations.
- *Press Outreach*  
A combination of a SAZ launch press conference, press briefings, press releases, and fact sheets will be utilized to support the SAZ launch and implementation.
- *Transit Customer Newsletter Articles (The Gazette)*  
Periodically, articles will be included in the District's transit customer newsletter.
- *Website Presence*  
All press materials will be posted in the news section of the District's website. Additional information about the SAZ will be added to the Bridge section of the website.
- *Special Events*  
Targeted events, such as the "I can drive 45" event in the late 1990s, could be created to draw further public attention to the SAZ.
- *Bus Side Advertising*  
Through the exiting bus side advertising program, SAZ-targeted public service announcements can be created.
- *Specialized SAZ Bumper Stickers*  
Specialized SAZ bumper sticker will be created and distributed-widely.
- *Additional Outreach Enhancements*  
Additional outreach items requiring funding to implement such as PSAs, will be sought through sponsorship tie-ins. For example, we will seek a media sponsor to underwrite the PSA development.
- *Periodic updates to Board of Directors and the Public will also be made.*

# Memorandum

425 Market Street, 26th Floor, San Francisco, CA 94105  
Tele: (415) 777-3200, Facsimile: (415) 541-9366

HANSON  
BRIDGETT  
MARCUS  
VLACHOS  
RUDY-LLP

**TO:** Board of Directors  
**FROM:** David J. Miller  
**DATE:** March 29, 2007  
**RE:** Board Meeting on April 13, 2007

---

## **Claim of Philip Donian**

The District received a claim on behalf of Philip Donian alleging property damages in the amount of \$472.51. Claimant alleges that on January 28, 2007, he was driving Northbound on the Bridge when a yellow delineator cone, which may have been dislodged by the driver ahead of Claimant, struck his vehicle. The impact damaged the right front headlight, and scratched the surrounding area of Claimant's vehicle. Claimant seeks the costs of repair and the expenses incurred in renting a car. The claim has been forwarded to John Glenn Adjusters.

**Recommend denial of the claim.**

## **Subrogation Claim of Encompass Insurance (Insured: Michael Rieser)**

The District received a subrogation claim on behalf of Encompass Insurance (Insured: Michael Rieser) alleging property damage in the amount of \$3,229.17 to its insured's vehicle and the cost of a rental vehicle. Claimant alleges that on September 29, 2006, its insured's vehicle was parked on Richardson Street at Lombard in San Francisco when a Golden Gate Transit Bus, operated by Hugh Reid, struck the vehicle. As a result of the incident, the insured's vehicle sustained damage to the left front fender and mirror, requiring a complete replacement. The claim has been forwarded to John Glenn Adjusters.

**Recommend denial of the claim.**

Respectfully submitted,

  
\_\_\_\_\_  
DAVID J. MILLER

DJM:bfm

**EXCERPT FROM THE MINUTES OF THE MARCH 22, 2007 FINANCE-AUDITING COMMITTEE MEETING**

**1. Ratify Actions by the Auditor-Controller**

In a memorandum to Committee, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith outlined commitments, disbursements and investments made on behalf of the District. The report also included a copy of the District's Investment Report from PFM Asset Management LLC (PFM). A copy of the staff report, with attachments, is available in the Office of the District Secretary and on the District's web site.

At the meeting, Nancy Jones described the latest economic news and current interest rates for the District's portfolio. Ms. Jones highlighted charts contained in PFM's memorandum showing the effect of the recent stock market correction on U.S. Treasury securities. She stated that the District's Portfolio Manager had sold \$5 million worth of corporate Commercial Paper securities when interest rates peaked in February 2007 and invested those funds into federal agency five-year securities just prior to the dramatic drop in interest rates associated with the stock market correction. She noted how the rise in delinquencies of sub-prime mortgages has negatively affected the economy. She also described the connection between stock prices and bond prices, noting that immediately following the stock market correction, increased demand for safe investments led to a rally in U.S. Treasury securities, which caused yields to fall sharply.

Ms. Jones distributed a handout to the Committee comparing recent statements made by the Federal Reserve Bank Open Market Committee, noting that at its March 21, 2007, meeting, the Federal Reserve decided to keep interest rates steady at 5.25%, amid growing concerns about inflation. The District's Portfolio Manager believes that interest rates will start to fall at some point in 2007 and is therefore continuing to extend the District's portfolio into longer-term securities.

Discussion ensued, including the following:

- Director Martini inquired as to how the volatility in interest rates affects the District's portfolio over time. In response, Ms. Jones stated that while interest rates appear to be reacting more quickly to economic news in the short-term, interest rates for Two-Year U.S. Treasury notes, when averaged over a one-year period, remain within a small range of percentage points.

Staff recommended and the Committee concurred by motion made and seconded by **Directors EDDIE/MIDDLEBROOK** to forward the following recommendation to the Board of Directors for its consideration:

**RECOMMENDATION**

The Finance-Auditing Committee recommends that the Board of Directors authorize the following actions by the Auditor-Controller:

- a. Ratify commitments and/or expenditures for the period February 1, 2007, through February 28, 2007, totaling \$59,074.00;

**EXCERPT FROM THE MINUTES OF THE MARCH 22, 2007 FINANCE-AUDITING  
COMMITTEE MEETING**

**PAGE 2**

- b. Ratify investments made by the Auditor-Controller during the period February 13, 2007, through March 12, 2007, as follows;

<b>SECURITY</b>	<b>PURCHASE DATE</b>	<b>MATURITY DATE</b>	<b>ORIGINAL COST</b>	<b>PERCENT YIELD</b>
UBS Finance Delaware, LLC Commercial Paper	02/28/07	04/16/07	7,862,735.56	5.29
Societe Generale NA Commercial Paper	03/01/07	04/02/07	8,826,694.82	5.26
Dexia Delaware, LLC Commercial Paper	03/01/07	04/02/07	5,867,542.40	5.26

- c. Authorize the Auditor-Controller to re-invest, within the established policy of the Board, investments maturing between March 13, 2007, and April 16, 2007, as well as the investment of all other funds not required to cover expenditures that may become available; and,
- d. Accept the Investment Report for February 2007 prepared by Public Financial Management.

**Action by the Board - Resolution**  
**CONSENT CALENDAR**

- AYES (10):** Directors Cochran, Eddie, Grosboll, Hernández, Martini, Middlebrook, Reilly and Stroeh; First Vice President Boro; President Moylan
- NOES (0):** None