



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER  
BOARD OF DIRECTORS  
MEETING OF OCTOBER 22, 2021**

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

Honorable Members:

**POSSIBLE RISK TO FUTURE FTA GRANT FUNDS**

The Federal Transit Administration (FTA) cannot provide (or obligate) funds to transit agencies under most of its programs unless the United States Secretary of Labor (Secretary) certifies that the grant recipient has labor protective arrangements that the Secretary determines are “fair and equitable.” This action by the Secretary is commonly referred to as a “Section 13(c) certification”.

In August 2019, the Amalgamated Transit Union (ATU) filed suit against the U.S. Department of Labor (DOL) in federal district court, requesting revocation of DOL Section 13(c) certifications issued since June 2019, in connection with FTA grants to California transit agencies that are subject to the California Public Employees’ Pension Reform Act of 2013 (PEPRA). PEPRA changed the pension benefits for many California state employees, including workers at many public transit agencies. The DOL defended its Section 13(c) certifications in court, arguing that PEPRA does not impermissibly impair the continuation of collective bargaining rights under Section 13(c). This DOL defense was welcomed by California transit agencies.

However, on Friday, October 8<sup>th</sup>, the United DOL filed a brief with the district court announcing a change in its litigation position so that it no longer will defend its Section 13(c) certifications. It also announced that it will withdraw its prior determination with regard to the impact of PEPRA on collective bargaining rights, and will issue a new determination (to be applied only prospectively), concluding that PEPRA does impermissibly impair the continuation of collective bargaining rights under Section 13(c). DOL noted in its court filing that it will provide a status update to the court by October 22<sup>nd</sup>. The State of California also is a party in this litigation, and filed its own brief on Friday in support of the Section 13(c) certifications. A court hearing is scheduled for October 29<sup>th</sup>.

This DOL changed position raises many questions. At this time, we have been told by FTA staff that they do not believe that DOL’s change in position will have an effect on *existing* FTA grants to California transit agencies. FTA will provide further information and guidance to California grantees regarding the submission of new grant applications as soon as it becomes available.

## UPDATE ON IMPACTS OF THE COVID-19 PANDEMIC ON DISTRICT OPERATIONS

Travel still remains well below pre-pandemic levels in the Golden Gate Corridor, whether by Bridge bus or ferry. During the week of October 3<sup>rd</sup>, ridership was down on our buses by about 68 percent (we only carried 32 percent of our normal bus ridership) and our ferry ridership was down 82 percent (we are only carried 18 percent of our normal ferry ridership). Bridge traffic was down about 18 percent when compared to the same week, pre-COVID.

The District will continue to restore bus and ferry service incrementally and in a measured way as we see the return of our customers travelling in the Golden Gate Corridor.

## REVENUES

The District's revenues for the week of October 3<sup>rd</sup> were down approximately \$1.2 million, highlighting the District's need for and usage of the federal COVID relief funding allocated by the Metropolitan Transportation Commission (MTC). The District collected about 82 percent of our pre-COVID amount of tolls, so tolls for transit were about 64 percent  $[(82-50) / 50 = 64\%]$  of our usual amount, or tolls for transit were down about 36 percent last week.

### Week of October 3, 2021

	Bridge	% change	Bus	% change	Ferry	% change
	Oct 3-Oct 9		Oct 3-Oct 9		Oct 3-Oct 9	
Weekly Ridership/Traffic	316,013	-17.96%	19,883	-68.48%	9,323	-82.17%
Weekly Revenue	\$ 2,580,641	-17.96%	\$ 93,921	-71.10%	\$ 55,848	-87.52%
Weekly Revenue Loss	\$ (564,998)	-17.96%	\$ (231,009)	-71.10%	\$ (391,644)	-87.52%
2019 Weekly Ridership/Traffic	385,200		63,084		52,287	

#### Notes:

\*State Shelter in place started 3/17/2020

\*\*Percentage changes are based on Year over year equivalents (current year vs 2019)

\*\*\* Weekly Revenue loss uses traffic compared to 2019 and using present toll rate (present value)

\*\*\*\*Ferry numbers do not currently include Giants service

## RESEARCH EFFORTS CONTINUE TO COLLECT WORKPLACE REOPENING DATA

The Metropolitan Transportation Commission (MTC) has partnered with the Bay Area Council to conduct research with employers regarding their plans for reopening workplaces and bringing non-essential workers back. They have been surveying these employers for six months to monitor developments in workplace reopening plans. Bay Area Council has completed the sixth round of surveying its Employer Network. The survey results reflect information on Bay Area employers' return to work plans to assist transit agencies in planning for the future. See the complete results at <https://public.flourish.studio/story/993714/>. The emergence of the delta variant during the last couple of months with its uptick in infections has caused some employers to delay or slow down their reopening plans. The Bay Area Council has decided to extend the surveying of the Employer Network for the remainder of the year and we will continue to share their findings each month.

## **FEDERAL TRANSIT ADMINISTRATION (FTA) MANDATED PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (ASP)**

The Board of Directors approved adoption of the Agency Safety Plan (ASP) for Golden Gate Transit (GGT) on October 23, 2020. To ensure the ASP is compliant with 49 CFR Part 673, the ASP is reviewed on an annual basis. The document review and update process, per 49 CFR Part 673.11(a)(5), ensures GGT completes an annual assessment of its ASP to determine if modifications or updates are necessary. Golden Gate Transit has completed a comprehensive annual review of the ASP and addressed the needed updates. The main changes to the ASP are factual changes to reflect the decrease in service changes due to the COVID pandemic. Other updates include notation on the Bus Division Mentor and Apprenticeship Programs, GGT Safety Newsletter, added various clarifications to existing processes, and updates to the Appendices to reflect most current information. The updated ASP (version October 2021) will be signed by the General Manager as the Accountable Executive as required by the Federal Transit Administration (FTA).

## **BAY AREA TOLL AUTHORITY (BATA) REDUCING TOLL PENALTIES**

This month the Bay Area Toll Authority (BATA) is considering reducing the penalties associated with non-payment of a toll in a timely manner. Currently the penalty is \$25 if a toll invoice is paid late, and increases to \$70 if the balance remains unpaid after an additional period of time. BATA is proposing to change these amounts to \$5 and \$15, respectively, and the changes would apply retroactively to January 1, 2021. District staff is currently evaluating options and impacts associated with reducing the penalties for unpaid tolls and will make recommended changes to the Board in the coming months.

## **DISTRICT FULL-TIME EMPLOYEE SEPARATIONS JANUARY 1, 2020 – OCTOBER 8, 2021**

Between January 1, 2020 and October 8, 2021, the District processed 45 full-time employee separations, exclusive of retirement, termination, death, and casual/temporary assignment. This represents about five percent of the District's workforce. Out of the 45 full-time employee separations, a total of 18 employee resignations were the result of new employment (approximately two (2) percent of our workforce).

The Human Resources Department reviewed exit interviews conducted and/or other related documents submitted in reference to the 18 employees who resigned due to new employment. Of those 18, seven separated employees went to non-government agencies, seven employees moved to government and/or another transit agency, four employees did not disclose their new employers. Of the seven employees who moved to other government or public agencies, we are aware of two who went to another transit agency.

## **SAN FRANCISCO FERRY TERMINAL FACILITIES AND THE *M.S. SAN FRANCISCO* FERRY**

On November 23, 2018, the *M.S. San Francisco* Ferry ran into the District's Ferry Berths and the San Francisco Ferry Building Promenade. The vessel and facilities suffered significant damage, and immediate repairs of both the facilities and vessel were required in order to prevent the interruption or cessation of necessary District services. As reported to the Board at its December 21, 2018 and subsequent meetings, the District immediately commenced an investigation to determine the cause of the accident and an assessment of the extent of the damage to both the vessel and the District's and the Port of San Francisco's facilities.

In accordance with Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager engaged the services of a number of firms. These firms included Bay Ship and Yacht, a shipyard located in Alameda, CA to accomplish the repairs to the vessel; Moffat and Nichol, an engineering design consultant firm, necessary to inspect the damage to the District's San Francisco Ferry Terminal as well as the damage done to the Port's property and prepare necessary construction documents to complete the repairs to both facilities; and a marine contractor, Power Engineering, to accomplish the repairs to the District's San Francisco Ferry Terminal and the Port of San Francisco property (promenade) adjacent to the ferry building and Gate "B".

To date, the vessel has been repaired and returned to service. The drawings and specifications necessary to repair the District's facility are complete and the District issued a contract to Power Engineering, in the amount of \$1,390,550, to perform the repairs. On September 30, 2020, the District received the California Regional Water Quality Control Board's (Water Board) permit, and on October 6, 2020, received notification of approval of the Port of San Francisco's permit. Repair work to the District's facility began on October 19, 2020. All original contract work has been completed including all piling repair work, all concrete repair work, all rubber fender installation, all lower rub block installation, new outer berth floating fender frame installation, and service platform repairs.

The District met with the Port of San Francisco on August 12, 2020, to discuss final details and the extent of the repairs necessary to the City property adjacent to gate "B", typically referred to as the promenade. During this meeting, the Port of San Francisco and District agreed to the scope of repairs. The Port also indicated their willingness to assist in expediting issuance of the necessary permits for the District's marine contractor to proceed with the repairs at the District's facility. The Port of San Francisco and the District executed an agreement for the repair of the Port's property, and the Port has issued a license for the promenade repair work, effective September 18, 2020. The District's engineering consultant, Moffatt & Nichol, had previously performed the required inspections, issued a report detailing the necessary repairs, and prepared an estimate in the amount of \$441,400, for the repairs. Moffatt and Nichol finalized the construction documents for the Port of San Francisco promenade, and the District submitted permit applications to the Port and the Water Board for their review and approval.

The District received the construction permits from the Water Board on December 21, 2020 and from the Port of San Francisco on December 28, 2020. Staff negotiated pricing and issued a contract change order in the amount of \$393,881.00 with Power Engineering for the promenade repair work. Power Engineering has completed all work including the demolition of the damaged

## **SAN FRANCISCO FERRY TERMINAL FACILITIES AND THE *M.S. SAN FRANCISCO* FERRY (continued)**

concrete edge beam, the reconstruction of the reinforced concrete edge beam and topping slab, the fabrication and replacement of the hand railing, the installation of the bollard, the fabrication and installation of the seismic joint cover plate and the final electrical connections.

On September 15, 2021, the Port of San Francisco performed a final inspection of the promenade repair work.

### **Fiscal Impact**

Final cost for all activities related to the allision is \$3,014,770.44, a portion of which will be paid by the District's insurers. The table below provides an itemization of expended amounts.

<b>DESCRIPTION OF ITEMS</b>	<b>COSTS</b>
M.S. San Francisco – investigation	\$110,000
M.S. San Francisco – repairs design	\$9,797
M.S. San Francisco – repairs	\$726,847
SF Ferry Terminal - investigation	\$ 68,000
SF Ferry Terminal - repair design	\$ 34,071.00
SF Ferry Terminal – construction repairs	\$1,268,590.01
SF Ferry Terminal – engineering construction support	\$ 23,483.78
SF Ferry Terminal – QA Inspections	\$ 40,029.71
Port of SF Promenade – investigation	\$ 77,720
Port of SF Promenade – repair design	\$ 50,154.20
Port of SF Promenade – construction repairs	\$ 204,107.00
Port of SF Promenade – engineering construction support	\$ 12,534.60
Port of SF Promenade – QA Inspections	\$ 4,247.29
District Staff Costs – (estimate)	\$ 284,044.49
Permits/Miscellaneous (estimate)	\$ 101,585.36
<b>TOTAL COSTS</b>	<b>\$3,014,770.44</b>

## **PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF SEPTEMBER**

For the month of September, District staff made the following speeches and/or presentations to organizations, groups, and interviewers interested in the District:

<b>PRESENTATION TO:</b>	<b>DATE:</b>	<b>PRESENTED BY:</b>
Leadership Novato (Chamber of Commerce) Transportation Panel	September 8, 2021	Ron Downing
Western Bridge Engineers Seminar	September 16, 2021	Ewa Bauer-Furbush
SF Bicycle Advisory Committee - Bicycle Safety Study for the Golden Gate Bridge	September 27, 2021	Steve Miller

## SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS

Below are the dates and sponsoring agencies of special events and expressive activities for which permits have been sought. The following applications were received since last reported to the Board in the September 24, 2021, Report of the General Manager:

Event Date	Event Title	Location	Type*	Expected No. Participants
November 7, 2021	Golden Gate Half Marathon	E & W Sidewalk	SE	TBD
November 14, 2021	Mermaid 10 Mile Run	W-Sidewalk & Under GGB @ Tunnel & East Sidewalk	SE	TBD
November 17-20, 2021	Spartan Trail World Championship	E-Sidewalk, bridge tunnel, Dillingham Lot	SE	3,000/day

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

## BRIDGE TRAFFIC FOR THE MONTH OF SEPTEMBER

Bridge southbound traffic for the month of September was 1,332,197 vehicles. FasTrak usage is 84% overall for September. This compares to 84% overall for the past rolling 12-months (October - September) (Attachment B).

## VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF SEPTEMBER

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
R/O – Rollover	1	1	0	Waldo
R/E – Rear Ender	2	0	0	Bridge
R/E – Rear Ender	3	0	0	Bridge
R/E – Rear Ender	2	0	0	Bridge
H/B – Hit Barrier	1	0	0	Plaza
R/O – Rollover	1	0	0	Bridge
O - Other	2	1	0	Bridge
H/B – Hit Barrier	1	0	0	Plaza
H/B – Hit Barrier	1	0	0	Lateral
R/E – Rear Ender	2	0	0	Other
H/B – Hit Barrier	1	0	0	Waldo
H/B – Hit Barrier	1	0	0	Plaza
<b>TOTAL</b>	<b>18</b>	<b>2</b>	<b>0</b>	

## BICYCLE INCIDENTS FOR THE MONTH OF SEPTEMBER

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

<b>Bicycle Incidents</b>	<b>Bicycles</b>	<b>Injuries</b>	<b>Fatalities</b>	<b>Location</b>
BA – Bike/Auto	1	0	0	Other
SO – Solo	1	1	0	Alexander
<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>0</b>	

## FERRY – TRANSPORT BICYCLE COUNTS FOR THE MONTH OF SEPTEMBER

For the month of September, the following were the Bicycle Counts for the Sausalito Ferry service:

Sausalito Southbound Bike Counts	
2016 Annual Total	169,685
2017 Annual Total	144,064
2018 Annual Total	116,248
2019 Annual Total	95,590
2020 Annual Total	9,415
*January – September 2021	5,651

\*The Sausalito September bicycle count was 1,535. (57 for weekday and 1,478 for weekend)

For the month of September, the following were the Bicycle Counts for the Larkspur Ferry service:

Larkspur Southbound Bike Counts	
2016 Annual Total	35,769
2017 Annual Total	30,990
2018 Annual Total	29,747
2019 Annual Total	29,828
2020 Annual Total	7,422
*January – September 2021	3,324

\*The Larkspur September bicycle count was 575

**RETIREMENT OF CHARLES CASILLAS, BUS OPERATOR, BUS DIVISION**

We are pleased to announce that Bus Operator, Charles Casillas, retired on October 1, 2021, after twenty-four years, 4 months of service with the District.

Mr. Casillas joined the District as a Student Bus Operator on April 21, 1997 and achieved regular full-time status on June 8, 1997.

Prior to District Service Mr. Casillas work as a Bus Operator for Yolobus located in Woodland, California.

In his free time Mr. Casillas enjoys playing and spending time with his grandchildren, Kennedy James and Peyton. He also enjoys attending rock and country music concerts nationwide. He is a Goldstar Parent, which means his child was killed in action (Afghanistan, July 4, 2009).

We wish Mr. Casillas a long and happy retirement.

**RETIREMENT OF JOSELITO LEGASPI, BUS OPERATOR, BUS DIVISION**

We are pleased to announce that Bus Operator, Joselito Legaspi, retired on October 1, 2021, after twenty-four years, 4 months of service with the District.

Mr. Legaspi joined the District as a Student Bus Operator on April 21, 1997 and achieving regular full-time status on June 8, 1997.

We wish Mr. Legaspi a long and happy retirement.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD JESUS RODRIGUEZ, BRIDGE LABORER, BRIDGE DIVISION**

We are pleased to announce that Bridge Laborer, Jesus Rodriguez, celebrated twenty years of service with the District on October 19, 2021.

Mr. Rodriguez joined the District as Laneworker in October 19, 2001 and was promoted to Bridge Laborer in April of 2013.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD HUNG LAM, BUS MECHANIC, BUS DIVISION**

We are pleased to announce that Bus Mechanic, Hung Lam, celebrated twenty years of service with the District on October 22, 2021.

Mr. Lam joined the District as Bus Mechanic on October 22, 2001.



## **EMPLOYEE OF THE MONTH – OCTOBER 2021**

After reviewing nominations submitted by District employees, the Employee of the Month Committee collectively recognized and selected Michael Oderda, Mechanic, in the Ferry Division as the Employee of the Month for October 2021.

Mr. Oderda receives this prestigious award in recognition of his professionalism, clear concise communication style and responsiveness. He is quick when responding to work requests (whether minor or major) and his communication style is clear. Mr. Oderda looks for the best ways to meet the demands of project deadlines all with an outgoing and has a positive demeanor, and completes tasks in quick professional manner. Mr. Oderda is often first to suggest innovative ideas when it came to safety and is open to feedback and suggestions. He often takes the initiative regarding preventative maintenance, also taking on tasks in order to learn new aspects of engineering maintenance. His dedication to the success of the Ferry Division and those who work with him is boundless. Recently, Mr. Oderda researched a cost effective and safe solution to water intrusion in ferry vessel shore power plugs, a safety concern brought to the safety committee meeting this past spring. His determination for solving technical challenges is not isolated to this job and continues to benefit the safe operation and consistent customer service provided to our ferry passengers.

Mr. Oderda joined the District On May 15, 2013. Prior to joining the District, Mr. Oderda held positions as an electrician/mechanic at Dahl-Beck Electric, an electrician/mechanic at California Electric and a mechanic at Vincent Electric Motor.

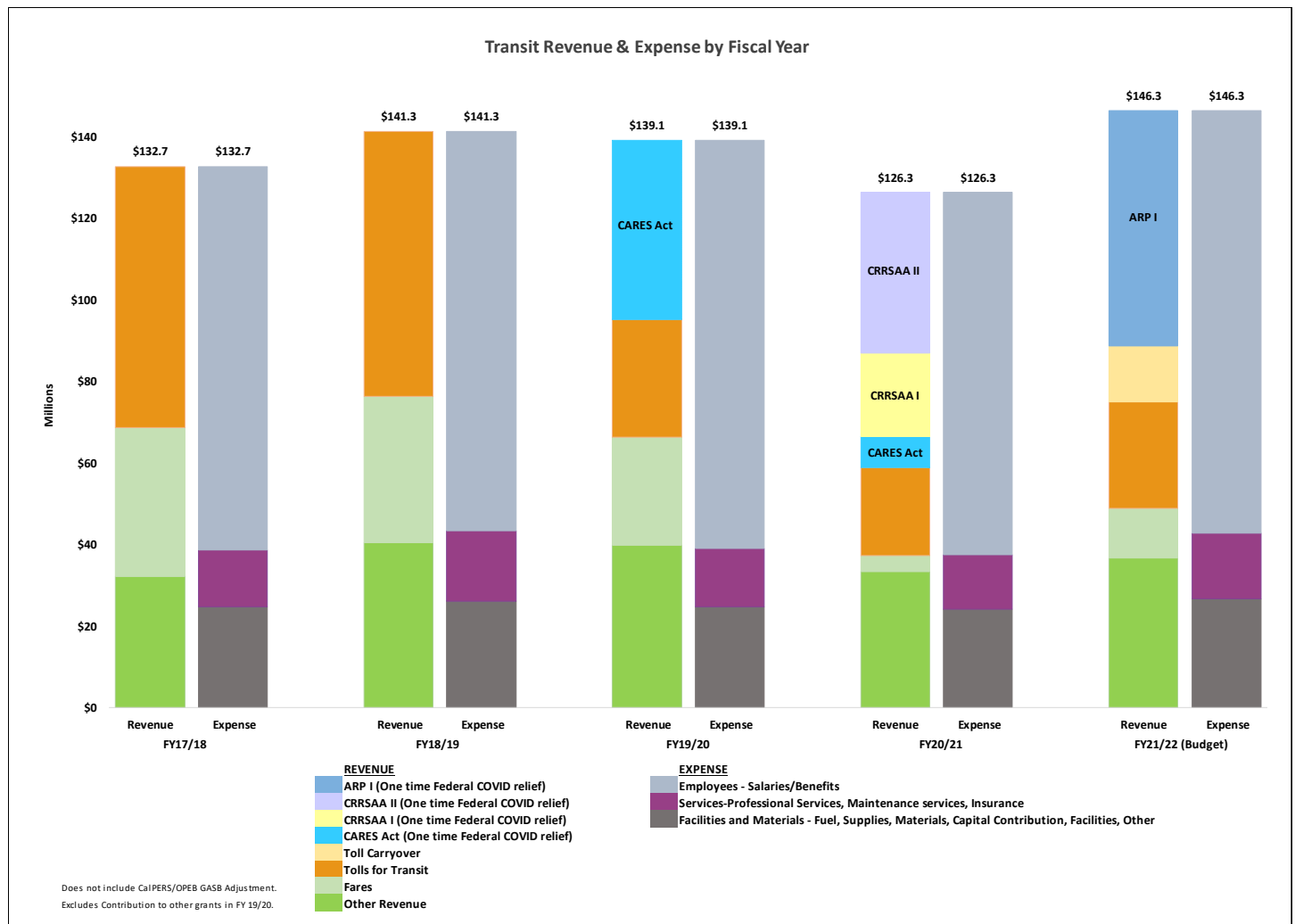
Mr. Oderda was born in Walnut Creek, CA. He has been resident of Richmond, CA since 2013 and his early education years were in schools in Petaluma, CA. Mr. Oderda attended Diablo Valley College in Pleasant Hill, CA. He enjoys cycling (mostly mountain biking) and off-road motorcycling. He was a Junior National gold champion in the 14/15 year old classification. Mr. Oderda shared that he sometimes purchases used bicycles and repairs them for donation to a bike charity.

Denis J. Mulligan  
General Manager

DJM:jb

Attachments: A. 2021-1021-FinanceComm-No6-Attachment C – Transit Funding & Expense Comparison  
B. Bridge southbound traffic for the month of September

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## SUMMARY OF TRAFFIC AND TOLL REVENUE

### I. SOUTHBOUND TRAFFIC

	SEPTEMBER				FISCAL YEAR TO DATE				OCTOBER TO SEPTEMBER - (LAST 12 MONTHS)			
	2021	% of Total Traffic	2020	% Change	2021	% of Total Traffic	2020	% Change	2021	% of Total Traffic	2020	% Change
2-Axle	1,322,336	99.3%	1,037,915	27%	4,088,289	99.3%	3,217,798	27%	14,174,700	99.2%	14,100,433	1%
Multi-Axle	9,861	0.7%	8,432	17%	30,741	0.7%	26,550	16%	116,565	0.8%	128,208	-9%
<b>TOTAL</b>	<b>1,332,197</b>		<b>1,046,347</b>	<b>27%</b>	<b>4,119,030</b>		<b>3,244,348</b>	<b>27%</b>	<b>14,291,265</b>		<b>14,228,641</b>	<b>0%</b>

\*Breakdown between 2 axle and 3+ axle approximated for April and May 2021 based on historical data due to lane classification error.

### II. TRAFFIC RESOLUTION

	SEPTEMBER				FISCAL YEAR TO DATE				OCTOBER TO SEPTEMBER - (LAST 12 MONTHS)			
	2021	% of Total Traffic	2020	% Change	2021	% of Total Traffic	2020	% Change	2021	% of Total Traffic	2020	% Change
FasTrak Account Paid	1,113,795	84%	879,048	27%	3,408,194	83%	2,709,001	26%	11,957,366	84%	12,236,242	-2%
Full FasTrak Fare Paid	1,066,150	80%	838,188	27%	3,260,425	79%	2,584,357	26%	11,433,114	80%	11,715,263	-2%
Carpool/Clean Air Paid	38,606	3%	31,123	24%	120,081	3%	93,717	28%	411,624	3%	379,956	8%
PWD Paid	365	0%	302	21%	1,125	0%	879	28%	4,046	0%	4,071	-1%
Non-Revenue Paid	8,674	1%	9,435	-8%	26,563	1%	30,048	-12%	108,582	1%	136,952	-21%
License Plate Account Paid	22,478	2%	10,503	114%	67,416	2%	33,008	104%	195,085	1%	147,003	33%
One-Time Paid	7,341	1%	4,121	78%	25,667	1%	14,531	77%	71,098	0%	90,136	-21%
Invoice Paid	24,537	2%	28,979	-15%	93,083	2%	96,248	-3%	296,638	2%	735,628	-60%
Violation Paid	-	0%	-	-	6	0%	12	-50%	15	0%	136,989	-100%
In Process and Outstanding	164,046	12%	123,696	33%	524,664	13%	391,548	34%	1,771,063	12%	882,643	101%
<b>TOTAL</b>	<b>1,332,197</b>		<b>1,046,347</b>	<b>27%</b>	<b>4,119,030</b>		<b>3,244,348</b>	<b>27%</b>	<b>14,291,265</b>		<b>14,228,641</b>	<b>0%</b>

### III. TOTAL REVENUE COLLECTED

SEPTEMBER			FISCAL YEAR TO DATE			OCTOBER TO SEPTEMBER - (LAST 12 MONTHS)		
2021	2020	% Change	2021	2020	% Change	2021	2020	% Change
\$ 11,335,504	\$ 8,349,936	36%	\$ 33,715,470	\$ 25,764,023	31%	\$ 116,303,383	\$ 110,789,268	5%

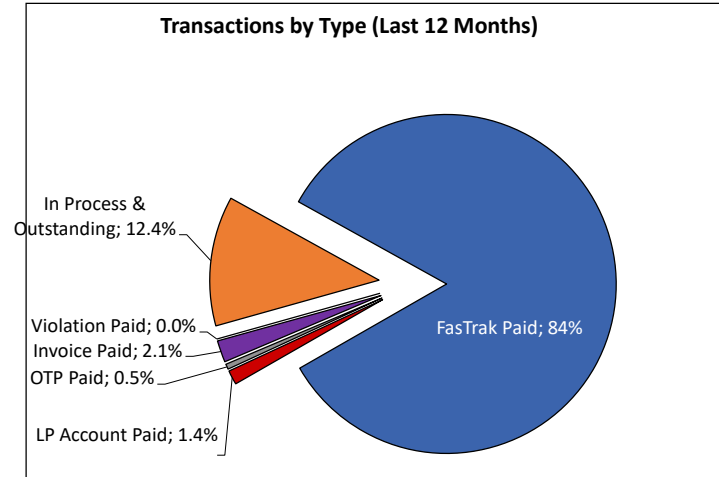
\* Note: Total Revenue Collected is all monies received and is not directly related to the transaction counts above.

DATA SINCE INCEPTION *	
<b>Revenue Vehicles</b>	
2-Axle Vehicles	1,092,254,041
Multi-Axle Vehicles	29,145,489
Disabled Patron Vehicles	459,177
Commute Period Carpool	3,136,790
<b>Revenue Vehicles Subtotal</b>	<b>1,124,995,497</b>
<b>Non-Revenue Vehicles</b>	
Federal	12,257,389
CHP/GGBHTD	5,398,671
GG Transit Buses	3,717,559
Other Non-Revenue	190,161
Commute Period Carpool NR	14,934,191
<b>Non-Revenue Vehicles Subtotal</b>	<b>36,497,971</b>
<b>Total Toll-Paying Direction Vehicles</b>	<b>1,161,493,468</b>

\* Data Since Inception includes only data for vehicles traveling in toll-paying direction.

As of July 2020, counts no longer include non-vehicle transactions.

\* Beginning July 2021, historical data reflects the counts and categorization as previously reported.



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