



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF FEBRUARY 25, 2022**

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

Honorable Members:

GRANT AWARDED - "SONOMA-MARIN BUS OPERATOR PRE-APPRENTICESHIP PROGRAM"

Last fall, the Golden Gate Bridge, Highway and Transportation District (District) staff worked in partnership with Amalgamated Transit Union (ATU) Local 1575, the College of Marin (COM), the Santa Rosa Junior College (SRJC), and California Transit Works (CTW) to design two workforce development programs for recruiting qualified bus operator candidates and enhancing the professional development of the District's Bus Operators.

This work led to the submission of two California Apprenticeship Initiative (CAI)-New and Innovative grant applications, in order to fund and implement two programs:

- 1) a bilingual Bus Operator Pre-apprenticeship Program through the SRJC, which would involve actively working with community based organizations (CBOs) to identify qualified bus operator candidates, who would then have access to a semester of free college courses that will prepare them for entry into GGT's Bus Operator Trainee/Apprenticeship Program; and
- 2) an expanded element of the District's existing Bus Coach Operator Apprenticeship Program, which would allow trainees/apprentices to earn college credits through the COM as they complete the District's training courses.

It is worth noting that both programs will prioritize outreach to disadvantaged, priority populations to recruit candidates.

The CAI grant applications were submitted in December 2021, and on February 4, 2022, District staff received good news that both programs were funded at the maximum amount of \$500,000 each or \$1 million in total. Implementation of both programs is planned for the 2022 fall semester. These programs and GGT's continued partnership with CTW, ATU Local 1575, COM and SRJC will be extremely valuable as the District desires to grow its service and workforce over time.

BUY AMERICA WAIVER REQUEST APPROVED

Good News! The District's request to the Federal Highway Administration (FHWA) for a Buy America Waiver associated with the ongoing construction contract to build a suicide barrier on the Bridge was approved effective February 8, 2022. You can view the Notice regarding FHWA's action on the Federal Register's website at the following link:

<https://www.federalregister.gov/documents/2022/02/07/2022-02449/buy-america-waiver-notification>

FHWA made a finding that it is appropriate to grant a Buy America waiver to the District for procurement of components for the maintenance traveler system, which is needed to allow continued inspections and routine maintenance operations after the Golden Gate Bridge Physical Suicide Deterrent System Project (Project) is constructed. The non-domestic parts include: (i) electric motors; (ii) speed reducers; (iii) wheel chocks; (iv) a chain stopper; (v) rail clamps with hydraulic power units; (vi) pneumatic brakes; (vii) air compressors; (viii) gas cylinder stands; (ix) bearings (of various types specified in the request); (x) electric cabinet switches and handles; (xi) electrical cabinet shafts; (xii) grounding shoes; and (xiii) scissor lifts.

UPDATE ON RISK TO BUS AND FERRY FUNDING

The Federal Transit Administration (FTA) is the principal source of funding for the District's bus and ferry capital projects as well as vital operating assistance during the pandemic. Before the District can receive money from FTA, the FTA sends a grant application to the United States Department of Labor (USDOL) for certification that the transit agency has not infringed upon the collective bargaining rights of its employees. This is known as a "13(c) certification".

On October 28, 2021, the USDOL, in response to objections raised by the ATU, released a letter formally nullifying their prior determination (issued in 2019) on the impact of the California Public Employees' Pension Reform Act of 2013 (PEPRA) on collective bargaining rights. Specifically, they now assert that PEPRA violates the collective bargaining rights of California transit workers.

The State of California has filed a motion for summary judgement seeking resolution of this matter. On January 27, 2022, the United States Department of Labor and the Amalgamated Transit Union submitted to the United States District Court for the Eastern District of California cross-motions and briefs in opposition to the State of California's motion for summary judgement. At the highest level, the cross-motions request that the Court deny the State's motion and instead rule in favor of USDOL and ATU, respectively. The State submitted a reply brief to the Court on February 4, 2022, and a hearing for summary judgment will be held on February 17th. I will provide updates as things unfold.

AMENDMENT NO. 3 TO CLIPPER MEMORANDUM OF UNDERSTANDING

The Metropolitan Transportation Commission (MTC) issued Amendment No. 3 to the Amended and Restated Clipper Memorandum of Understanding (Clipper MOU). Clipper is the regional automated fare payment system for public transit operators and passengers in the San Francisco Bay Area. The Clipper MOU, which became effective on February 19, 2016, provides the framework for joint oversight and operation of the system.

AMENDMENT NO. 3 TO CLIPPER MEMORANDUM OF UNDERSTANDING (continued)

Amendment No. 3 incorporates the Regional Transit Card (RTC) program into the Clipper program. The RTC program provides disabled riders with discounted access to fixed-route transit. Alameda-Contra Costa Transit District (AC Transit) currently administers the RTC program as the

Lead Agency with policy input from the Bay Area Partnership Accessibility Committee (BAPAC). In 2020, the 22 transit operators (Operators) participating in the Clipper program requested that the MTC assume administrative responsibility of the RTC program in order to modernize the program and have more consistency with the youth and senior fare discounts on Clipper. The MTC agreed to incorporate the RTC program into the Clipper program, and policy-making authority will be placed with the Clipper Executive Board.

On behalf of the District, the General Manager has signed Amendment No. 3, which the Attorney has approved as to form. There is no fiscal impact associated with the amendment for the District, as the existing cost allocation formula will continue to be used until it is reviewed as part of the future MOU for the next-generation Clipper system. The Clipper MOU included mutual indemnification provisions, and Amendment No. 3 introduces an additional indemnity provision by which the 22 Operators indemnify the MTC against claims or liability related to actions taken or not taken by the Operators or their third party medical verifier contractors in the administration of the RTC program before the MTC assumed administrative responsibility of the program.

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

Travel still remains well below pre-pandemic levels, whether by Bridge bus or ferry; and during the week of February 6th, ridership was down on our buses by about 71 percent (we only carried 29 percent of our normal bus ridership) and our ferry ridership was down 72 percent (we are only carried 28 percent of our normal ferry ridership). Bridge traffic was down about 17 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 February 6th were down approximately \$928,000, highlighting the District's rapid spending down of our one-time federal COVID relief funding. Overall, Bridge traffic was down about 17 percent. Overall, bus ridership was down about 71 percent and ferry ridership was down 72 percent. The District collected about 83 percent of our pre-COVID amount of tolls, so tolls for transit were about 66 percent $[(83-50) / 50 = 66\%]$ of our usual amount, or tolls for transit were down about 34 percent last week.

Week of February 6, 2022

	Bridge	% change	Bus	% change	Ferry	% change
	Feb 6-Feb 12		Feb 6-Feb 12		Feb 6-Feb 12	
Weekly Ridership/Traffic	293,784	-16.84%	16,781	-71.32%	10,836	-71.61%
Weekly Revenue	\$ 2,399,114	-16.84%	\$ 77,608	-73.87%	\$ 72,123	-75.58%
Weekly Revenue Loss	\$ (485,794)	-16.84%	\$ (219,361)	-73.87%	\$ (223,192)	-75.58%
2019 Weekly Ridership/Traffic	353,272		58,520		38,169	

Notes:

*State Shelter in place started 3/17/2020

**Percentage changes are based on Year over year equivalents (ct)

*** 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 ten months to monitor developments in workplace reopening plans. The survey results reflect information on Bay Area employers' return to work plans to assist transit agencies in planning for the future. [The January 2022 Employer Survey Results on Return to Work and Transit](#) continue to show a bit of a pause in bringing workforces back to the office due to the Omicron variant. The Bay Area Council will continue surveying the Employer Network and we will continue to share their findings each month.

REPORT ON CHANGE ORDER FOR CONTRACT NO. 2020-F-047, FERRY FLEET SCHEDULED DRYDOCKINGS AND CAPITAL IMPROVEMENTS

At its meeting on June 25, 2021, the Board approved an increase to the contingency for Contract No. 2020-F-047, Ferry Fleet Scheduled Drydockings and Capital Improvements for maintenance activities on four District vessels. The Board established a contract contingency in the amount of \$1,231,637, allocated to each vessel in specified amounts.

On January 31, 2022 the General Manager authorized a change order in the amount of \$492,970.22 for United State Coast Guard-required repairs on the M.V. Golden Gate that could not have been known at the time of contracting. Although this amount is within the overall contract contingency, it exceeds the amount initially allocated to the M.V. Golden Gate. We anticipate bringing to a future Board meeting an updated contingency allocation for the vessels that are the subject of this Contract—likely with a request for additional contingency funds as necessary to accomplish work that was unknown at the time of contracting.

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF JANUARY

For the month of January, District staff made no speeches and/or presentations.

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 January 28, 2022, Report of the General Manager:

Event Date	Event Title	Location	Type*	Expected No. Participants
April 30, 2022 – May 1, 2022	The Relay	E Sidewalk	SE	200/day

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

BRIDGE TRAFFIC FOR THE MONTH OF JANUARY

Bridge southbound traffic for the month of January was 1,147,861 vehicles. FasTrak usage is 83% overall for January. This compares to 83% overall for the past rolling 12-months (February to January) (Attachment B).

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF JANUARY

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
OT – Over Turn	2	0	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Bridge
TOTAL	5	0	0	

BICYCLE INCIDENTS FOR THE MONTH OF JANUARY

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
BB – Bike/Bike	2	1	0	Bridge
TOTAL	2	1	0	

FERRY – TRANSPORT BICYCLE COUNTS FOR THE MONTH OF JANUARY

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

Larkspur Southbound Bike Counts	
2017 Annual Total	30,990
2018 Annual Total	29,747
2019 Annual Total	29,828
2020 Annual Total	7,422
2021 Annual Total	4,716
January	617

*The Larkspur January bicycle count was 617

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

Sausalito Southbound Bike Counts	
2017 Annual Total	144,064
2018 Annual Total	116,248
2019 Annual Total	95,590
2020 Annual Total	9,415
2021 Annual Total	8,845
January	1,264

*The Sausalito January bicycle count was 1,264

For the month of January, the following were the Bicycle Counts for the Tiburon Ferry service:

Tiburon Southbound Bike Counts	
January	164

*The Tiburon January bicycle count was 164

For the month of January, the following were the Bicycle Counts for the Angel Island Ferry service:

Angel Island Ferry Bike Counts	
2021 (December service start) Annual Total	39
January	283

*The Angel Island January bicycle count was 283

**PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO DANIEL GOMEZ,
ELECTRONIC REVENUE COLLECTION ANALYST, BRIDGE DIVISION**

We are pleased to announce that Electronic Revenue Collection Analyst Daniel Gomez, celebrated twenty-five years of service with the District on February 3, 2022.

Mr. Gomez joined the District as a temporary on call Bridge Officer (Toll Collector) until he was hired as a permanent Bridge Officer on February 3, 1997. Mr. Gomez promoted to Bridge Sergeant in March 1998 and while he was Bridge Sergeant, he worked in the capacity of both acting and provisional Lieutenant. In December 2014, Mr. Gomez promoted to the Finance Office where he has worked both as an Electronic Revenue Collection Analyst and Budget and Programs Analyst.

Some of his proudest achievements include returning back to school and completing a Bachelor of Science Degree in Business Economics (BSBE), and a Master of Public Administration (MPA), both at the University of San Francisco. In 2019, Mr. Gomez completed a Doctorate in Education (Ed.D.) in Organizational Change and Leadership at the University of Southern California.

Prior to District employment, Mr. Gomez was in the United States Marine Corps. While serving, he was a member of Marine Helicopter Squadron HMM 161, where he worked in a support role in Personnel Administration.

Mr. Gomez enjoys spending time with family and friends as well as going to the gym. Mr. Gomez has participated twice in, and worked as volunteer staff for AIDS Lifecycle.

**PRESENTATION OF TWENTY YEAR SERVICE AWARD TO BERNARDINE BROWN-
SCOTT, MARKETING COORDINATOR, DISTRICT DIVISION**

We are pleased to announce that Marketing Coordinator, Bernardine Brown-Scott, celebrated twenty years of service with the District on February 19, 2022.

Ms. Brown-Scott joined the District as a Timekeeping Coordinator on February 19, 2002.

Prior to District service, Ms. Brown-Scott held the position of Human Resources Assistant for the Association of Bay Area Governments. Additionally, for more than 10 years, she was the Office Manager for the San Francisco Police Impound and The City Tow.

In her free time Ms. Brown-Scott is an active volunteer for Foster Care United, and the Black and Missing Foundation. Ms. Brown-Scott enjoys spending time with her husband, Al, and daughter, Laiona. Ms. Brown-Scott also enjoys swimming, hiking, traveling, and a great movie.

EMPLOYEE OF THE MONTH – FEBRUARY 2022

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Senior Civil Engineer, Keith Hatcher, as the Employee of the Month for February 2022.

Mr. Hatcher is recognized for consistently going above and beyond and always remaining professional, courteous, thoughtful and thorough. Since joining the District, Mr. Hatcher has shown a very strong work ethic and dedication to the Bridge. He has helped to improve the Bridge Inspection team, bringing the program into the 21st Century by digitizing inspector notes, which greatly increases efficiency and makes the notes much easier to read. Mr. Hatcher also brings a fresh perspective to the Bridge inspection team, having come from the private sector in his previous position on the East Coast. When performing Bridge inspections, he has been incredibly perceptive in pointing out areas of concern, so that any repairs are done in a timely manner. Mr. Hatcher is also training fellow Engineers on conducting these inspections. He takes the time to explain very complex and complicated material with co-workers and fosters supportive and encouraging working relationships. He has also helped to train staff in the Engineering department on digitizing notes and inputting figures for the biennial National Bridge Inspection report that is submitted to Caltrans and FHWA. Mr. Hatcher coordinates inspection repair work with the Bridge Division team and strives to foster a supportive working relationship with those he comes in to contact with. Mr. Hatcher is also working on a detailed list of project recommendations that will provide guidance for future maintenance projects at the Bridge.

Of special note, Mr. Hatcher's colleagues remark that he is a pleasure to work with and is a valuable asset to the Engineering department and to the Bridge itself. He is a problem solver who faces challenges head-on with diligence and persistence. Mr. Hatcher is inclusive and always shows respect for his fellow colleagues as well as the public, epitomizing District values.

Mr. Hatcher joined the District as an Associate Engineering Inspector on February 5, 2018 and promoted to his current position, Senior Civil Engineer, on April 2, 2019. Prior to joining the District Mr. Hatcher was a Bridge Inspection Team Leader, Engineer at Greenman-Pedersen, Inc. in Lebanon, NJ, and before that he was a Designer at Suburban Consulting Engineers in Lebanon, NJ.

Mr. Hatcher was born in Pennsylvania and attended his early education years in New Jersey. He attended Rutgers University in New Jersey, where he earned a BS of Civil Engineering. Mr. Hatcher has been a resident of Pacifica since 2018, where he lives with his wife and daughter. He is an avid surfer and a proud family man. Mr. Hatcher is a member of the American Society of Civil Engineers (ASCE), Local 21 and holds a Professional Civil Engineer license, licensed in NJ and CA, as well as being a Certified Bridge Inspector Team Leader.

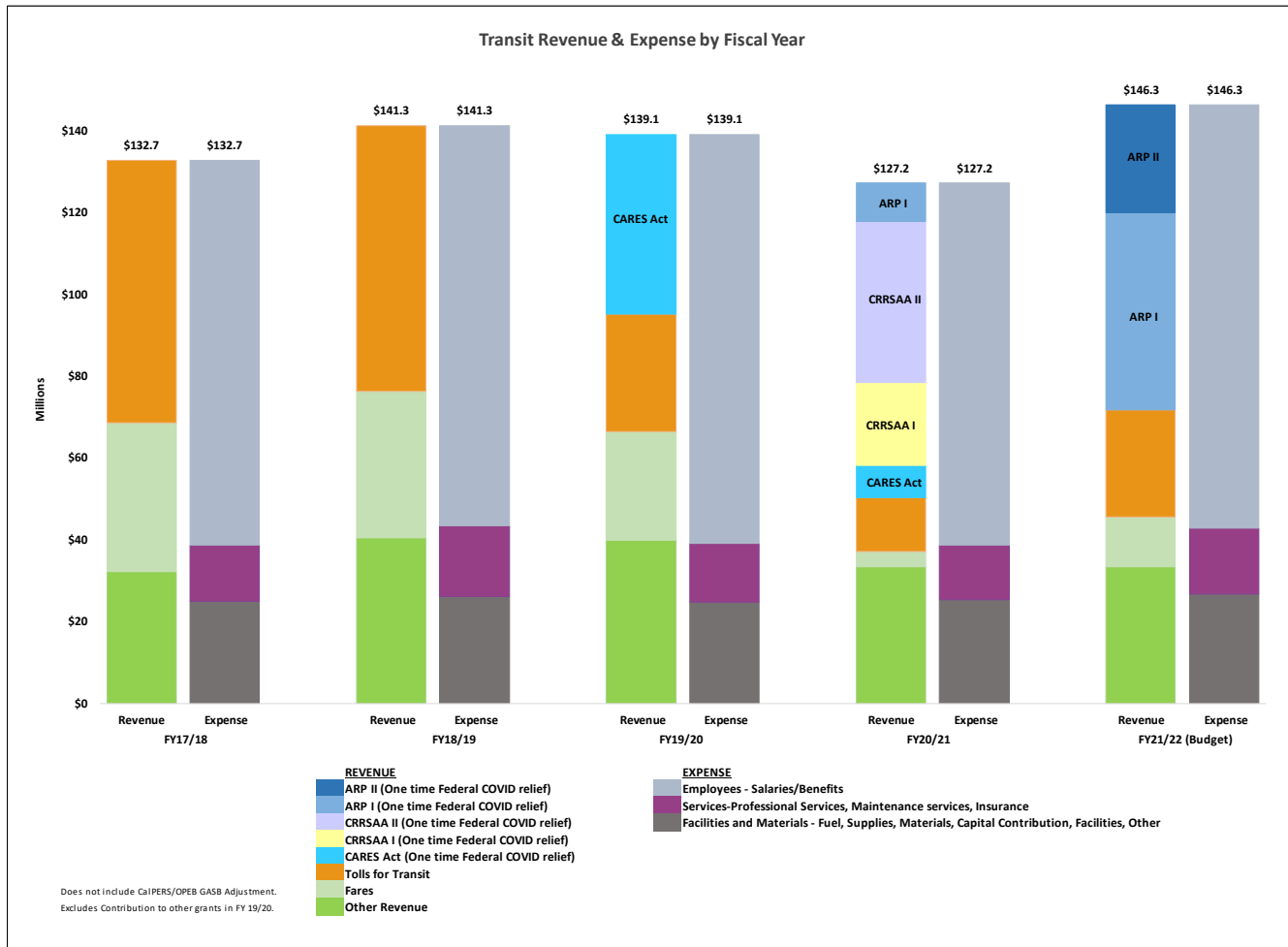
Denis J. Mulligan
General Manager

DJM:jb

Attachments: A. 2022-0224-FinanceComm-No10-Attachment C – Transit Funding & Expense Comparison
B. Bridge southbound traffic for the month of January

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2022-0224-FinanceComm-No10-Attachment C – Transit Funding & Expense Comparison



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JANUARY 2022

SUMMARY OF TRAFFIC AND TOLL REVENUE

I. SOUTHBOUND TRAFFIC

	JANUARY				FISCAL YEAR TO DATE				FEBRUARY TO JANUARY - (LAST 12 MONTHS)			
	2022	% of Total Traffic	2021	% Change	2022	% of Total Traffic	2021	% Change	2022	% of Total Traffic	2021	% Change
2-Axle	1,138,854	99.2%	958,035	19%	9,148,862	99.2%	7,318,976	25%	15,134,095	99.2%	11,963,548	27%
Multi-Axle	9,007	0.8%	7,660	18%	70,201	0.8%	58,264	20%	124,311	0.8%	102,314	21%
TOTAL	1,147,861		965,695	19%	9,219,063		7,377,240	25%	15,258,406		12,065,862	26%

*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

	JANUARY				FISCAL YEAR TO DATE				FEBRUARY TO JANUARY - (LAST 12 MONTHS)			
	2022	% of Total Traffic	2021	% Change	2022	% of Total Traffic	2021	% Change	2022	% of Total Traffic	2021	% Change
FasTrak Account Paid	947,368	83%	818,987	16%	7,576,053	82%	6,192,740	22%	12,641,486	83%	10,270,598	23%
Full FasTrak Fare Paid	909,172	79%	783,984	16%	7,243,553	79%	5,910,155	23%	12,090,444	79%	9,812,931	23%
Carpool/Clean Air Paid	30,081	3%	26,043	16%	270,240	3%	213,734	26%	441,766	3%	331,038	33%
PWD Paid	220	0%	262	-16%	2,398	0%	2,042	17%	4,156	0%	3,479	19%
Non-Revenue Paid	7,895	1%	8,698	-9%	59,862	1%	66,809	-10%	105,120	1%	123,150	-15%
License Plate Account Paid	21,281	2%	11,356	87%	152,948	2%	78,980	94%	234,645	2%	127,120	85%
One-Time Paid	4,348	0%	3,274	33%	47,154	1%	30,382	55%	76,734	1%	56,543	36%
Invoice Paid	13,971	1%	20,671	-32%	180,318	2%	186,797	-3%	293,324	2%	452,685	-35%
Violation Paid	-	0%	-		38	0%	18	111%	41	0%	62,174	-100%
In Process and Outstanding	160,893	14%	111,407	44%	1,262,552	14%	888,323	42%	2,012,176	13%	1,096,742	83%
TOTAL	1,147,861		965,695	19%	9,219,063		7,377,240	25%	15,258,406		12,065,862	26%

III. TOTAL REVENUE COLLECTED

	JANUARY			FISCAL YEAR TO DATE			FEBRUARY TO JANUARY - (LAST 12 MONTHS)		
	2022	2021	% Change	2022	2021	% Change	2022	2021	% Change
	\$ 9,165,639	\$ 7,987,939	15%	\$ 75,418,760	\$ 60,024,427	26%	\$ 123,746,269	\$ 97,214,604	27%

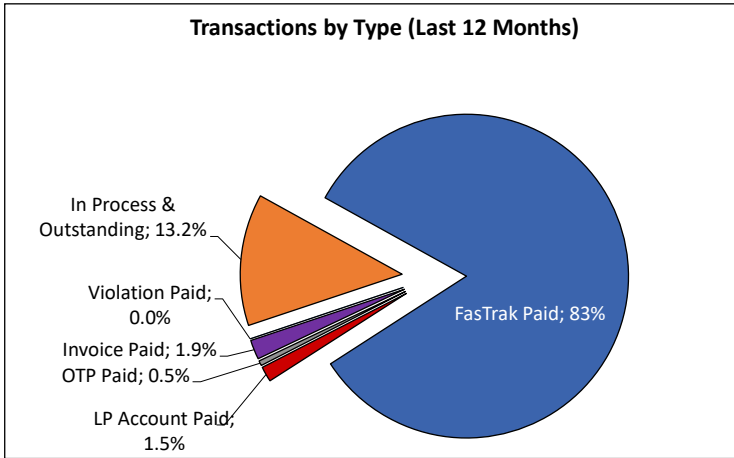
* Note: Total Revenue Collected is all monies received and is not directly related to the transaction counts above.

DATA SINCE INCEPTION *	
Revenue Vehicles	
2-Axle Vehicles	1,097,136,439
Multi-Axle Vehicles	29,178,393
Disabled Patron Vehicles	460,450
Commute Period Carpool	3,286,949
Revenue Vehicles Subtotal	1,130,062,231
Non-Revenue Vehicles	
Federal	12,257,389
CHP/GGBHTD	5,431,970
GG Transit Buses	3,717,559
Other Non-Revenue	190,161
Commute Period Carpool NR	14,934,191
Non-Revenue Vehicles Subtotal	36,531,270
Total Toll-Paying Direction Vehicles	1,166,593,501

* 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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