



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF JUNE 24, 2022**

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

Honorable Members:

**ANGEL ISLAND FERRY RIDERSHIP TRENDS AND OPERATING
CHARACTERISTICS SINCE THE DISTRICT ASSUMED OPERATIONS IN
DECEMBER 2021**

The District commenced ferry service between San Francisco and Angel Island on December 13, 2021, replacing a private operator Blue and Gold Fleet. Previously, Blue and Gold ferries departed from Pier 41, while the District's service operates from the Ferry Building at the foot of Market Street.

Providing Angel Island service from the Ferry Building is more convenient for MUNI riders, and it provides more efficient connections with other public transportation agencies, increasing opportunities for passengers from the East Bay and South Bay to conveniently reach Angel Island.

Since the District started this service, ridership has increased each month as compared to the previous month. In spite of the Omicron surge, since inception the District has carried a total of 44,175 passengers, this includes 2,853 passengers associated with school groups. One factor helping grow ridership is that about a month after the District started this service, the new Angel Island Immigration Museum opened on January 22, 2022.

Thus far there is a good deal of variability in weekday ridership versus weekend ridership. For example, in January 2022, over 78% of the riders travelled on weekends with just over 21% on weekdays; while during March 2022, over 51% of riders travelled on weekdays versus 49% on weekends.

In reviewing the ridership patterns it appears that school vacation weeks in February and April correlate with increase ridership, while a gradual return of tourism appears to correlate with increased May ridership.

While still in its infancy, Angel Island ridership may prove to be analogous to Sausalito ridership during non-weekday peak travel times, reflecting a seasonality that mirrors tourist activity and a sensitivity to weather.

ANGEL ISLAND FERRY RIDERSHIP TRENDS AND OPERATING CHARACTERISTICS SINCE THE DISTRICT ASSUMED OPERATIONS IN DECEMBER 2021 (continued)

Below is a table that summarizes the monthly ridership.

| | Total Riders | % Change From Prev Month | Weekday Riders | % Change From Prev Month | % of all riders | Weekend Riders | % Change From Prev Month | % of all riders |
|--------|---------------------|--------------------------|-----------------------|--------------------------|-----------------|-----------------------|--------------------------|-----------------|
| Dec-21 | 1,663 | | 1,237 | | 74.38% | 426 | | 25.62% |
| Jan-22 | 4,930 | 196.45% | 1,056 | -14.63% | 21.42% | 3,874 | 909.39% | 78.58% |
| Feb-22 | 7,147 | 44.97% | 1,626 | 53.98% | 22.75% | 5,521 | 142.51% | 77.25% |
| Mar-22 | 7,871 | 10.13% | 4,033 | 148.03% | 51.24% | 3,838 | 69.52% | 48.76% |
| Apr-22 | 9,580 | 21.71% | 4,669 | 15.77% | 48.74% | 4,911 | 127.96% | 51.26% |
| May-22 | 11,403 | 19.03% | 5,440 | 16.51% | 47.71% | 5,963 | 121.42% | 52.29% |

Operating Characteristics

Weekday Angel Island service begins shortly after AM Tiburon commute service ends and finishes before the PM Tiburon commute service begins. The service to Angel Island utilizes the same crew and vessel used for Tiburon commute service without adding additional terminal staff, thus improving the operational efficiency of both services at no additional cost.

On February 5, 2022, the District added Tiburon weekend service. The service utilizes the same crew and vessel providing Angel Island weekend. Again, the operational efficiencies of both services are improved by using the same resources.

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

During the week of June 5th ridership was down on our buses by about 60 percent (we only carried 40 percent of our normal bus ridership) and our ferry ridership was down 64 percent (we are only carried 36 percent of our normal ferry ridership). Bridge traffic was down about 20 percent when compared to the same week, pre-COVID. Commute Bridge traffic, between 5:00 – 9:00 a.m. on weekdays, was 33 percent below normal pre-COVID levels, so commuters have yet to return in force.

The District continues to add back bus and ferry service in a measured fashion consistent with the return of our customers travelling in the Golden Gate Corridor.

REVENUES

The District’s revenues for the week of June 5th were down approximately \$1.1 million. The District collected about 80 percent of our pre-COVID amount of tolls, so tolls for transit were about 60 percent $[(80-50) / 50 = 60\%]$ of our usual amount, or tolls for transit were down about 40 percent last week.

Week of June 5, 2022

| | Bridge | % change | Bus | % change | Ferry | % change |
|--------------------------------------|--------------|----------|--------------|----------|--------------|----------|
| | Jun 5-Jun 11 | | Jun 5-Jun 11 | | Jun 5-Jun 11 | |
| Weekly Ridership/Traffic | 326,585 | -20.06% | 24,290 | -60.47% | 19,878 | -63.61% |
| Weekly Revenue | \$ 2,666,975 | -20.06% | \$ 117,171 | -61.14% | \$ 138,695 | -66.45% |
| Weekly Revenue Loss | \$ (669,379) | -20.06% | \$ (184,315) | -61.14% | \$ (274,659) | -66.45% |
| 2019 Weekly Ridership/Traffic | 408,554 | | 61,445 | | 54,630 | |

Notes:

*State Shelter in place started 3/17/2020

**Percentage changes are based on Year over year equivalent

*** 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 14 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 May 2022 Employer Survey Results on Return to Work can be found at <https://public.flourish.studio/story/1544916/>. The Bay Area Council will continue surveying the Employer Network and we will continue to share their findings each month.

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF MAY

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

| PRESENTATION TO: | DATE: | PRESENTED BY: |
|----------------------------------------------|--------------|----------------------|
| Sergeant Major of the Army, Michael Grinston | May 28, 2022 | David Rivera |

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 May 20, 2022, Report of the General Manager:

| Event Date | Event Title | Location | Type* | Expected No. Participants |
|-------------------|--------------------------------------------|-----------------------------------------------|--------------|----------------------------------|
| June 22, 2022 | Special Olympics Law Enforcement Torch Run | East Sidewalk, North to South, GGB Plaza Area | SE | Less than 50 |
| July 24, 2022 | San Francisco Marathon | East/West Sidewalks | SE | 7,000 |

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

BRIDGE TRAFFIC FOR THE MONTH OF APRIL

Bridge southbound traffic for the month of April was 1,340,741 vehicles. FasTrak usage is 82% overall for April. This compares to 83% overall for the past rolling 12-months (May to April) (Attachment B).

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF MAY

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

| Vehicle Traffic Incident | Vehicles | Injuries | Fatalities | Location |
|---------------------------------|-----------------|-----------------|-------------------|-----------------|
| RE – Rear Ender | 2 | 0 | 0 | Waldo |
| HB – Hit Barrier | 1 | 0 | 0 | Plaza |
| OT – Over-Turn | 1 | 0 | 0 | Doyle |
| RE – Rear Ender - | 4 | 0 | 0 | Waldo |
| HB – Hit Barrier | 1 | 0 | 0 | Plaza |
| HB – Hit Barrier | 1 | 0 | 0 | Bridge |
| HB – Hit Barrier | 1 | 0 | 0 | Plaza |
| HB – Hit Barrier | 1 | 0 | 0 | Plaza |
| HB – Hit Barrier | 1 | 0 | 0 | Plaza |
| HB – Hit Barrier | 1 | 0 | 0 | Plaza |
| TOTAL | 14 | 0 | 0 | |

BICYCLE INCIDENTS FOR THE MONTH OF MAY

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

| Bicycle Incidents | Bicycles | Injuries | Fatalities | Location |
|--------------------------|-----------------|-----------------|-------------------|-----------------|
| SO – Solo | 1 | 1 | 0 | Bridge |
| SO – Solo | 1 | 1 | 0 | Bridge |
| SO – Solo | 1 | 1 | 0 | Conzelman |
| SO – Solo | 1 | 1 | 0 | Conzelman |
| SO – Solo | 1 | 1 | 0 | Conzelman |
| TOTAL | 5 | 5 | 0 | |

FERRY BICYCLE COUNTS FOR THE MONTH OF MAY

Ferry Bicycle Counts for the month of May are as follows:

| Larkspur Southbound Bicycle 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 - May | 4,540 |

*The Larkspur May bicycle count was 1,250

| Sausalito Southbound Bicycle 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 - May | 15,827 |

*The Sausalito May bicycle count was 5,080

| Tiburon Southbound Bicycle Counts | |
|------------------------------------------|-------|
| January - May | 2,621 |

*The Tiburon May bicycle count was 651

| Angel Island Ferry Bicycle Counts | |
|--------------------------------------------|-------|
| 2021 (December service start) Annual Total | 39 |
| January - May | 1,669 |

*The Angel Island May bicycle count was 430

RETIREMENT OF DENNIS M. TAN, LABORER, BRIDGE DIVISION

It is my privilege to announce that Laborer, Dennis Tan, retired on June 1, 2022, after 23 years, 1 month and 13 days of service with the District.

Mr. Tan joined the District as a Toll Collector on April 18, 1999. When the District transitioned from manual toll collection to all-electronic toll collection, Mr. Tan transitioned to a job as a laborer in the Streets and Grounds Department.

Prior to District employment, Mr. Tan attended De La Salle University in Manila, Philippines and Heald College, Moraga, CA for computer technology. Mr. Tan was a Wholesaler/Retailer (Proprietor) in the Automotive Industry and a Property Manager.

In his free time, Mr. Tan plans on relaxing with his very beautiful wife, three married kids, one still in college, and 8 grandchildren. He also enjoys Martial Arts, Kickboxing, Judo, Jiujitsu, home improvement projects and landscaping.

We wish Mr. Tan a long and happy retirement.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO RAYMOND C.W. WOO, BUS OPERATOR, BUS DIVISION

We are pleased to announce that Bus Operator Raymond Woo celebrated twenty-five years of service with the District on June 8, 2022

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

Mr. Woo was born and raised in San Francisco and attended Skyline College where he achieved certification to be an Automotive Technician.

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

PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO RICHARD WILLIAMS, BRIDGE HEAVY DUTY MECHANIC, BRIDGE DIVISION

We are pleased to announce that Bridge Heavy Duty Mechanic, Richard Williams, celebrated twenty years of service with the District on June 10, 2022.

Mr. Williams joined the District as a Provisional Bus Mechanic on June 10, 2002 and was promoted to Bridge Heavy Duty Mechanic on November 13, 2003.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO ELPIDIO ROCHA,
BRIDGE PATROL OFFICER, BRIDGE DIVISION**

We are pleased to announce that Bridge Patrol Officer, Elpidio Rocha, celebrated twenty years of service with the District on June 24, 2022.

Mr. Rocha joined the District as a Bridge Patrol Officer on June 24, 2002.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO ROBERT SMITH,
BRIDGE PATROL OFFICER, BRIDGE DIVISION**

We are pleased to announce that Bridge Patrol Officer, Robert Smith, celebrated twenty years of service with the District on June 24, 2022.

Mr. Smith joined the District as a Bridge Patrol Officer on June 24, 2002. During his service with the Golden Gate Bridge District Mr. Smith has been Employee of the Year and has received accommodations from his Supervisors, US Park Police and the California Highway Patrol. Mr. Smith is currently assigned to the Range Staff as a Field Training Officer.

In his free time, Mr. Smith travels across the State, transporting and cheering on his daughters as they play on the Competitive Soccer Team for their age group who won the May 2022 State Championship. He'll continue to transport and cheer them on when they compete nationally next season.

EMPLOYEE OF THE MONTH – JUNE 2022

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Administrative Assistant, Patricia Slater, as the Employee of the Month for June 2022.

Ms. Slater is recognized for providing an exceptional level of service and dedication on the District's COVID-19 contact tracing team for over two years. In January of this year there were 70+ positive employee cases in a span of two weeks. Ms. Slater made herself available on many weekends as well as during most weekdays to sign up for contact tracing, in addition to her regular work duties, when other tracers had other commitments. When other tracers were brought in to help, Ms. Slater shared her contact tracing expertise and helped to train as well as created detailed instructions so that everyone would be working from the same guidelines. The training was recorded so that tracers could revisit if needed. When the primary intake coordinator was unavailable, Patricia agreed to cover the role in addition to contact tracing. Of special note, her colleagues relay that her positive attitude and willingness to help made this very busy and stressful time much easier for all involved.

Ms. Slater joined the District as an Administrative Assistant on December 10, 2012. Prior to joining the District she was an Office Manager for the Audio Tour company; Antenna Audio, based out of one of the old Army barracks at Fort Cronkite, in the Marin Headlands and she saw the Golden Gate Bridge every morning on her way into work. They had to keep the aesthetics of the outside of the building the same for historical purposes, however, they remodeled the inside

EMPLOYEE OF THE MONTH – JUNE 2022 (continued)

offices, recording studio, etc. Ms. Slater also met the actor Peter Coyote one morning before his narration session!

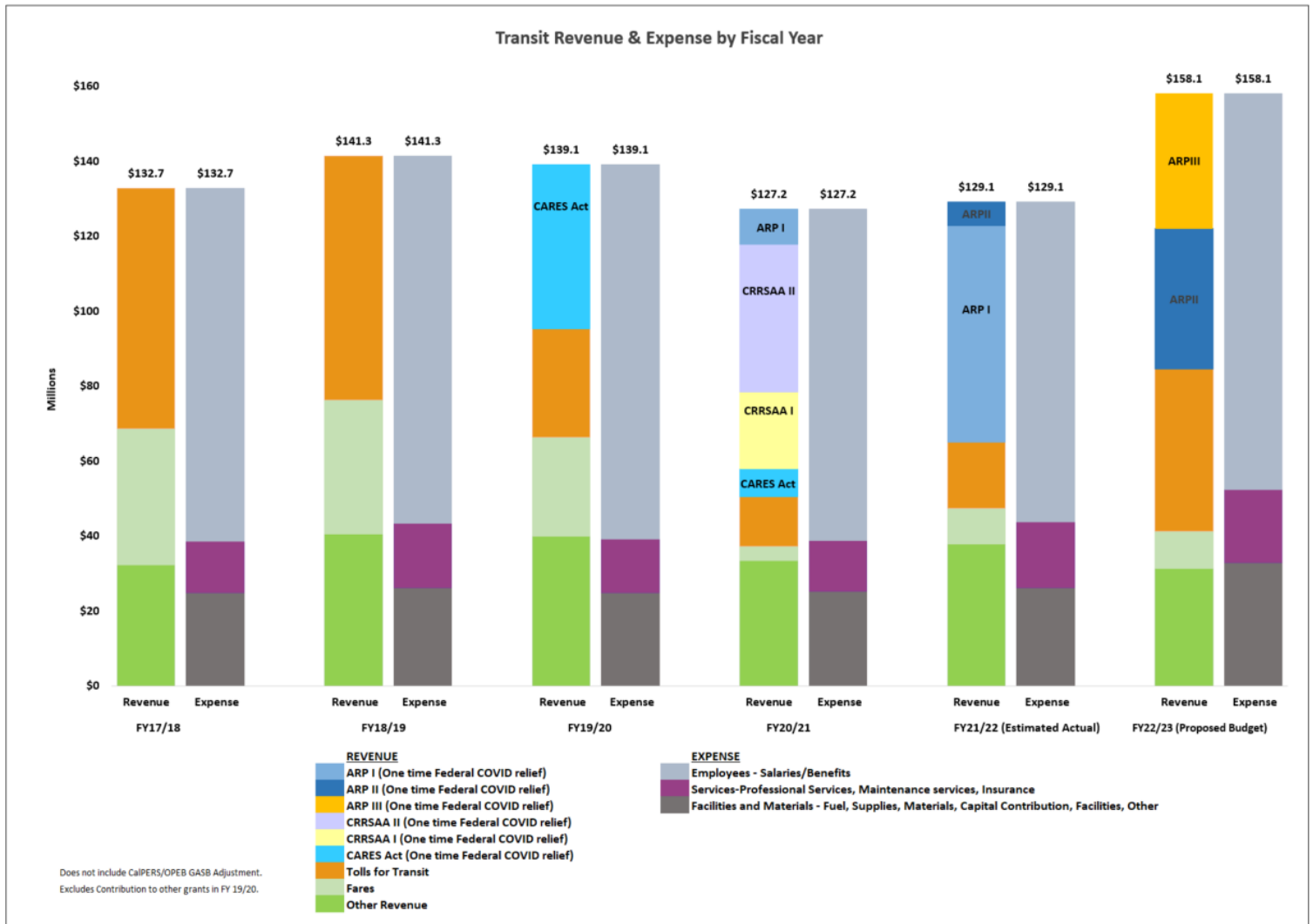
Ms. Slater was born in Walnut Creek, California, attended Mt. Diablo High School in Concord, California and later attended Cal State Hayward University in Hayward, California earning her Bachelor of Science degree in Social Psychology. She has resided in Kentfield, California since 2019. In her spare time, she enjoys traveling, baking, and exploring different resorts and spas and working on her family's photos and film history. Of a special note, Ms. Slater would like to convey that through her fabulous job she was able to take her 93-year-old father to some unique areas of the Golden Gate Bridge in 2015. As a Berkeley native, her father saw the Golden Gate Bridge being built and was thrilled to see the finished monument from such a special location.

Denis J. Mulligan
General Manager

DJM:jb

Attachment: A. 2022-0623-FinanceComm-No8-Attachment C – Transit Funding & Expense Comparison
B. Bridge southbound traffic for the month of April

2022-0623-FinanceComm-No8-Attachment C – Transit Funding & Expense Comparison



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APRIL 2022

SUMMARY OF TRAFFIC AND TOLL REVENUE

I. SOUTHBOUND TRAFFIC

| | APRIL | | | | FISCAL YEAR TO DATE | | | | MAY TO APRIL - (LAST 12 MONTHS) | | | |
|--------------|------------------|--------------------|------------------|------------|---------------------|--------------------|-------------------|------------|---------------------------------|--------------------|-------------------|------------|
| | 2022 | % of Total Traffic | 2021 | % Change | 2022 | % of Total Traffic | 2021 | % Change | 2022 | % of Total Traffic | 2021 | % Change |
| 2-Axle | 1,329,764 | 99.2% | 1,198,808 | 11% | 12,996,250 | 99.2% | 10,659,341 | 22% | 15,641,118 | 99.2% | 12,386,423 | 26% |
| Multi-Axle | 10,977 | 0.8% | 10,437 | 5% | 102,218 | 0.8% | 88,982 | 15% | 125,610 | 0.8% | 103,679 | 21% |
| TOTAL | 1,340,741 | | 1,209,245 | 11% | 13,098,468 | | 10,748,323 | 22% | 15,766,728 | | 12,490,102 | 26% |

II. TRAFFIC RESOLUTION

| | APRIL | | | | FISCAL YEAR TO DATE | | | | MAY TO APRIL - (LAST 12 MONTHS) | | | |
|----------------------------|------------------|--------------------|------------------|------------|---------------------|--------------------|-------------------|------------|---------------------------------|--------------------|-------------------|------------|
| | 2022 | % of Total Traffic | 2021 | % Change | 2022 | % of Total Traffic | 2021 | % Change | 2022 | % of Total Traffic | 2021 | % Change |
| FasTrak Account Paid | 1,101,299 | 82.1% | 1,018,875 | 8% | 10,803,648 | 82.5% | 9,021,475 | 20% | 13,040,346 | 82.7% | 10,508,872 | 24% |
| Full FasTrak Fare Paid | 1,055,324 | 78.7% | 972,365 | 9% | 10,332,081 | 79.0% | 8,616,618 | 20% | 12,472,509 | 79.2% | 10,034,510 | 24% |
| Carpool Paid | 38,015 | 2.8% | 36,854 | 3% | 384,115 | 2.9% | 307,640 | 25% | 461,735 | 2.9% | 354,864 | 30% |
| PWD Paid | 191 | 0.0% | 372 | -49% | 3,189 | 0.0% | 3,015 | 6% | 3,974 | 0.0% | 3,565 | 11% |
| Non-Revenue Paid | 7,769 | 0.6% | 9,284 | -16% | 84,263 | 0.6% | 94,202 | -11% | 102,128 | 0.6% | 115,933 | -12% |
| License Plate Account Paid | 28,328 | 2.1% | 16,278 | 74% | 232,440 | 1.8% | 121,469 | 91% | 271,648 | 1.7% | 139,444 | 95% |
| One-Time Paid | 7,032 | 0.5% | 5,785 | 22% | 65,551 | 0.5% | 45,055 | 45% | 80,458 | 0.5% | 52,206 | 54% |
| Invoice Paid | 25,392 | 1.9% | 27,615 | -8% | 227,805 | 1.7% | 238,057 | -4% | 289,551 | 1.8% | 349,162 | -17% |
| Violation Paid | - | 0.0% | - | | 38 | 0.0% | 18 | 111% | 41 | 0.0% | 27,897 | -100% |
| In Process and Outstanding | 178,690 | 13.4% | 140,692 | 27% | 1,768,986 | 13.5% | 1,322,249 | 34% | 2,084,684 | 13.3% | 1,412,521 | 48% |
| TOTAL | 1,340,741 | | 1,209,245 | 11% | 13,098,468 | | 10,748,323 | 22% | 15,766,728 | | 12,490,102 | 26% |

III. TOTAL REVENUE COLLECTED

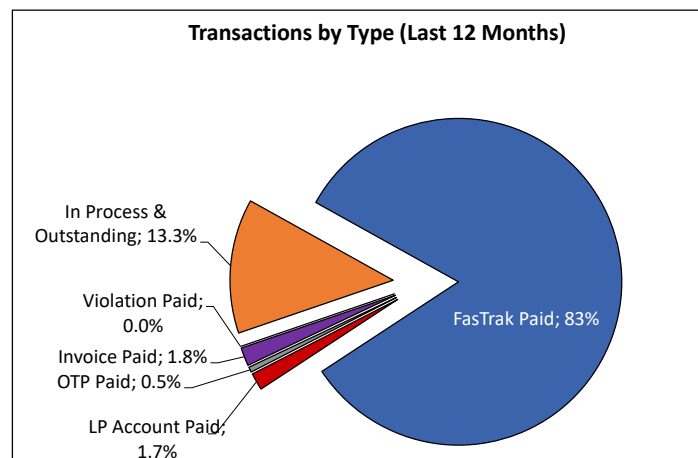
| | APRIL | | | FISCAL YEAR TO DATE | | | MAY TO APRIL - (LAST 12 MONTHS) | | |
|--|---------------|---------------|----------|---------------------|---------------|----------|---------------------------------|---------------|----------|
| | 2022 | 2021 | % Change | 2022 | 2021 | % Change | 2022 | 2021 | % Change |
| | \$ 11,633,088 | \$ 10,178,704 | 14% | \$ 107,826,539 | \$ 84,938,370 | 27% | \$ 131,240,105 | \$ 98,252,851 | 34% |

* 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 | 1,100,848,580 |
| Multi-Axle Vehicles | 29,206,590 |
| PWD Paid | 461,241 |
| Carpool Paid | 3,400,824 |
| Revenue Vehicles Subtotal | 1,133,917,235 |
| Non-Revenue Vehicles | |
| Federal | 12,257,389 |
| CHP/GGBHTD | 5,456,371 |
| GG Transit Buses | 3,717,559 |
| Other Non-Revenue | 190,161 |
| Commuter Period Carpool NR | 14,934,191 |
| Non-Revenue Vehicles Subtotal | 36,555,671 |
| Total Toll-Paying Direction Vehicles | 1,170,472,906 |

* 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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