



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF NOVEMBER 18, 2022**

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

Honorable Members:

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

Today the amount of vacant office space in downtown San Francisco is equivalent to twenty (20) Salesforce Towers; so not surprisingly, commute travel in the Golden Gate Corridor, whether by Bridge Bus or Ferry, is well below pre-pandemic levels.

During the week of October 30th overall Bridge traffic was down about 18 percent when compared to the same week, pre-COVID, while southbound commute traffic was down about 27 percent. During the week of October 30th overall ridership was down on our buses by about 61 percent (we only carried 39 percent of our normal bus ridership), and our ferry ridership was down 63 percent (we are only carried 37 percent of our normal ferry ridership).

The District’s revenues for the week of October 30th were down approximately \$1 million. As compared to the same week pre-pandemic, for the week of October 30th.

Week of October 30, 2022

	Bridge	% change	Bus	% change	Ferry	% change
	Oct 30 - Nov 5		Oct 30 - Nov 5		Oct 30 - Nov 5	
Weekly Ridership/Traffic	301,869	-18.36%	24,648	-60.50%	16,540	-63.01%
Weekly Revenue	\$ 2,567,396	-18.36%	\$ 124,308	-62.38%	\$ 119,860	-66.80%
Weekly Revenue Loss	\$ (577,532)	-18.36%	\$ (206,160)	-62.38%	\$ (241,176)	-66.80%
2019 Weekly Ridership/Traffic	369,774		62,395		44,714	

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

UPDATE ON REGIONAL PLANNING FOR ELECTRIFICATION OF TRANSIT

While transit agencies throughout the Bay Area have developed various plans to transition their transit fleets to zero emissions, now the region is embarking on a coordinated study of the upcoming needs of zero emission infrastructure for both bus and ferry operations. The study will be coordinated by MTC, with input from the region's transit operators regarding both infrastructure/equipment and the financial aspect of providing that infrastructure.

Among the key issues to be explored are: facility needs, interoperability of equipment such that vehicles could be charged or refueled at another operator's facilities, and possible locations for regional charging facilities to serve multiple operators. The study will also assess what the total cost might be to the region for new zero emission buses and ferries and required infrastructure, as well as how economies of scale could be obtained for the region through the purchase of infrastructure and equipment with similar features.

District staff will be involved in MTC's consultant selection process, and will serve on technical advisory committees to guide the study. This study is expected to be completed in the first half of 2023.

UPDATE ON UTILITY REPAIRS AT THE LARKSPUR FERRY TERMINAL

On February 14, 2022, Ferry Division staff informed the Engineering Department that they found a corroded section of 2-inch diameter potable water pipe under the Larkspur Ferry Terminal and requested Engineering staff to perform an inspection to confirm the pipe's condition. This 2-inch pipe is the main water pipe feeding the terminal and berths from the water meter located near the flagpole within the terminal parking lot. Engineering Department staff performed an investigation of the water line and determined that it is in very poor condition and should be replaced as soon as possible. In addition, while performing site investigations, Engineering staff discovered a gas line running from under the terminal to the parking lot that is severely corroded and also in need of repair. Engineering staff developed a scope of work and drawings for the pipe removal and replacement.

In accordance with Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager, on June 7, 2022, authorized an emergency procurement, Contract No. 2022-F-050, with Valentine Corporation, located in San Rafael, CA, in the not to exceed amount \$227,735 to perform the repairs. On October 10, 2022, Valentine began site work. Additional deteriorated supports were found and were replaced and additional protection of the line was installed where the new line daylighted from under the roadway and into the water. A change order is being prepared for this extra work. The water lines from the parking lot meters have been installed and connected to the existing lines at the terminal and service buildings. Valentine is progressing on the gas line work.

Fiscal Impact

Current estimated costs to date for all activities related to the water line repairs are \$242,735. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

UPDATE ON UTILITY REPAIRS AT THE LARKSPUR FERRY TERMINAL (continued)

DESCRIPTION OF ITEMS	COSTS
Utility Repairs (Valentine Corporation)	\$227,735
District Staff Costs (estimated)	\$15,000
Extra Work (estimated)	\$50,000
TOTAL COSTS	\$292,735

UPDATE ON SAN FRANCISCO FERRY TERMINAL RAMP REPAIR

On June 30, 2021, during a facility inspection at the San Francisco Ferry Terminal, a crack was discovered in one of the outer berth structural steel framing elements. Detailed inspections of both the inner and outer berth steel ramps were performed on July 6th and 7th, 2021 by District certified steel inspectors. The inspections revealed additional cracks in both the inner and outer berths after which both berths were red tagged and the terminal shut down.

In accordance with Public Contract Code Section 22050 and the District’s Procurement Policy, the General Manager, on July 14, 2021, authorized an emergency procurement, Contract No. 2021-F-049, with Moffatt & Nichol to perform a thorough damage assessment and structural analysis of the inner and outer berths in order to determine the cause of the cracks and the structural condition of the berths. On August 17, 2021, Moffatt & Nichol submitted a draft damage assessment report that identified deficiencies in the existing hydraulic lift system and possible vessel surge as contributing factors in the damage. On November 19, 2021, Staff executed the first amendment to Contract No. 2021-F-049 with Moffatt & Nichol to provide engineering design services and to prepare construction drawings and technical specifications associated with repairs to the inner berth. The District received the design documents on March 10, 2022 and applied for permit with the Port of San Francisco on March 11, 2022. The District received the Port of San Francisco permit for construction on April 18, 2022.

In accordance with Public Contract Code Section 22050 and the District’s Procurement Policy, the General Manager, on April 22, 2022, authorized an emergency procurement, Contract No. 2021, Contract No. 2022-F-035, with Power Engineering Construction (“Power”), located in Alameda, CA, in the not to exceed amount of \$612,600 to perform repairs to the inner berth. On April 25, 2022, the District executed the second amendment to Contract No. 2021-F-049 with Moffatt & Nichol, in the amount of \$84,040 to provide construction engineering support services associated with construction Contract No. 2022-F-035.

Power completed the repairs to the inner berth concrete support beam. While performing the repairs, additional concrete spalls and deterioration in the concrete beam and the adjacent concrete deck slab were discovered. Power was directed to repair these areas and has completed all concrete repairs. Power completed fabricating and began installing the temporary supports and berth lifting system necessary to support the berth while repairing the structure steel cracks. Installation of the lifting system is progressing.

The outer berth condition was determined to be worse than the inner berth and will require more extensive repairs. Engineering staff and Moffatt & Nichol have begun investigating outer berth repair options.

UPDATE ON SAN FRANCISCO FERRY TERMINAL RAMP REPAIR (continued)

Fiscal Impact

Power has incurred additional costs due to repairing the additional concrete deterioration. They have also incurred additional engineering costs for the lift system design and coordination with the Port of San Francisco. On October 28, 2022, the additional costs, in the amount of \$299,000, were approved by the General Manager. Current estimated costs to date for all activities related to the structural steel cracks are \$3,831,723. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

DESCRIPTION OF ITEMS	COSTS
Structural Analysis and Damage Assessment (Moffatt & Nichol)	\$43,634
Inner Berth Repair Design (Moffatt & Nichol)	\$98,610
Inner Berth Permitting Fees (Port of San Francisco)	\$13,570
Inner Berth Construction Repairs (Power Engineering)	\$612,600
Inner Berth Construction Change Order Repairs (Power Engineering)	\$299,000
Inner Berth Engineering Construction Support (Moffatt & Nichol))	\$84,040
Inner Berth Quality Assurance Inspections (ISI)	\$30,269
Outer Berth Repair Design (estimated)	\$200,000
Outer Berth Permitting Fees (estimated)	\$50,000
Outer Berth Construction Repairs (estimated)	\$2,000,000
Outer Berth Engineering Construction Support (estimated)	\$200,000
Outer Berth QA Inspections (estimated)	\$100,000
District Staff Costs (estimated)	\$100,000
TOTAL COSTS	\$3,831,723

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF OCTOBER

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

PRESENTATION TO:	DATE:	PRESENTED BY:
Golden Gate Breakfast Club	October 12, 2022	Denis Mulligan
Marin County Suicide Prevention Collaborative & Marin County Behavioral Health and Recovery Services	October 18, 2022	Captain Roger Elauria

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 October 28, 2022, Report of the General Manager:

Event Date	Event Title	Location	Type*	Expected No. Participants
April 16, 2023	The Guardsmen Presidio 10	TBD	SE	4,000

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

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF OCTOBER

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
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	4	0	Plaza
HB – Hit Barrier	1	1	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Other
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	2	0	0	Bridge
HB – Hit Barrier	1	1	0	Bridge
SS – Side Swipe	2	0	0	Bridge
TOTAL	14	6	0	

BICYCLE INCIDENTS FOR THE MONTH OF OCTOBER

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
SO - Solo	1	1	0	Bridge
BA – Bike/Auto	1	1	0	Alexander
TOTAL	2	2	0	

FERRY BICYCLE COUNTS FOR THE MONTH OF OCTOBER

Ferry Bicycle Counts for the month of October 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 – October	11,551

*The Larkspur October bicycle count was 1,608

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 - October	60,202

*The Sausalito October bicycle count was 6,456

Tiburon Southbound Bicycle Counts	
January - October	8,385

*The Tiburon October bicycle count was 970

Angel Island Northbound Ferry Bicycle Counts	
2021 (December service start) Annual Total	39
January – October	4,440

*The Angel Island October bicycle count was 449

RETIREMENT OF DANIEL GOMEZ, PROGRAM ANALYST, ELECTRONIC REVENUE OPERATIONS, BRIDGE DIVISION

It is my privilege to announce that Program Analyst, Electronic Revenue Operations, Daniel Gomez, retires on November 28, 2022, after twenty-five years, nine months and twenty-five days of service with the District.

Mr. Gomez joined the District as a temporary, on call, Bridge Officer (Toll Collector) in the Spring of 1995, 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.

RETIREMENT OF DANIEL GOMEZ, PROGRAM ANALYST, ELECTRONIC REVENUE OPERATIONS, BRIDGE DIVISION (continued)

In December 2014, Mr. Gomez promoted to the Finance Office where he has worked both as a Program Analyst, Electronic Revenue Operations and Budget and Programs Analyst.

Mr. Gomez looks forward to spending more time with his family and friends, as well as traveling in his retirement.

We wish Mr. Gomez a long and happy retirement.

EMPLOYEE OF THE MONTH – NOVEMBER 2022

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Supervisor of Ferry Operations, Suzanna Adamova, as the Employee of the Month for November 2022.

Ms. Adamova is recognized for her hard work, professionalism, leadership qualities and proactive approach towards customer service and operations. Her colleagues note that she is very committed to providing the best customer service possible and that she can often sense when a customer has questions or is confused about something and takes the initiative to engage them, rather than wait for the customer to seek help. She sets the standard for balancing her administrative duties with her responsibilities for being available and visible during vessel arrivals and departures. She communicates well and is not afraid to encourage employees to engage customers and regularly looks at ways to improve upon customer service. Ms. Adamova is a take charge person and not afraid to help regardless of the situation; and is a valuable member of the team. She is also not bashful about engaging on areas that need improvement.

Ms. Adamova joined the District as a Ferry Operations Supervisor, Casual with Seniority, on June 21, 2017, and promoted to her current position on November 30, 2018. Prior to joining the District Ms. Adamova was the Operations Coordinator and Executive Assistant for the Laramar Group in San Francisco, CA and prior to that was the Director of the Corporate and Banking Department for American Corporate Services in San Francisco, CA.

Ms. Adamova was born in Mariupol, Ukraine where she completed her early education years. Ms. Adamova graduated from San Francisco State University with a degree in International Relations. Ms. Adamova has been a resident of Mill Valley since 2020, where she lives with her husband Sasha and daughter Sofia. In her free time, she enjoys learning languages and about different cultures, traveling, hiking, cooking, a healthy lifestyle, growing flowers and house plants, dancing, photography and fashion, as well as spending time with her family in Southern California. Ms. Adamova adds that she is a supermom and doesn't have much free time for anything else.

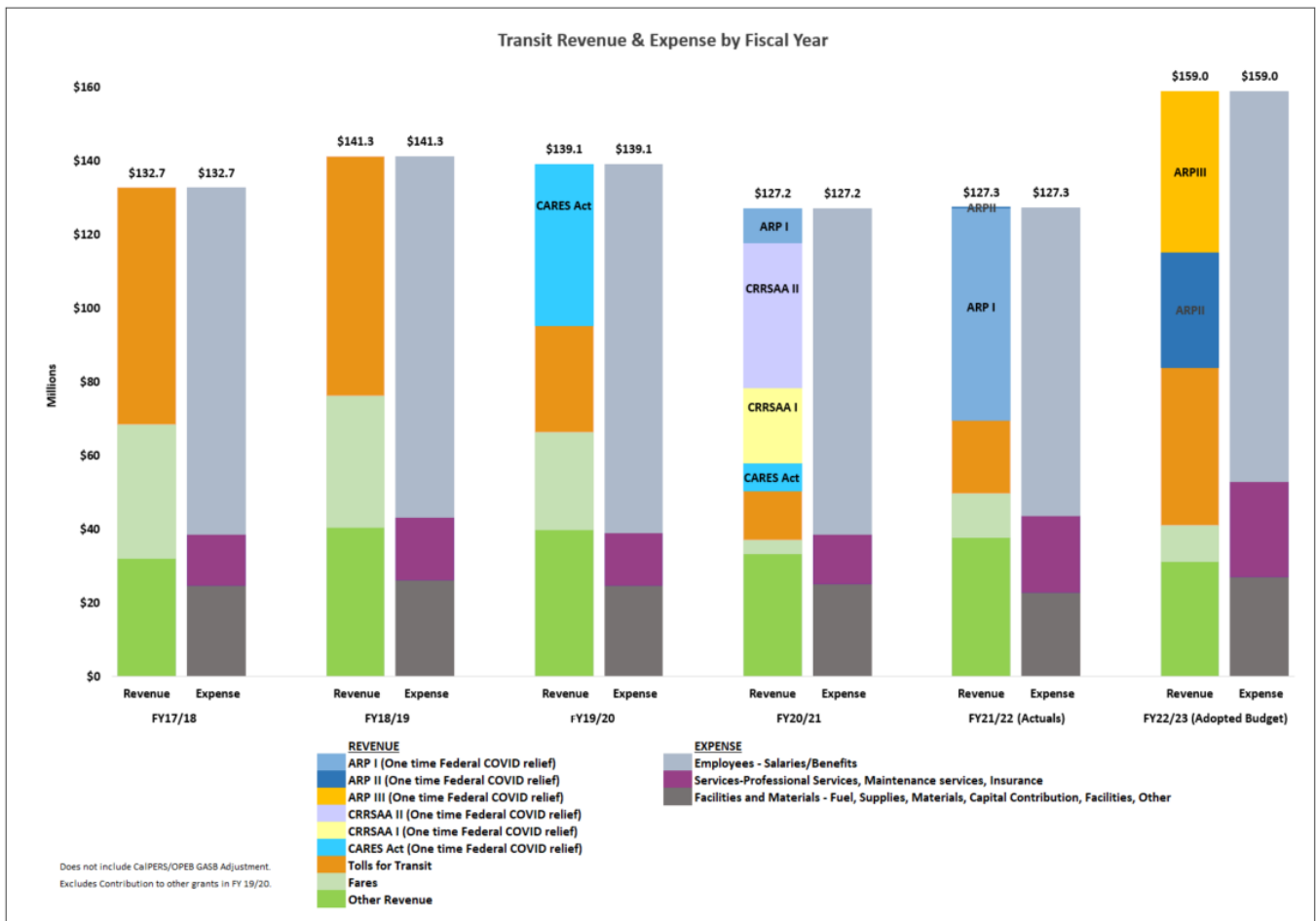
Denis J. Mulligan
General Manager

DJM:jb

Attachment: 2022-1117-FinanceComm-No8-Attachment C – Transit Funding & Expense Comparison

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2022-1117-FinanceComm-No8-Attachment C –Transit Funding & Expense Comparison



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