



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF MAY 19, 2023**

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

Honorable Members:

**100 YEAR ANNIVERSARY OF THE COOMBS BILL, WHICH WAS SIGNED INTO
LAW ON MAY 25, 1923.**

The idea of forming a special district of the State of California to construct a bridge across the Golden Gate Strait was proposed by San Francisco City Engineer Michael O’Shaughnessy, Secretary to the Mayor of San Francisco Edward Rainey, and engineer Joseph B. Strauss. They believed a special district was necessary to oversee the financing, design and construction of the Bridge so that all counties affected would have a voice in the proceedings.

On January 13, 1923, an historic meeting was called by Franklin P. Doyle, a local Sonoma County banker and president of the Santa Rosa Chamber of Commerce. Out of this meeting, the Bridging the Golden Gate Association was formed and devoted its efforts to the promotion of a span across the Strait. The Association was dedicated to promoting the idea, through its “Bridge-the-Gate” campaign, throughout the northern California counties. The Association was also committed to obtaining legislation for carrying out the project.

Working with California State Assemblyman Frank L. Coombs of Napa and Marin County attorney George H. Harlan, a specialist in the organization of tax districts, the *Coombs Bill*, enabling the creation of a special district— a Bridge and Highway District—for the purpose of planning, designing, building and financing a bridge across the Strait, was signed into law on May 25, 1923.

This was the genesis of our District and the construction of the Golden Gate Bridge.

UPDATE ON DISTRICT OPERATIONS POST-PANDEMIC

Commute travel in the Golden Gate Corridor remains depressed as compared to pre-pandemic levels, which affects the District’s finances. Prior to the pandemic, tolls were our largest source of revenue - funding Bridge operations, while also serving as the principal funding for our bus and

UPDATE ON DISTRICT OPERATIONS POST-PANDEMIC (continued)

ferry service. Before the pandemic, transit fares were our second largest source of operating revenue, after tolls.

While District operations are continuing, funded with one-time federal COVID relief funding, absent a return of commute travel in the Golden Gate Corridor the District is facing a “fiscal cliff” when the federal COVID relief money is fully spent.

During the week of April 30th, overall Bridge traffic was down about 18 percent when compared to the same week pre-pandemic. Overall 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 57 percent (we are only carried 43 percent of our normal ferry ridership).

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

Week of April 30, 2023

	Bridge	% change	Bus	% change	Ferry	% change
	Apr 30- May 6		Apr 30- May 6		Apr 30- May 6	
Weekly Ridership/Traffic	321,655	-17.71%	25,050	-59.68%	20,447	-56.86%
Weekly Revenue	\$ 2,735,676	-17.71%	\$ 120,947	-60.12%	\$ 148,212	-60.53%
Weekly Revenue Loss	\$ (588,623)	-17.71%	\$ (182,318)	-60.12%	\$ (227,310)	-60.53%
2019 Weekly Ridership/Traffic	390,864		62,132		47,392	

*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 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.

UPDATE ON SAN FRANCISCO FERRY TERMINAL RAMP REPAIR (continued)

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. 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. Engineering requested and Power provided a price to perform the work. A change order in the amount of \$299,000 was executed for this extra work. Power completed fabrication and implementation of the ramp lifting system, blast cleaning and painting of the steel surfaces, and the steel crack repairs. During the repair work, additional steel cracks were discovered and Power was directed to repair the cracks. Engineering requested and Power provided a price to perform the work. A change order in the amount of \$155,150 was executed for this extra work. All steel repairs have been completed. The ramp has been lowered back into place, hinge pins reinstalled, and the temporary lift system removed. All of the structural repairs to the San Francisco Ferry Terminal inner berth have been completed. The Port of San Francisco permit final inspection was signed on April 7, 2023. Final project documentation provided. This portion of project is complete.

Moffatt & Nichol's damage assessment included recommendations for repairs and rehabilitation to the existing hydraulic lift system. Deficiencies in the hydraulic lift system were determined to be a contributing factor in causing the damage. Ferry Operating staff determined that they are unable to perform the repairs. Engineering requested Moffatt & Nichol develop a scope of work and cost proposal for designing and preparing plans and specifications for rehabilitating the hydraulic system. A change order in the amount of \$269,873 was executed for the inner berth hydraulic system rehabilitation design. The design work is progressing. Upon completion of the design, a construction contract will be issued for bid-to implement the repairs.

The outer berth condition was determined to be worse than the inner berth and will require more extensive repairs. Engineering staff and Moffatt & Nichol are developing options for the outer berth repairs. Engineering staff requested and Moffatt & Nichol prepared a scope of work and cost proposal for the design of the repairs. Engineering staff is preparing an amendment to Moffatt & Nichol contract for the outer berth final design and construction documents. Upon completion of the design, a construction contract will be issued for bids to implement the outer berth repairs.

Fiscal Impact

Current estimated costs to date for all activities related to the inner berth concrete and structural steel repairs are \$1,606,746. Estimated costs for the repairs to both the inner and outer berths are \$4,256,746. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

UPDATE ON SAN FRANCISCO FERRY TERMINAL RAMP REPAIR (continued)

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 No. 2 – Additional Temporary Support and Concrete Repairs (Power Engineering)	\$299,000
Inner Berth Construction Change Order No. 3 –Additional Steel Repair (Power Engineering)	\$155,150
Inner Berth Engineering Construction Support (Moffatt & Nichol))	\$84,040
Inner Berth Quality Assurance Inspections (ISI)	\$30,269
Inner Berth Hydraulic System Repair Design (Moffatt & Nichol)	\$269,873
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	\$4,256,746

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF APRIL

For the month of April, 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 April 28, 2023, Report of the General Manager:

Event Date	Event Title	Location	Type*	Expected No. Participants
June 3, 2023	A Walk for Jane	East Sidewalk	TBN	400-500
June 4, 2023	Wear Orange Walk – National Gun Violence awareness Day	East Sidewalk	EX	700-1,000
June 11, 2023	Escape from Alcatraz Triathlon	Under GGB & Battery East/Coastal Trail	SE	1,800

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

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF APRIL

For the month of April, 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	Waldo
RE – Rear Ender	2	1	0	Bridge
HB – Hit Barrier	1	0	0	Doyle
HB – Hit Barrier	1	0	0	Bridge
TOTAL	7	1	0	

BICYCLE INCIDENTS FOR THE MONTH OF APRIL

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
SO - Solo	1	1	0	Plaza
SO - Solo	1	1	0	Bridge
TOTAL	2	2	0	

FERRY BICYCLE COUNTS FOR THE MONTH OF APRIL

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

Larkspur Southbound Bicycle Counts	
2018 Annual Total	29,747
2019 Annual Total	29,828
2020 Annual Total	7,422
2021 Annual Total	4,716
2022 Annual Total	13,312
January – April 2023	3,888

*The Larkspur April bicycle count was 1,218

FERRY BICYCLE COUNTS FOR THE MONTH OF APRIL (continued)

Sausalito Southbound Bicycle Counts	
2018 Annual Total	116,248
2019 Annual Total	95,590
2020 Annual Total	9,415
2021 Annual Total	8,845
2022 Annual Total	64,952
January – April 2023	11,987

*The Sausalito April bicycle count was 5,547

Tiburon Southbound Bicycle Counts	
2022 Annual Total	9,204
January – April 2023	1,881

*The Tiburon April bicycle count was 770

Angel Island Northbound Ferry Bicycle Counts	
2021 (December service start) Annual Total	39
2022 Annual Total	4,807
January – April 2023	876

*The Angel Island April bicycle count was 424

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO CORTEZ PHENIX, BUS OPERATOR, BUS DIVISION

We are pleased to announce that Bus Operator, Cortez Phenix, will celebrate twenty-five years of service with the District on May 20, 2023.

Mr. Phenix joined the District as a Bus Operator on May 20, 1998.

PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO KURT TANGEMAN, HOUSE PAINTER, BRIDGE DIVISION

We are pleased to announce that House Painter, Kurt Tangeman, will celebrate twenty-years of service with the District on May 23, 2023.

Mr. Tangeman joined the District as a Bridge Laneworker on May 23, 2003.

EMPLOYEE OF THE MONTH – MAY 2023

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Bus Operator Richard Diaz in the Bus Division, as the Employee of the Month for May 2023.

Mr. Diaz is recognized for going above and beyond when he realized the importance of mentorship in the workplace and has committed his time to building Golden Gate Bus Transit's (GGT) Bus Operator Mentor Program, which is governed by the Workforce Investment Network (WIN) Partnership.

This partnership, composed of members from ATU Local 1575 and District management, also forms the basis for GGT's Bus Operator Apprenticeship and Pre-apprenticeship programs with the College of Marin (COM) and Santa Rosa Junior College (SRJC), respectively. Mr. Diaz has filled the position as the Bus Operator Apprenticeship Coordinator and has excelled at developing the pre-apprenticeship program with the Santa Rosa Junior College and the apprenticeship program with the College of Marin.

Mr. Diaz is also working closely with the Canal Alliance helping to break down employment barriers for large groups of individuals; and has traveled and helped host Santa Clara Valley Transportation Authority (VTA) and other partnering agencies such as Riverside Transit to help those agencies with evolving their peer mentor program. He most recently spent his own time working with fellow coworkers that needed more support with how to use the new bidding software called Bid Web.

Mr. Diaz continues to improve our Peer Mentoring program all while helping mentor and develop these complex programs. Mr. Diaz represented the District along with Deputy General Manager of the Bus Division Mona Babauta at the National Transit Workforce- Making Connections Conference to speak in a round table discussion called "Out of the Box Strategies: Using Partnerships to Strengthen Recruitment, Retention, and the Advancement of Diversity, Equity, Inclusion, and Access." Mr. Diaz's colleagues relay that he brings enthusiasm, integrity and dedication to everything he works on and is an invaluable employee in the Bus Division.

Mr. Diaz joined the District on August 20, 2012, as a Bus Operator in the Bus Division. Prior to joining the District, Mr. Diaz was a manager at Auto Solutions in Vallejo, CA.

Mr. Diaz was born in the Philippines, and attended Abraham Lincoln High School in San Francisco, CA. He attended the College of San Mateo and received an Associates of Arts (AA) Degree in Business Administration. Mr. Diaz is a resident of San Francisco, CA. In his free time, he enjoys cars, shoes and photography. In his words he shares the following, "I wish my life was more interesting, but at this stage of my life I try to keep a simple balance between work and family. I am passionate about the work we are doing in the Bus Division with developing all our programs (Mentorship, Apprenticeship and Pre-Apprenticeship). When I am not busy working on those projects, I am usually Ubering my kids to their sports and activities, and when I have a little time to myself, I like to use photography as an escape."

Denis J. Mulligan
General Manager

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