



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF JUNE 23, 2023**

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

Honorable Members:

***M.V. DEL NORTE* FERRY CREW RESCUES KITE SURFER IN DISTRESS IN SAN FRANCISCO BAY**

On May 12, 2023, the United States Coast Guard (USCG) hailed all vessels in the vicinity of north channel buoy #3 and Alcatraz Island, regarding a kite surfer in distress. The *M.V. Del Norte* ferry had left the San Francisco Ferry Terminal on its way to Larkspur and responded to the call and rescued the kite surfer from the Bay. Fortunately, the individual did not need medical attention. Thanks to the crew onboard the *M.V. Del Norte* that afternoon, Vessel Masters William Golson and Jorge Loera and Deck Hands Jose Lainiz, Manuel Lopez, Marlon Butler and Robert Ramos.

DISTRICT EMPLOYEES GRADUATE FROM DOMINICAN UNIVERSITY'S LEADERSHIP ACADEMY

I am pleased to inform you that six District employees recently graduated from the Leadership Academy at Dominican University. The following employees were enrolled and graduated from the course: Bridge Captain Roger Elauria, Bridge Chief Mechanic Matt Poncia, Chief Electrician James Briggs, Chief Laborers Antoine Davenport and Willis Whitfield III, and Chief of Roadway Services Dominique Gabriel. Please join me in congratulating them.

The Leadership Academy provides new or growing leaders with innovative tools and skills to lead change and drive organizational results. There are seven modules in this program, helping a leader develop greater self-awareness while learning and practicing essential skills in critical thinking, leading through change, building an inclusive and equitable workplace, coaching, emotional intelligence and interpersonal dynamics.

DISTRICT'S ONGOING INITIATIVES ON ITS SEGMENT OF ALEXANDER AVENUE

The District's ongoing initiatives on its segment of Alexander Avenue consist of the following:

- Staff inspects Alexander Avenue daily to ensure the roadway is safe and clear of debris. If gravel has come down from the hillside maintenance forces are dispatched to clear the gravel from the roadway.
- Other maintenance needs are identified and staff is scheduled to: fill in potholes, trim vegetation that protrudes into the roadway and repair roadway lights - as necessary.
- Clean up mudslides and larger debris that slide into the roadway during the rainy season.

Within the next month, the District will be restriping the center and fog lines on Alexander Avenue. Included in the restriping is installation of new road reflectors, which improve motorist visibility.

The District has solicited for statements of qualifications and cost proposal to perform a survey of Alexander Avenue. It is anticipated that the survey field work will be performed later this summer. The survey will be used for the design of a future pavement and guard rail rehabilitation project.

The District has begun preparing a request for statements of qualifications and cost proposal for the design, environmental clearance and permitting for the pavement and guard rail rehabilitation project. The project will grind and pave the existing asphalt concrete surfacing, rehabilitate or replace existing guard railing and place new pavement markings to maintain the roadway in a good state of repair. "Quick-Build" bicycle and pedestrian safety improvements will be studied for incorporation into this construction <https://mtc.ca.gov/planning/transportation/complete-streets/quick-build-materials>.

A project to investigate modifications to the roadway, address current roadway use and to address slide prone areas, such as modifications to the travel way lane widths, speed limit changes, providing dedicated bicycle lanes, constructing pedestrian facilities, and constructing retaining walls, will be initiated after the above noted projects are underway.

UPDATE ON DISTRICT OPERATIONS POST-PANDEMIC

Travel in the Golden Gate Corridor remains below pre-pandemic levels, especially commute travel.

However, overall travel is slowly trending upward. For example, in May 2023 Bridge traffic was 3.5 percent above May 2022 traffic; while May 2023 bus ridership was 12.2 percent above May 2022 bus ridership; and May 2023 ferry ridership was 26.5 percent above May 2022 ferry ridership. These are encouraging trends.

Meanwhile, District transit operations are continuing at a level commensurate with travel demand, partially funded with one-time federal COVID relief funding.

During the week of June 4th, overall Bridge traffic was down about 16 percent when compared to the same week pre-pandemic. Overall ridership was down on our buses by about 57 percent (we

UPDATE ON DISTRICT OPERATIONS POST-PANDEMIC (continued)

only carried 43 percent of our normal bus ridership), and our ferry ridership was down 52 percent (we are only carried 48 percent of our normal ferry ridership).

The District’s revenues for the week of June 4th were down approximately \$990,000 as compared to the same week pre-pandemic.

Week of June 4, 2023

	Bridge	% change	Bus	% change	Ferry	% change
	June 4 - 10		June 4 - 10		June 4 - 10	
Weekly Ridership/Traffic	343,369	-15.96%	26,594	-56.72%	26,204	-52.03%
Weekly Revenue	\$ 2,920,353	-15.96%	\$ 131,981	-56.22%	\$ 145,895	-64.70%
Weekly Revenue Loss	\$ (554,398)	-15.96%	\$ (169,504)	-56.22%	\$ (267,459)	-64.70%
2019 Weekly Ridership/Traffic	408,554		61,445		54,630	

*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 over two years now 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 2023 Employer Survey Results on Return to Work can be found at <https://public.flourish.studio/story/1929139/>. The Bay Area Council will continue surveying the Employer Network every other month and we will continue to share their findings.

RATIFY THE EMERGENCY ACTION OF THE GENERAL MANAGER TO APPROVE AN EMERGENCY CONTRACT AMENDMENT WITH MOFFATT & NICHOL RELATED TO THE SAN FRANCISCO FERRY TERMINAL RAMP REPAIR

Recommendation

It is recommended that the Board of Directors ratify the action of the General Manager to approve an emergency fourth contract amendment with Moffatt & Nichol, in the total amount of \$356,140, to provide design plans and specifications for repairs to the hydraulic gangplank system at the inner berth, and to provide design plans and specifications for structural and hydraulic system repairs to the outer berth at the San Francisco Ferry Terminal.

Background

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 a 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. 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

RATIFY THE EMERGENCY ACTION OF THE GENERAL MANAGER TO APPROVE AN EMERGENCY CONTRACT AMENDMENT WITH MOFFATT & NICHOL RELATED TO THE SAN FRANCISCO FERRY TERMINAL RAMP REPAIR (continued)

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. The District executed the third amendment with Moffatt & Nichol in the amount of \$269,873, for the inner berth hydraulic system rehabilitation design. The design work is progressing. During field investigations of the berth hydraulic lift systems, it was determined that hydraulic systems for the gangplanks that extend from the berth to the vessels was also in poor condition. The investigation determined that the condition of the inner berth hydraulic gangplank system was similar to that of the hydraulic lift system and requires replacement. Engineering staff requested and Moffatt & Nichol prepared a scope of work and cost proposal for the design of the repairs. A fourth contract amendment, which includes a task in the amount of \$19,766, was executed with Moffatt & Nichol, for the replacement of the inner berth hydraulic gangplank design plans and specifications was executed for this additional scope of work. Upon completion of the design, a construction contract will be issued for bid-to implement the repairs.

As previously reported, the outer berth condition was determined to be worse than the inner berth and requires more extensive repairs. Now that the inner berth structural repairs are completed, Engineering staff and Moffatt & Nichol developed 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 outer berth repairs. The fourth contract amendment, which includes a task in the amount of \$336,374, was executed with Moffatt & Nichol for the outer berth structural and hydraulic systems repair final design and construction documents. Upon completion of the design, a construction contract will be issued for bids to implement the outer berth repairs. The fourth amendment total amount is \$356,140.

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 \$4,412,886. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

RATIFY THE EMERGENCY ACTION OF THE GENERAL MANAGER TO APPROVE AN EMERGENCY CONTRACT AMENDMENT WITH MOFFATT & NICHOL RELATED TO THE 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 Lift System Repair Design (Moffatt & Nichol)	\$269,873
Inner Berth Hydraulic Gangplank System Repair Design (Moffatt & Nichol)	\$19,766
Outer Berth Repair Design	\$336,374
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	\$4,412,886

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF MAY

For the month of May, District staff made the following speeches and/or presentations:

PRESENTATION TO:	DATE:	PRESENTED BY:
Dominican MBA Grad students	May 11, 2023	Deputy General Manager of Bridge Division David Rivera and Director of Public Affairs Paolo Cosulich-Schwartz
2023 American Psychiatric Association Annual Meeting	May 20, 2023	General Manager Denis Mulligan
Marin County EMS Agency re: Suicide Intervention and the SDS project (NET)	May 30, 2023	Bridge 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 May 19, 2023, Report of the General Manager:

Event Date	Event Title	Location	Type*	Expected No. Participants
June 11, 2023	The Ability Experience “Journey of Hope”	Behind Welcome Center & W-Sidewalk	SE	24 riders, 20 guests
June 20, 2023	Law Enforcement Touch Run Benefiting the Special Olympics of Northern California	E-Sidewalk & GGB Plaza Center	SE	50
July 23, 2023	San Francisco Marathon	E & W Sidewalk	SE	4,000-5,000

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

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
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	2	0	0	Plaza
HB – Hit Barrier	1	0	0	Waldo
SS - Side Swipe	2	1	0	Bridge
RE – Rear Ender	2	0	0	Plaza
RE – Rear Ender	2	0	0	Bridge
TOTAL	10	1	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	Alexander Avenue
TOTAL	1	1	0	

FERRY BICYCLE COUNTS FOR THE MONTH OF MAY

Ferry Bicycle Counts for the month of May 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 – May 2023	5,446

*The Larkspur May bicycle count was 1,558

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 – May 2023	17,034

*The Sausalito May bicycle count was 5,047

Tiburon Southbound Bicycle Counts	
2022 Annual Total	9,204
January – May 2023	2,697

*The Tiburon May bicycle count was 816

Angel Island Northbound Ferry Bicycle Counts	
2021 (December service start) Annual Total	39
2022 Annual Total	4,807
January – May 2023	1,238

*The Angel Island May bicycle count was 362

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO ELIZABETH GOMEZ, CUSTOMER RELATIONS ASSISTANT, DISTRICT DIVISION

We are pleased to announce that Customer Relations Assistant, Elizabeth Gomez, will celebrate twenty-five years of service with the District on June 26, 2023.

Ms. Gomez joined the District as a Bridge Officer (a.k.a. Toll Collector) on June 26, 1998.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO JESSER GONZALEZ,
LABORER, BRIDGE DIVISION**

We are pleased to announce that Laborer, Jesser Gonzalez, celebrated twenty years of service with the District on June 5, 2023.

Mr. Gonzalez joined the District as a Laborer on June 05, 2003.

EMPLOYEE OF THE MONTH – JUNE 2023

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Bus Operator Charles Reckmeyer, Jr. in the Bus Division, as the Employee of the Month for June 2023.

Mr. Reckmeyer is recognized for going above and beyond for an incident that occurred on Saturday, January 7th, 2023, while he attended a mentor program function in San Jose with transit partners at Santa Clara Valley Transportation Authority (VTA). Every one of our mentors is a volunteer of the program and is not required to participate, however, Mr. Reckmeyer always attends mentor events, choosing to do so on his off time as well. At this particular event on January 7th, one of the VTA bus operators suffered a cardiac arrest during check-in. Mr. Reckmeyer went into immediate emergency response mode and began performing CPR until emergency personnel arrived and took over.

Of special note, Mr. Reckmeyer's colleagues share that they are very happy that he is receiving this award for his life saving efforts as well as for his dedication to the Mentor Program.

Mr. Reckmeyer joined the District August 21, 2014, as a Bus Operator in the Bus Division. Prior to joining the District, Mr. Reckmeyer was a truck driver for Ghilotti Bros., Inc. in San Rafael, a truck driver at Curtin Air Freight Inc in Petaluma and a truck driver for Colma Drayage Services, Inc. in Daly City.

Mr. Reckmeyer was born in Tulsa, Oklahoma and attended Tulsa Central High School. He is retired Army Reserve, Sergeant First Class after serving proudly for 32 years and has three Army Commendation Medals, five Army Achievement Medals and two Overseas Service Ribbons. Mr. Reckmeyer has been a resident of Santa Rosa, CA since 2000 along with his family, wife Michele and children Charlie, Nicolas and Samantha. In his free time, he enjoys long walks and bike rides with his wife, as well as hunting, fishing and camping. Mr. Reckmeyer is a proud member of the Bus Operator's Mentor Program.

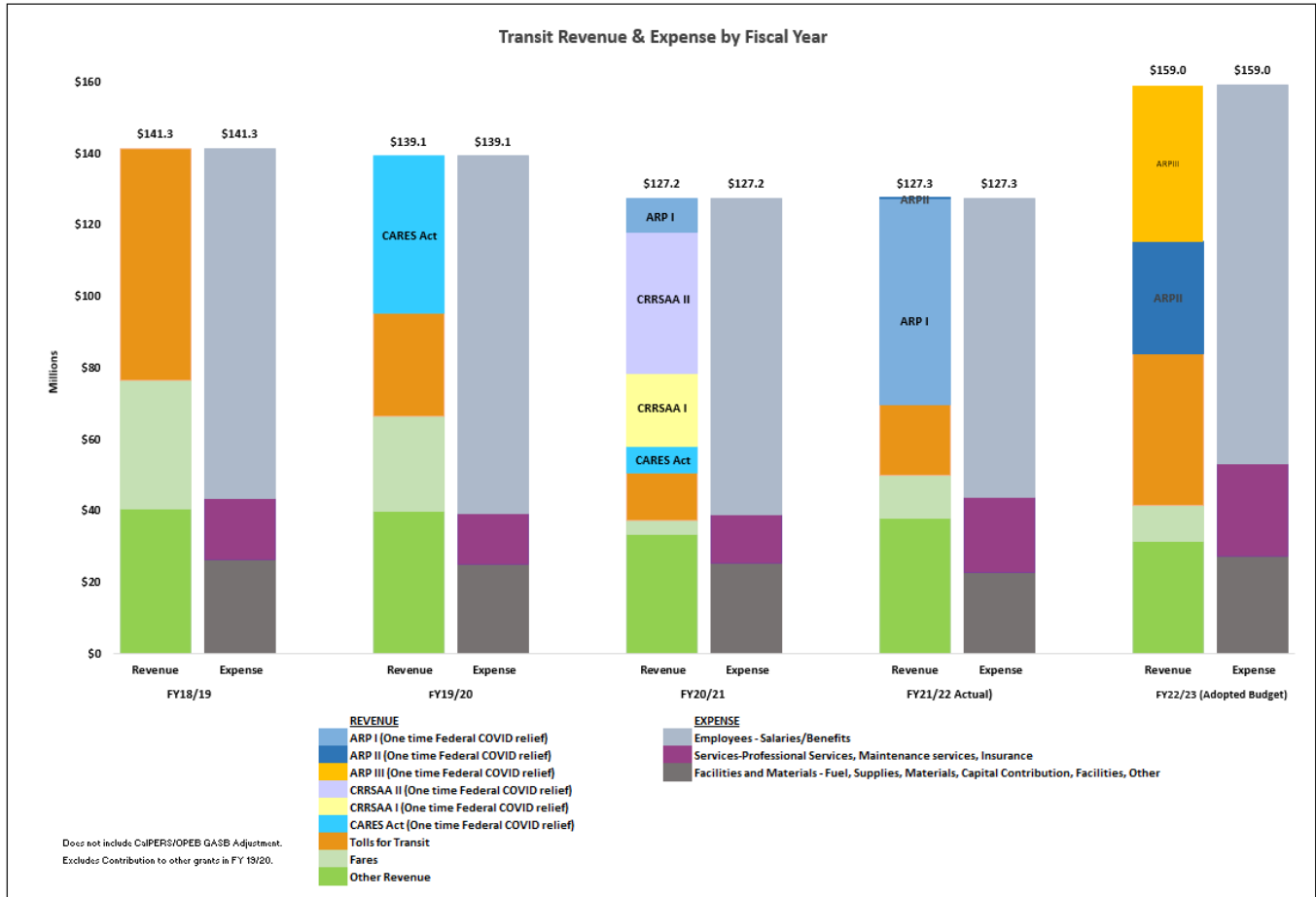
Denis J. Mulligan
General Manager

DJM:jb

Attachment: 2023-0622-FinanceComm-No9-Attachment C – Transit Funding & Expense Comparison

THIS PAGE INTENTIONALLY LEFT BLANK

2023-0622-FinanceComm-No9-Attachment C – Transit Funding & Expense Comparison



THIS PAGE INTENTIONALLY LEFT BLANK