



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER  
BOARD OF DIRECTORS  
MEETING OF SEPTEMBER 22, 2023**

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

Honorable Members:

**PENSION UPDATE**

District employees participate in one of four different pension plans based on their collective bargaining agreement. The District's deckhands and terminal assistants participate in the *Inland Boatmen's Union of the Pacific National Pension Plan (IBU Pension)*. The District contributes to the *IBU Pension* 20.58 percent of payroll for deckhands and 23.15 percent for Terminal Assistant Casual employees. Like many pension plans it has gone through its ups and downs in recent years.

I am pleased to inform you that on September 13, 2023, the *IBU Pension* Actuary submitted to the U.S Internal Revenue Service (IRS) the Pension Protection Act Zone certification of "Green" status for the Plan Year beginning July 1, 2023. Kudos to the plan participants, professionals and trustees.

The District's bus operators participate in the *Golden Gate Transit-Amalgamated Retirement Plan (GGTARP)*. Last month the Board of Directors requested that the *GGTARP* Actuary make a presentation at its next meeting regarding the funding status of *GGTARP*. The *GGTARP* Actuary will be out of the country on September 22 and not available to present to our Board, so their presentation has been rescheduled to the Friday, October 27 Board Meeting.

**BAY FERRY VI FULL-SCALE MARITIME EXERCISE SEPTEMBER 18-21, 2023  
(MARITIME EMERGENCY PREPAREDNESS AND SECURITY EXERCISE)**

The District received a grant to lead a multi-agency effort to enhance regional maritime emergency preparedness and security capabilities to prevent, respond to, and/or recover from an Active Threat (AT) event on a commuter ferry or large passenger vessel. An all day table top exercise took place on August 23<sup>rd</sup>. Beginning Monday, September 18<sup>th</sup> and concluding on Thursday, September 21, 2023, Golden Gate Ferry in cooperation with U.S. Coast Guard-Sector San Francisco, the Water Emergency Transportation Authority (WETA), and assistance from other ferry and large passenger

## **BAY FERRY VI FULL-SCALE MARITIME EXERCISE SEPTEMBER 18-21, 2023 (MARITIME EMERGENCY PREPAREDNESS AND SECURITY EXERCISE) (continued)**

vessels operators, will host the sixth Bay Ferry Emergency Preparedness and Security Exercise. About three dozen agencies and organizations will participate. The purpose of the exercise is to provide objective assessments of Bay Area maritime emergency preparedness and security program strengths and those in need of further improvement as well as validating the benefits of past Port Security Grant Program investments.

## **UPDATE ON DISTRICT OPERATIONS POST-PANDEMIC**

Travel in the Golden Gate Corridor - by Bridge, Bus and Ferry - remains below pre-pandemic levels, especially commute travel.

During the week of September 3<sup>rd</sup> overall Bridge traffic was down about 17 percent when compared to the same week pre-pandemic. Overall ridership was down on our buses by about 57 percent (we only carried 43 percent of our normal bus ridership), and our ferry ridership was down 46 percent (we are only carried 54 percent of our normal ferry ridership). The District's revenues for the week of September 3<sup>rd</sup> were down approximately \$1 million as compared to the same week pre-pandemic.

### **Week of September 3, 2023**

	Bridge	% change	Bus	% change	Ferry	% change
	Sept 3 - Sept 9		Sept 3 - Sept 9		Sept 3 - Sept 9	
Weekly Ridership/Traffic	328,225	-16.57%	27,849	-57.06%	29,005	-45.65%
Weekly Revenue	\$ 2,902,740	-16.57%	\$ 141,272	-57.96%	\$ 200,239	-54.81%
Weekly Revenue Loss	\$ (576,462)	-16.57%	\$ (194,779)	-57.96%	\$ (242,856)	-54.81%
2019 Weekly Ridership/Traffic	393,408		64,854		53,370	

\*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 6<sup>th</sup> and 7<sup>th</sup>, 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.

### **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 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 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 the hydraulic system for the gangplanks that extend from the berth to the vessels was also in poor

## **UPDATE ON SAN FRANCISCO FERRY TERMINAL RAMP REPAIR (continued)**

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. The design work for the gangplank hydraulic repairs is progressing. Upon completion of the design, a construction contract will be issued for bids 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. After the inner berth structural repairs were 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 progressing. 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.

<b>DESCRIPTION OF ITEMS</b>	<b>COSTS</b>
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
<b>TOTAL COSTS</b>	<b>\$4,412,886</b>

## PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF AUGUST

For the month of August, 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 August 25, 2023, Report of the General Manager:

Event Date	Event Title	Location	Type*	Expected No. Participants
October 14, 2023	A21 A Walk for Freedom San Francisco	East Parking Lot, Plaza Area, East Sidewalk	EX	150 - 350
October 15, 2023	White Cane Day	E-Sidewalk	SE	100-200

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

## VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF AUGUST

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
HB – Hit Barrier	1	0	0	Other
RE – Rear Ender	2	0	0	Bridge
HB – Hit Barrier	1	1	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
RE – Rear Ender	2	2	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
<b>TOTAL</b>	<b>9</b>	<b>3</b>	<b>0</b>	

## BICYCLE INCIDENTS FOR THE MONTH OF AUGUST

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
BB – Bicycle/Bicycle	2	1	0	Bridge
O – Other	2	1	0	Bridge
SO - Solo	1	1	0	Bridge
SO - Solo	1	1	0	Alexander
SO - Solo	1	1	0	Bridge
<b>TOTAL</b>	<b>7</b>	<b>5</b>	<b>0</b>	

## FERRY BICYCLE COUNTS FOR THE MONTH OF AUGUST

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

<b>Larkspur Southbound Bicycle Counts</b>	
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 – August 2023	10,065

\*The Larkspur August bicycle count was 1,541

<b>Sausalito Southbound Bicycle Counts</b>	
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 – August 2023	47,568

\*The Sausalito August bicycle count was 14,065

<b>Tiburon Southbound Bicycle Counts</b>	
2022 Annual Total	9,204
January – August 2023	6,520

\*The Tiburon August bicycle count was 1,343

<b>Angel Island Northbound Ferry Bicycle Counts</b>	
2021 (December service start) Annual Total	39
2022 Annual Total	4,807
January – August 2023	3,200

\*The Angel Island August bicycle count was 650

**PRESENTATION OF THIRTY-FIVE YEAR SERVICE AWARD TO WILFRED MARLIN OWENS, BUS OPERATOR, BUS DIVISION**

We are pleased to announce that Bus Operator Wilfred Marlin Owens celebrated thirty-five years of service with the District on September 12, 2023.

Mr. Owens joined the District as a Bus Operator on September 12, 1988. During his career with the District, Mr. Owens was selected as the first recipient of the Advisory Committee on Services for Persons with Disabilities. Noting his courtesy and thoughtfulness in boarding two disabled passengers in June 1990, he received the award in the spring of 1991.

Prior to District employment, Mr. Owens was an interstate driver and freight handler for Greyhound Lines, Inc. Mr. Owens was in the Broadcasting industry for a number of years between 1966 and 1977; “on air personality” for such stations as KSOL AM and FM, KDIA, KEMO, and KRON TV stations. Mr. Owens stage name for broadcasting is “Willie Popcone” AKA Ben Owens. Mr. Owens was also an engineer for both ABC and NBC.

Mr. Owens’ father worked for Greyhound for 30 years and both his mother (a conductor) and aunt were among the first five women hired at MUNI. Currently a resident of Solano County, Mr. Owens is married to June D. Owens who holds the distinction of being the second longest sitting Amalgamated Transit Union (ATU) president for Central Contra Costa Transit Authority employees, behind ATU Local 1575’s Tony Withington.

Mr. Owens is going to study Law in his spare time and is considering returning to Broadcasting after completing his tenure with the District.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO AARON KOZLOWSKI, CHIEF OPERATING ENGINEER, BRIDGE DIVISION**

We are pleased to announce that Chief Operating Engineer, Aaron Kozlowski, celebrated twenty years of service with the District on September 4, 2023.

Mr. Kozlowski joined the District on September 4, 2003, as an Operating Engineer. During his career with the District, Mr. Kozlowski was Employee of the Month in 2014.

Prior to District employment, Mr. Kozlowski was a mechanic on construction equipment.

Mr. Kozlowski enjoys hunting, fishing, camping, hiking and spending time with his family.

### **EMPLOYEE OF THE MONTH – SEPTEMBER 2023**

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Servicer (Swing) Andrew Bianchi in the Bus Division as the Employee of the Month for September 2023.

Mr. Bianchi is recognized for his reliable and consistent work ethic. He always volunteers as a "front-line" worker when his chief or his lead ask for help with completing tasks, and especially during the challenging time District wide during the COVID Pandemic. Mr. Bianchi is always available to help his peers and is known for treating everyone professionally and with respect. Mr. Bianchi makes an invaluable contribution by stepping up as needed to train any new hires in the Maintenance department. His work ethic inspires a lot of people in the department.

Of special note, Mr. Bianchi's coworkers share that he is very deserving of this recognition and that he is a great employee, with a positive attitude and a "go getter" approach and that he is an asset to the District.

Mr. Bianchi started at the District on October 3, 2016, as a Servicer (Day) and moved to his current position on November 1, 2016. Prior to joining the District, Mr. Bianchi was a Warehouse Manager at Dick's Sporting Goods in Petaluma, CA and prior to that a Warehouse Manager at the Sports Authority in Santa Rosa, CA.

Mr. Bianchi was born in Cotati, CA and attended Rancho Cotate High School in Rohnert Park, CA. He went on to attend Santa Rosa Junior College receiving and Associate of Arts Degree in Humanities. Mr. Bianchi has been a resident of Santa Rosa, CA since 2017, where he lives with his wife Heidi, daughter Kennedy and son Hudson. Mr. Bianchi shares that he enjoys spending time with his family, golfing, and both watching and attending sporting events. He also Coached High School football at Rancho Cotate High School from 2005-2016.

Denis J. Mulligan  
General Manager

DJM:jb