



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER  
BOARD OF DIRECTORS  
MEETING OF DECEMBER 15, 2023**

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

Honorable Members:

**DISCUSSION REGARDING TOLL OPTIONS AND PUBLIC OUTREACH RELATIVE  
TO A POTENTIAL TOLL INCREASE ON THE GOLDEN GATE BRIDGE**

The Finance-Auditing Committee at their December 14, 2023, meeting will discuss an informational item regarding a potential toll increase on the Golden Gate Bridge. The results of this discussion will guide staff in preparing a proposed toll increase process and proposed toll increase options for public consideration this winter. If directed, staff will return to the Finance-Auditing Committee in January with a recommendation that the Board of Directors approve the process that could lead to consideration by the Board of a proposed toll increase.

**UPDATE ON THE EFFORT TO IMPROVE THE FINANCIAL CONDITION OF THE  
GOLDEN GATE TRANSIT AMALGAMATED RETIREMENT PLAN (GGTARP)**

Current and retired District bus operators are participants in the Golden Gate Transit Amalgamated Retirement Plan (GGTARP). At this juncture, GGTARP continues to not follow the standard practices of virtually all other pension plans. While GGTARP is severely underfunded, it continues to give away money and act in a fiscally irresponsible manner.

For over a decade GGTARP has ignored the District's requests to take action to reduce its unfunded liability by following the same standard practices and norms adhered to by other pension plans.

A fiscally sound approach to pensions necessitates that a retiree's ultimate pension payments (including any spousal payments) are reasonably correlated to the contributions made on behalf of the participant taking into account the accompanying investment returns. Not surprisingly considering GGTARP's woefully underfunded status, GGTARP continues to not follow this approach. It is an outlier among pension plans.

For example, the trustees of other pension plans have established a strong correlation between the age at retirement and the monthly pension payment paid to a retiree. In other pension plans,

**UPDATE ON THE EFFORT TO IMPROVE THE FINANCIAL CONDITION OF THE GOLDEN GATE TRANSIT AMALGAMATED RETIREMENT PLAN (GGTARP) (continued)**

a participant who retires early receives a lower monthly amount than they would receive with a regular pension. The monthly amount is reduced to account for the fact that the early retiree's payments begin earlier and are expected to be paid for a longer period. This is a fiscally sound approach. Please note, GGTARP does not do this.

Similarly, the trustees of other pension plans reduce a participant's monthly pension if the retiree elects to have their spouse receive their pension after their death. The amount of the reduction in the monthly pension payment is based on the age of the spouse. This is a fiscally prudent approach to insure the solvency of a pension plan. Unfortunately, GGTARP does not reduce a retiree's monthly pension to account for the cost of the benefit to be paid to the retiree's survivor. This is fiscally irresponsible.

GGTARP has the legal authority and fiduciary obligation to make changes to stop giving away money to early retirees (early retiree subsidy) and retirees who elect to have their spouse receive their pension after their demise (spousal subsidy). Nonetheless, after over a decade of cajoling by the District, GGTARP has not taken such actions.

Recognizing the importance of these changes, the District has attempted to have Amalgamated Transit Union Local 1575 (ATU) agree to such changes at the bargaining table.

The MOU language below as it appears in the signed Tentative Agreement dated February 29, 2022, is an agreement between the District and the ATU for the elimination of spousal subsidy benefits:

“For employees retiring on or after ratification, pension benefit amounts under all options that pay a survivor benefit to the member's spouse or domestic partner will be reduced to take into account the survivor benefit payments, rather than subsidized (i.e., it will be paid according to the actuarial equivalent).”

Additional MOU language from the same signed Tentative Agreement dated May 11, 2023, which outlined the Rehabilitation Plan, also stipulated that the GGTARP Board update the Joint & Survivor Factor Benefit tables in the Plan Agreement, which would have the effect of eliminating the spousal subsidy:

“Advise Pension Plan Board Trustees to update Joint and Survivor Factor Benefits table with Cheiron's analysis which was presented to Pension Board Trustees on May 23, 2022. Board Trustees will advise plan counsel to update plan language accordingly.”

During August 2022, the District also proposed that the factor tables relative to early retirees benefits be updated or removed to eliminate the early retiree subsidy.

In spite of ATU agreeing to make these changes, these changes have still not been made. Recently, on October 26, 2023, I sent the below message to all the GGTARP Trustees via email:

**UPDATE ON THE EFFORT TO IMPROVE THE FINANCIAL CONDITION OF THE  
GOLDEN GATE TRANSIT AMALGAMATED RETIREMENT PLAN (GGTARP)  
(continued)**

*“GGTARP Trustees,*

*Please request your plan professionals to add this to the agenda for the November GGTARP meeting. These changes were negotiated and agreed to by the ATU and the District in our MOU over six months ago. A pension plan that’s at “DEFCON 1 or 2” should not be giving away money. Thanks.*

*Denis Mulligan  
General Manager  
Golden Gate Bridge, Highway and Transportation District”*

The agenda to the November 16, 2023, GGTARP meeting did not include this item. Under public comment, I again, reminded the Plan Trustees of their fiduciary responsibilities and urged the Plan Trustees to hold a Special Meeting to take action to update the factor benefit tables to eliminate the spousal and early retiree subsidies. On December 4, 2023, I followed up with the below email:

*“Chairperson Herrera,*

*I respectfully request that as the Chairperson of the Golden Gate Transit-Amalgamated Retirement Plan (GGTARP) Board you direct the GGTARP professionals to call a special meeting of the GGTARP Board with the following agenda item.*

- *Adopt an amendment to GGTARP Plan to update Tables A, B, D, D-1 and D-2, as prepared by the Plan’s Actuary, to remove current subsidies.*

*Please let me know if you have any questions or need any additional information. Thanks.*

*Denis Mulligan  
General Manager  
Golden Gate Bridge, Highway and Transportation District”*

I will keep the Board abreast of if and when these agreed to changes are implemented by GGTARP.

The mismanagement of the pension plan for so long has led to its dire fiscal straits, and it necessitates changes beyond just the removal the early retiree and spousal subsidies. It will require additional contributions and more changes in benefits.

Fortunately, the ATU and the District have agreed to prepare a “Rehabilitation Plan”. Below is the relevant language from the MOU regarding this vital task, including the underlining as it appears in the signed Tentative Agreement:

**UPDATE ON THE EFFORT TO IMPROVE THE FINANCIAL CONDITION OF THE GOLDEN GATE TRANSIT AMALGAMATED RETIREMENT PLAN (GGTARP) (continued)**

*“A pension working group composed of equal number of District GGTARP Trustees, Union GGTARP Trustees and attorneys for both sides will begin meeting immediately to discuss a rehabilitation plan to address future underfunding, akin to those required of jointly-trusteed defined benefit pension plans in "endangered or critical funding status" under the Pension Protection Act. Experts will be brought in as needed for consultation and calculations of scenarios intended to bring longer term stability to the GGTARP. The District will cover the costs of any experts or consultants, and it will have the final authority to determine which expert/consultant is selected.”*

The first step toward the development of the Rehabilitation Plan is to hire an actuary to advise the pension working group in the development of the Rehabilitation Plan. Request for Proposals No. 2023-D-106 for Actuary on ATU Pension Rehabilitation Plan (“RFP”) was issued on November 16, 2023. GGTARP Plan Actuary had provided the District with the following four actuarial firms to solicit for this RFP:

1. Buck Consultants
2. Milliman
3. Foster & Foster
4. Segal

Proposals are due December 15, 2023. Proposer interviews, if necessary, will be held tentatively in early January 2024. It is anticipated that the fully executed agreement and notice to proceed be issued in early February 2024. Then the pension working group will begin its work regarding the Rehabilitation Plan.

**UPDATE ON DISTRICT OPERATIONS POST-PANDEMIC**

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

During the week of November 26<sup>th</sup> overall Bridge traffic was down about 11 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 49 percent (we are only carried 51 percent of our normal ferry ridership). The District’s revenues for the week of November 26<sup>th</sup> were down approximately \$690,000 as compared to the same week pre-pandemic.

## UPDATE ON DISTRICT OPERATIONS POST-PANDEMIC (continued)

### Week of November 26, 2023

	Bridge	% change	Bus	% change	Ferry	% change
	Nov 26 - Dec 2		Nov 26 - Dec 2		Nov 26 - Dec 2	
Weekly Ridership/Traffic	308,429	-11.49%	24,833	-56.92%	19,904	-48.56%
Weekly Revenue	\$ 2,727,669	-11.49%	\$ 125,270	-59.35%	\$ 153,438	-49.81%
Weekly Revenue Loss	\$ (353,953)	-11.49%	\$ (182,935)	-59.35%	\$ (152,290)	-49.81%
2019 Weekly Ridership/Traffic	348,452		57,642		38,694	

\*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 November 2023 Employer Survey Results on Return to Work can be found at <https://public.flourish.studio/story/2105265/>.

The survey offers encouraging news for commute travel in the Golden Gate Corridor. Since November 2022, the number of employees working zero days in an office dropped by more than half, from 23% to 10%, and employers said they expect the number to drop to 9% in the next six months.

## 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.

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

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

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 has been provided and this portion of the 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 to the ramp. 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 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 gangplank hydraulic system. 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,

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

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. The design work for the outer berth is 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.

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

## PRESENTATIONS BY DISTRICT STAFF FOR THE MONTHS OF OCTOBER AND NOVEMBER

District staff made the following speeches and/or presentations:

<b>PRESENTATION TO:</b>	<b>DATE:</b>	<b>PRESENTED BY:</b>
2023 Transit Labor Exchange Annual Meeting	October 24, 2023	Director of Transportation, Krystalyn O'Leary

## SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS

There were no applications for permits received since last reported to the Board in the October 27, 2023, Report of the General Manager:

## VEHICLE TRAFFIC INCIDENTS FOR THE MONTHS OF OCTOBER AND NOVEMBER

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

<b>Vehicle Traffic Incident</b>	<b>Vehicles</b>	<b>Injuries</b>	<b>Fatalities</b>	<b>Location</b>
HB – Hit Barrier	1	0	0	Plaza
RE – Rear Ender	2	0	0	Waldo
C - Collision	2	1	0	Lateral
C - Collision	1	0	0	Plaza
HB – Hit Barrier	1	1	0	Plaza
RE – Rear Ender	4	4	0	Bridge
HB – Hit Barrier	1	0	0	Other
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	Bridge
<b>TOTAL</b>	<b>16</b>	<b>6</b>	<b>0</b>	

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

<b>Vehicle Traffic Incident</b>	<b>Vehicles</b>	<b>Injuries</b>	<b>Fatalities</b>	<b>Location</b>
RE – Rear Ender	4	0	0	Bridge
HB – Hit Barrier	1	1	0	Plaza
HB – Hit Barrier	0	0	0	Plaza
HB – Hit Barrier	0	0	0	Plaza
HB – Hit Barrier	1	0	0	Other
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
C - Collision	2	0	0	Lateral
SS – Side-swipe	2	0	0	Doyle
HB – Hit Barrier	1	0	0	Plaza
RE – Rear Ender	3	2	0	Waldo
<b>TOTAL</b>	<b>16</b>	<b>3</b>	<b>0</b>	

## BICYCLE INCIDENTS FOR THE MONTHS OF OCTOBER AND NOVEMBER

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
SO - Solo	1	1	0	Alexander
SO - Solo	1	1	0	Bridge
SO - Solo	1	1	0	Bridge
SO – Solo	1	1	0	Alexander
<b>TOTAL</b>	<b>4</b>	<b>4</b>	<b>0</b>	

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
BB – Bicycle/Bicycle	2	1	0	Bridge
<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>0</b>	

## FERRY BICYCLE COUNTS THROUGH THE MONTH OF NOVEMBER

Ferry Bicycle Counts through the month of November 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 – November 2023	14,565

\*The Larkspur October bicycle count was 1,814

\*The Larkspur November bicycle count was 1,245

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 – November 2023	62,745

\*The Sausalito October bicycle count was 5,882

\*The Sausalito November bicycle count was 2,685

**FERRY BICYCLE COUNTS THROUGH THE MONTH OF NOVEMBER (continued)**

<b>Tiburon Southbound Bicycle Counts</b>	
2022 Annual Total	9,204
January – November 2023	9,081

\*The Tiburon October bicycle count was 959

\*The Tiburon November bicycle count was 579

<b>Angel Island Northbound Ferry Bicycle Counts</b>	
2021 (December service start) Annual Total	39
2022 Annual Total	4,807
January – November 2023	4,396

The Angel Island October bicycle count was 307

The Angel Island November bicycle count was 332

**PRESENTATION OF THIRTY-YEAR SERVICE AWARD TO LYNFORD EDWARDS, SENIOR ENGINEER, DISTRICT DIVISION**

We are pleased to announce that Senior Engineer, Lynford Edwards celebrated thirty years of service with the District on November 1, 2023.

Mr. Edwards joined the District on November 1, 1993, as an Associate Environmental Engineer, assigned to the Lead Cleanup Project as site preparation for the Seismic Retrofit Program. He was promoted to Senior Engineer in October 1996. Mr. Edwards worked on the District's environmental permits for various capital and operating projects. He supervised the in-house design and replacement of underground fuel storage tanks at the San Rafael, Novato and Santa Rosa Bus Facilities; supervised the design and construction of cleanup of residual contaminated soils and groundwater at the Novato Bus Facility. Mr. Edwards has been responsible for the maintenance dredging program at the Larkspur Ferry Terminal from 1999 to present, maintaining safe depths in the waterway for ferryboat commuter service. He also supervised the design and cleanup of lead-contaminated soils at the north and south Bridge approaches and has assisted the Seismic Retrofit construction program with environmental compliance, worker safety, and hazardous waste management issues. He supervised the design and construction of the 4-acre tidal marsh restoration at the District's 72-acre property in Corte Madera that appears to be progressing well.

Prior to District service, Mr. Edwards worked as a Design Engineer, and as a Field Engineer on high-rise construction projects and on highway and bridge construction projects in the Caribbean. After completing his master's degree at Stanford University, Mr. Edwards joined Wahler Associates in Palo Alto, California as the environmental consulting industry began to take hold in California with new regulations on Underground Fuel Tanks, hazardous waste management and cleanup of contaminated soil and groundwater. After a stint with consulting work, Mr. Edwards joined the Engineering Department at the Golden Gate Bridge District.

**PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO PAUL A. WONG,  
SENIOR CIVIL ENGINEER, DISTRICT DIVISION**

We are pleased to announce that Senior Civil Engineer Paul Wong celebrated twenty-five years of service with the District on December 3, 2023.

Mr. Wong joined the District on December 3, 1998, as an Assistant Civil Engineer. He was promoted to Associate Civil Engineer in July 1999 and promoted to his current position in February 2002. Mr. Wong was selected Employee of the Month for March 2000. Prior to his employment with the District, Mr. Wong was employed as a Building Maintenance Worker for the University of California, Irvine; an Architect's Assistant for Craig B. Wheeler and Associates; and a Staff Engineer for HNTB Corporation.

**PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO JEFFREY  
SYLVESTER, OPERATING ENGINEER, BRIDGE DIVISION**

We are pleased to announce that Operating Engineer Jeffrey Sylvester celebrated twenty-five years of service with the District on December 10, 2023.

Mr. Sylvester joined the District as an Operating Engineer on December 10, 1998. Prior to his employment with the District, Mr. Sylvester was employed as a Mechanic for Independent Scissor Lift.

**EMPLOYEE OF THE MONTH – NOVEMBER 2023**

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Senior Business Information Systems Engineer Robert Leece in the District Division as the Employee of the Month for November 2023.

Mr. Leece is recognized for his work on behalf of the District's payroll department. When payroll has had stressful deadlines that involve software systems (databases) Mr. Leece remained calm and dedicated whatever time needed to fix the problems. He has answered their phone calls outside of standard District work hours and has also been responsive when out of the office on time off. His knowledge of the software is exemplary and his customer service skills when working with the payroll department are sincerely appreciated, especially during a time of potential data loss issues. Mr. Leece's role is often behind the scenes and his expertise with these systems has very much helped the payroll department.

Mr. Leece joined the District on April 9, 2018, as a Senior Business Information Systems Engineer. Prior to joining the District Mr. Leece was Senior Software Developer at SunGard Public Sector.

Mr. Leece was born in Santa Barbara, CA and attended Oakmont High School in Roseville, CA. He graduated from Chico State with a degree in Humanities and Computer Science. Mr. Leece and his wife Jenny have six children and four grandchildren. He enjoys playing with his four grandkids whenever he gets the chance and most days, he enjoys a workout at the gym and during the wintertime he enjoys downhill skiing.

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

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Bus Operator Dexter Senigar in the Bus Division as the Employee of the Month for December 2023.

Mr. Senigar is recognized for organizing and setting up a fitness work out area at the District's San Francisco bus lot (D4). He took the initiative and time to ensure everything was set-up for his colleagues to inspire them to exercise on breaks.

Of special note, Mr. Senigar's colleagues share that they appreciate how he helps others to stay fit, and that he prides himself on being organized and meticulous.

Mr. Senigar joined the District on May 11, 2001, as a Bus Operator. Prior to joining the District Mr. Senigar was a Courier at DHL.

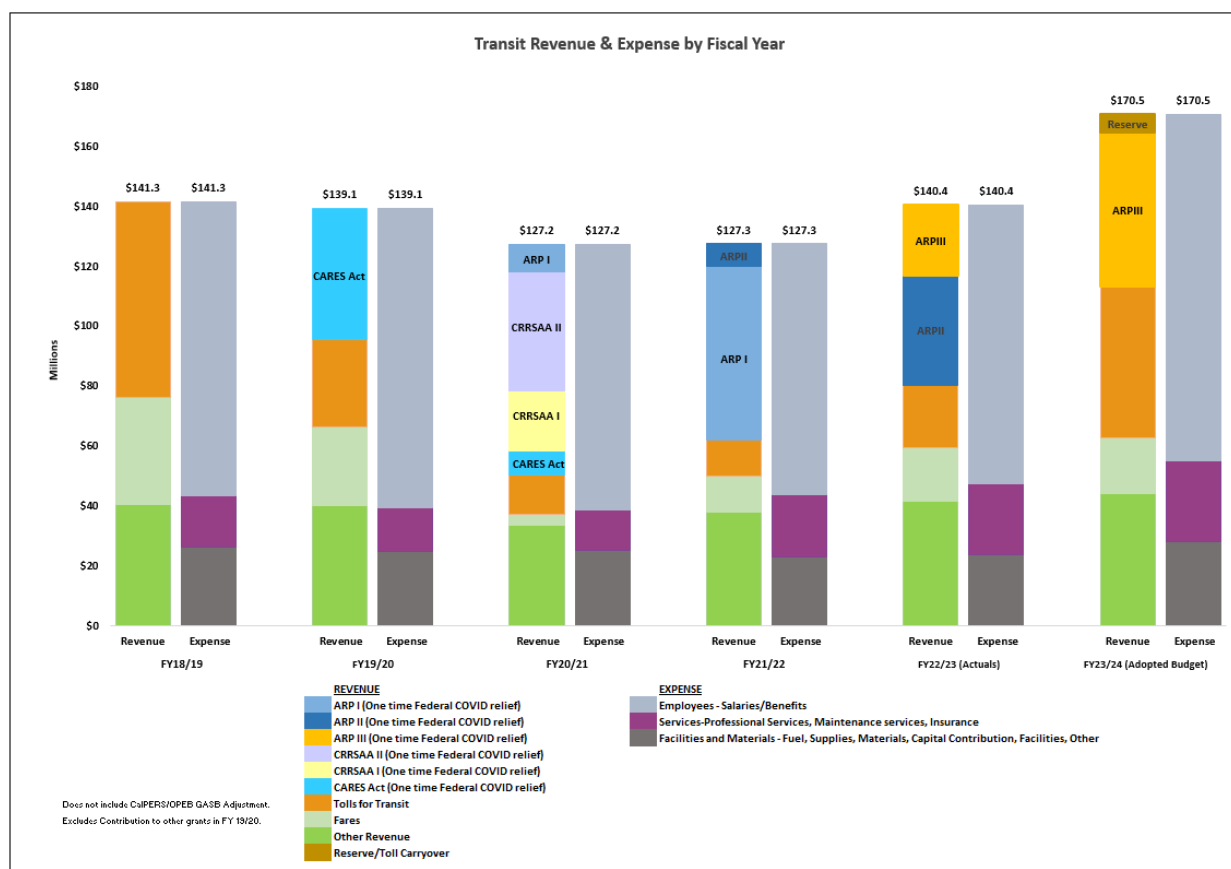
Mr. Senigar was born in San Francisco, CA where he attended Woodrow Wilson High School. He went on to attend San Francisco City College. Mr. Senigar has been a resident of San Francisco, CA since 1964, where he lives with his wife Shameka, and children, Dexter II, Braden, Dustin and Amari. He enjoys exercising, reading, spending time with family and going camping. Mr. Senigar would like to thank his fellow co-workers for nominating him for this award, he is truly honored.

Denis J. Mulligan  
General Manager

DJM:jb

Attachment: 2023-1214-FinanceComm-No15-Attachment C – Transit Funding & Expense Comparison

## 2023-1214-FinanceComm-No15-Attachment C – Transit Funding & Expense Comparison



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