



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER  
BOARD OF DIRECTORS  
MEETING OF JANUARY 26, 2024**

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

Honorable Members:

**UPDATE ON DISTRICT OPERATIONS POST-PANDEMIC**

Overall travel in the Golden Gate Corridor - by Bridge, Bus and Ferry - remains well below pre-pandemic levels, especially commute travel. That having been said, travel in the Golden Gate Corridor continues to trend upward.

In the most recent month, December 2023, southbound Bridge traffic was 5 percent above December 2022 traffic, while Bus ridership was 11 percent above December 2022, and Ferry ridership was 33 percent above December 2022 ridership.

The District continues to add back bus and ferry service incrementally as we see a return of our customers travelling in the Golden Gate Corridor.

**GOLDEN GATE TRANSIT BUS OPERATOR CLASS**

The next new Golden Gate Transit (GGT) bus operator class commences on January 29, 2024, and will have 10 pre-apprentices, one former pre-apprentice, and 12 direct hires. The GGT training team is excited to begin working with this class of 23 trainees and looks forward to future classes of this size through the pre-apprentice program.

**MARIN/SONOMA TRANSIT COORDINATION**

Marin and Sonoma Counties Transit Agencies have a long history of coordination and collaboration. While for decades our staffs have been meeting monthly, recently, the General Managers and Executive Directors have launched in-person monthly meetings of the agency heads to rethink service coordination, prompted by changes in travel patterns, funding and planning efforts.

Among other things, we have agreed to develop a comprehensive service plan focused on the 101 corridor. Efforts are underway and are expected to be completed in the next 12-18 months. This will greatly benefit customers in the corridor.

## **MARIN/SONOMA TRANSIT COORDINATION (continued)**

The following agencies are involved: Golden Gate Bridge, Highway and Transportation District, Marin Transit, Metropolitan Transportation Commission, Petaluma Transit, Santa Rosa City Transit, Sonoma County Transportation Authority, Sonoma County Transit, Sonoma-Marín Area Rail Transit, and Transportation Authority of Marin. Thanks to my colleagues at our partner agencies.

## **DISTINGUISHED BUDGET PRESENTATION AWARD**

We are pleased to announce that the District's FY23/24 Budget document has been awarded the Distinguished Budget Presentation Award from the Government Finance Officers Association. This award represents a significant achievement by the District and is the highest form of recognition in governmental budgeting. This is the eighteenth year in a row that the District has won this award.

The Finance Office would like to specially thank the District Officers, the Deputy General Managers and their respective staff for contributing to achieving this success. Additional appreciation for contributions by the Budget and Capital & Grants offices represented by Directors, Jennifer Mennucci and Amy Frye, Principal Budget Program Analyst Eric Reeves, Capital & Grants Program Analyst Lauren DePaschalis, and Finance Administrative Analyst Kris Rogers.

## **FITCH RATINGS AFFIRMS THE DISTRICT'S IMPLIED LONG-TERM RATING AT 'A+'**

On December 14, 2023: Fitch Ratings affirmed the implied 'A+/Stable Outlook' long-term rating on the \$61 million outstanding commercial notes of the District.

The implied long-term 'A+' rating reflects the Golden Gate Bridge's historically stable traffic profile supported by its mature and monopolistic characteristics, combined with management's record of regular toll and fare increases. The rating is further supported by the District's consistently strong financial profile, marked by negative leverage and solid liquidity that are expected to continue throughout the forecast period. However, the rating is constrained by the inherent risk of the Bridge's single asset nature as a standalone facility and its ongoing reliance on grant funding. The District is also exposed to the continued operational deficits of its bus and ferry enterprises that require sizable and ongoing financial subsidies from the District to remain financially sustainable, as is typical for nearly all public transit.

## **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.

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

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, 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).”

Please note that the above language was agreed to almost two years ago, and to date it has not been implemented.

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

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:

*“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”*

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

I will keep the Board abreast of if, and when, these agreed to changes are implemented by GGTARP. In that regard, the next meeting of the GGTARP Board of Trustees will be held on Thursday, February 15, 2024, at 2:00 p.m. in the Muir Woods Conference Room located at 185 North Redwood Drive, San Rafael, CA 94903. The meeting agenda is currently not available.

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:

*“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-trusted 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.

Proposals were received December 15, 2023. The District is currently in contract negotiations with an Actuary Firm and is expected to finalize a contract by mid-February with a notice to proceed before the end of February. Then the pension working group will begin its work regarding the Rehabilitation Plan.

**REPORT ON THE EMERGENCY ACTIONS TAKEN BY THE GENERAL MANAGER RELATIVE TO THE REPAIRS TO THE LARKSPUR FERRY TERMINAL BERTH 2 BOARDING RAMP HYDRAULIC CYLINDERS**

**Background**

On November 20, 2023, the General Manager approved an emergency procurement, Contract No. 2023-F-111, with Valentine Corporation, in the amount of \$180,000, for repairs to the Larkspur Ferry Terminal Berth 2 boarding ramp hydraulic cylinders.

**REPORT ON THE EMERGENCY ACTIONS TAKEN BY THE GENERAL MANAGER  
RELATIVE TO THE REPAIRS TO THE LARKSPUR FERRY TERMINAL BERTH 2  
BOARDING RAMP HYDRAULIC CYLINDERS (continued)**

On October 9, 2023, Ferry Division staff discovered a crack at the base of one of the hydraulic cylinders at the Larkspur Ferry Terminal Berth 2 boarding ramp. There are two hydraulic cylinders at Berth 2 that support one end of the boarding ramp and also raise and lower the ramp to align with the different ferry vessel loading deck elevations. Detailed inspections were performed on October 9, 2023, by Engineering staff and Ferry Division staff on all the hydraulic cylinders at both Berths 1 & 2. The inspections revealed a crack at the Berth 2 western cylinder just above the support pile cap clevis attachments. It was determined that due to the size and location of the crack, the Berth 2 boarding ramp be taken out of operation until repairs could be made. Taking Berth 2 out of service has impacted Ferry Operations at Larkspur and has caused interruptions to Ferry service. Service from Berth 2 has been diverted to Berth 1 or Berth 3, which is less efficient than service from Berth 2.

In accordance with Public Contract Code Section 22050 and the District’s Procurement Policy, the General Manager, on November 20, 2023, authorized an emergency procurement, Contract No. 2023-F-111, with Valentine Corporation to make repairs to the Berth 2 boarding ramp. The repairs include removing the two existing hydraulic cylinders, removing, furnishing and installing new base support brackets for the cylinders, and installing two District provided refurbished hydraulic cylinders. Engineering staff negotiated a price of \$180,000 for the repairs. Valentine Corporation has finalized shop drawings for the new base support brackets and is proceeding with fabrication. Valentine Corporation is also continuing with preparation of other work plans and submittals necessary for the work. Approval of this work is within the General Manager’s authority and does not require ratification by the Board.

**Fiscal Impact**

Estimated cost for the repairs at Berth 2 hydraulic cylinders is \$195,000. 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>
Berth 2 Repairs (Valentine Corporation)	\$180,000
District Staff Costs (estimated)	\$15,000
<b>TOTAL COSTS</b>	<b>\$195,000</b>

**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 to 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 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. During field investigations of the berth hydraulic lift systems, it was determined that the hydraulic system for the gangplanks that extend from the boarding ramp to the vessels was also in poor condition. The investigation determined that the condition of the inner berth hydraulic gangplank system was

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

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. On December 12, 2023, Moffatt & Nichol submitted the 100% design package for the inner berth hydraulic system repairs. District Engineering staff are reviewing the package.

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 repair final design and construction documents. On December 8, 2023, Moffatt & Nichol submitted the outer berth 65% structural repair design package. The hydraulic design work 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, including design of the inner berth gangplank hydraulics repairs and all outer berth repairs, 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 DECEMBER**

District staff made the following speeches and/or presentations:

<b>PRESENTATION TO:</b>	<b>DATE:</b>	<b>PRESENTED BY:</b>
Marin County Suicide Prevention Collaborative	December 6, 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 December 15, 2023, Report of the General Manager:

<b>Event Date</b>	<b>Event Title</b>	<b>Location</b>	<b>Type*</b>	<b>Expected No. Participants</b>
May 4-5, 2024	Golden Gate Relay	Under GGB @ tunnel then shuttle runners across the Bridge southbound	SE	75

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

**VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF DECEMBER**

For the month of December, 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	2	0	0	Waldo
HB – Hit Barrier	1	0	0	Waldo
HB – Hit Barrier	1	0	0	Bridge
RE – Rear Ender	2	1	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	2	1	0	Waldo
HB – Hit Barrier	1	0	0	Plaza
RE – Rear Ender	2	0	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	1	0	Waldo
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Bridge
RE – Rear Ender	2	0	0	Bridge
RE – Rear Ender	2	0	0	Waldo
HB – Hit Barrier	1	0	0	Plaza
<b>TOTAL</b>	<b>22</b>	<b>3</b>	<b>0</b>	

**BICYCLE INCIDENTS FOR THE MONTH OF DECEMBER**

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

<b>Bicycle Incidents</b>	<b>Bicycles</b>	<b>Injuries</b>	<b>Fatalities</b>	<b>Location</b>
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 DECEMBER**

Ferry Bicycle Counts through the month of December 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
2023 Annual Total	15,453

\*The Larkspur December bicycle count was 888

<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
2023 Annual Total	64,852

\*The Sausalito December bicycle count was 2,107

<b>Tiburon Southbound Bicycle Counts</b>	
2022 Annual Total	9,204
2023 Annual Total	9,481

\*The Tiburon December bicycle count was 400

<b>Angel Island Northbound Ferry Bicycle Counts</b>	
2021 (December service start) Annual Total	39
2022 Annual Total	4,807
2023 Annual Total	4,556

\*The Angel Island December bicycle count was 160

**RETIREMENT OF DEL WEST, ELECTRICAL SUPERINTENDENT, BRIDGE DIVISION**

It is my privilege to announce that Electrical Superintendent Del West retired on January 6, 2024, after 23 years and 19 days of service with the District.

Mr. West joined the District as an Electrician on December 18, 2000, and was promoted to Chief Electrician in October 2017 and then promoted to Electrical Superintendent on March 1, 2021. During his career with the District, Mr. West was Employee of the Month for April 2014. Prior to District service, Mr. West worked on electrical projects in the residential, commercial and industrial industry. He also worked as a firefighter for the City of Berkeley and his hometown, Ponca City, Oklahoma.

We wish Mr. West a long and happy retirement.

**RETIREMENT OF MADELINE CHUN, DISTRICT LEGAL COUNSEL, HANSON BRIDGETT LLP**

It is my privilege to announce that Madeline Chun who has served as legal counsel to the District since 1983, when she joined Hanson Bridgett LLP, retired in December. Over the years she has provided legal guidance on most of the District's major infrastructure projects, and advised on government ethics, civil rights, procurements, real property, and transit laws and regulations. She has enjoyed helping with the 50<sup>th</sup> and 75<sup>th</sup> anniversary celebrations of the Golden Gate Bridge, the acquisition of the former railroad right-of-way from Marin to Sonoma and Napa, the establishment of the Fastrak and Clipper programs, and codifying the District's administrative policies and procedures, as just a few examples of the scope and breadth of her engagement with the District over the past forty years.

Ms. Chun grew up in Berkeley, where she resides with her husband John Farnkopf, who is also a Bay Area native. She loves to travel, and recently returned from an epic voyage to Antarctica and Patagonia with John and their two grown children, Ian and Lillian. She hopes to continue to have more amazing adventures in retirement.

We wish Ms. Chun a long and happy retirement.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD – DIRECTOR GERALD COCHRAN**

We are pleased to announce that President Gerald “Jerry” D. Cochran celebrates twenty years of service with the District on January 27, 2024.

President Cochran took the oath of office, joining the District's Board of Directors on January 27, 2004, representing the county of Del Norte. Currently, President Cochran serves as the 47<sup>th</sup> President of the Board of Directors and has previously served as the Chair of the District's Governmental Affairs and Public Information Committee, and as a member of the District's Transportation Committee, Building and Operating Committee, Finance-Auditing Committee and Rules, Policy and Industrial Relations Committee. In addition, President Cochran has served as a

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD – DIRECTOR GERALD COCHRAN (continued)**

member of the Labor, Suicide Deterrent System (SDS,) Review of Officers of the District, Nomination of Officers of the District and Strategic Planning Advisory Committees and, as a trustee of the Golden Gate Transit Amalgamated Retirement Plan.

President Cochran was born in Detroit, Michigan. During the war, he and his older brother Tom lived on a farm in Mount Horeb, Wisconsin, where they attended a one room school. When their father returned from his U.S. Navy assignment, they lived in the Southern Wisconsin town of Hanover near Janesville. In late 1948, convinced by their father that a horse was in their future, the two brothers did not object to a move to Crescent City. Their mother followed soon with Bob, their younger brother, arriving in Crescent City by plane, just in time for the birth of Barbara, the first girl in the family. The two older siblings never got their horse.

President Cochran's father, a jack of all trades, worked at whatever put food on the family table: building, fishing, painting, but settled on opening restaurants, at which he was a great success. It also gave the boys plenty of work to do when they were not in school. President Cochran attended local schools and graduated from Del Norte High School in 1959 the first class to finish at the new High School at the end of El Dorado Street.

After a year and a half at Humboldt State, President Cochran joined the U.S. Air Force. He was stationed in Japan and spent time at Tan Son Nhut Air Base in Saigon. He returned to the States, and while stationed in Maxwell AFB Alabama, where he met his wife, Jackie. They relocated to Crescent City where she began a successful real estate career, and he went into the restaurant/bar business with his brother Tom for several years.

In 1971, President Cochran launched into politics and was elected Del Norte County Assessor. He served in that capacity as one of the longest serving assessors in the state. He was reelected nine times, running on a platform of fair, equal, and common-sense treatment of his constituents. While assessor, he served in several capacities, including president of the California Assessor Association.

President Cochran retired in 2006 but remains active as the county representative of the Golden Gate Bridge, Highway and Transportation District's Board of Directors, and the County Veteran's Service Officer. He also served four years on the North Coast Water Quality Control Board. He has been a member of the Crescent City Rotary for over fifty years and has attended the Grace Evangelical Lutheran Church for over 70 years.

President Cochran and Jackie have one daughter, Marcy, son-in-law, Darin and one grandson, Dalton, who is a public defender for Santa Clara County.

## **PRESENTATION OF FIVE-YEAR SERVICE AWARD – DIRECTOR JAMES MASTIN**

We are pleased to announce that Director James Mastin celebrated five years of service with the District on January 19, 2024.

Director Mastin took the oath of office, joining the District’s Board of Directors on January 19, 2019, representing Mendocino County. Currently, Director Mastin serves as the Vice-Chair of the Transportation Committee, as well as a member of the Building and Operating Committee and Finance-Auditing Committee. In addition, Director Mastin currently serves as a member of the Labor Relations and the Nomination of Officers of the District Advisory Committees.

Director Mastin was born in Santa Rosa, California, the second of two boys born to Bob and Jessie Mastin. Jim graduated from Santa Rosa High School in 1971 and initially wanted to be a lawyer. After high school, Director Mastin worked in San Diego at a family restaurant and then worked in England as a cook and waiter at a Bed and Breakfast before returning to the U.S. in 1972. He resumed his studies at Santa Rosa Junior College and earned his Associates Degree at Mendocino College.

In 1979, Director Mastin returned to Ukiah where he accepted a position in advertising sales for the Mendocino Grapevine, a local newspaper based in Ukiah. A year later, he transitioned to an accomplished career in both education and public service. He served as the Director of Auxiliary Services for Mendocino College from 1980 to 2011, as well as being appointed as Planning Commissioner for the City of Ukiah from 1981 to 1986. Director Mastin was then elected to the Ukiah City Council from 1993 to 1998 and ultimately served as the Mayor of the City of Ukiah from 1998 to 2000.

Director Mastin also served as the Chair of the Mendocino Transit Authority Board of Directors from 1993 to 2019. He was a member of the California Transit Association Executive Committee from 2005 to 2019 and was honored with their Distinguished Service Award in 2019. He currently serves as a member of the Hopland Fire District Board and is a former member and co-chair of the Mendocino County Democratic Central Committee.

Director Mastin is married to Mary Buckley, and the two have four children together: Jonathan, Jessica, Lila, and Spencer.

## **EMPLOYEE OF THE MONTH – JANUARY 2024**

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Painter Yusef McNeil in the Bridge Division as the Employee of the Month for January 2024.

Mr. McNeil is recognized for consistently demonstrating exceptional professionalism by proactively addressing challenges and providing innovative solutions in the paint department. His commitment to problem-solving has enhanced the department's efficiency and contributed to a positive work environment. On a recent project, Mr. McNeil worked on Bike and Curb Rail Re-Paint Project for four months. The project entailed overnight work and during the entire duration he worked diligently and always carried himself with a positive attitude throughout the project. His contributions reflect a strong commitment to the department's standards and values.

**EMPLOYEE OF THE MONTH – JANUARY 2024 (continued)**

Of special note, Mr. McNeil's colleagues share that they appreciate his dedication and work ethic and that they consider him a model employee in the department.

Mr. McNeil joined the District on September 13, 2017, as a Painter. Prior to joining the District Mr. McNeil was a Painter at Jeffco Painting & Coating, Inc.

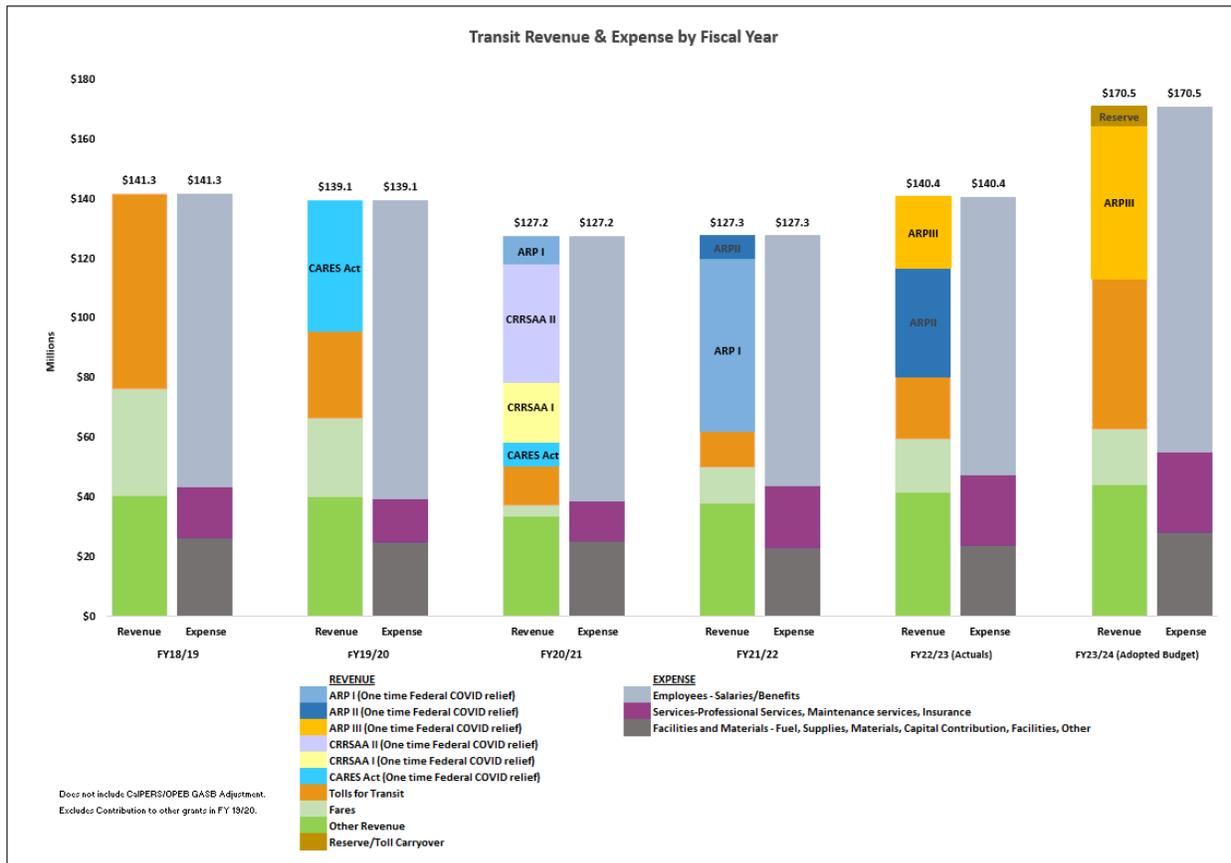
Mr. McNeil was born in Oakland, CA and attended John F Kennedy High School in Richmond, CA. He is a resident of Fairfield, CA where he lives with his wife Marsha Taylor and their children-Yusef Jr. and Marshe'la. Mr. McNeil describes himself as a family man and is also a member of the Pedescleaux Foundation for diabetes awareness and the Farr's Best (a community building non-profit). Mr. McNeil subscribes to the T.E.A.M adage of together everyone achieves more!

Denis J. Mulligan  
General Manager

DJM:jb

Attachment: 2024-0125-FinanceComm-No7-Attachment C – Transit Funding & Expense Comparison

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