



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF MARCH 28, 2025**

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

Honorable Members:

**RATIFY THE EMERGENCY ACTION OF THE GENERAL MANAGER TO APPROVE
AN EMERGENCY CONTRACT AMENDMENT WITH PB ELECTRIC, INC., RELATED
TO THE GOLDEN GATE BRIDGE ELECTRICAL SYSTEM REPAIRS**

Recommendation

It is recommended that the Board of Directors ratify the action of the General Manager to approve an emergency third contract change order with PB Electric, Inc., in an amount not to exceed \$400,000, to procure electrical material and equipment necessary to perform a temporary short-term repair to the Golden Gate Bridge electrical system.

Background

On Saturday, February 8, 2025, one of the Golden Gate Bridge's main circuit breakers tripped, affecting power to some of the Bridge's lighting and other electrical systems. The District's Bridge Division forces mobilized to the Bridge, investigated the electrical system and provided temporary power to certain locations but were unable to determine the cause of the tripped breaker and unable to restore power to all the lighting and other electrical systems at the Bridge. Bridge Division staff requested Engineering Department staff assistance to bring in outside electrical contractors with expertise in medium to high voltage industrial electrical installations to assist with the investigation. The Bridge lighting and electrical systems are critical infrastructures that are necessary for the protection and security of the Bridge as well as for providing safe access to vehicle traffic, water vessel traffic and air traffic traveling on, under and over the Bridge.

Due to the need to quickly repair these critical systems, in accordance with Public Contract Code Section 22050 and the District's Procurement Policy, on February 10, 2025, the General Manager authorized an emergency procurement with PB Electric, Inc., Rancho Cordova, CA, in an amount not-to-exceed \$107,500, to perform an investigation of the electrical system and cause of the outage. PB Electric, Inc. mobilized to the site and discovered damaged and failed equipment and cable failures at multiple locations on the Bridge. It was determined that the damaged and failed

RATIFY THE EMERGENCY ACTION OF THE GENERAL MANAGER TO APPROVE AN EMERGENCY CONTRACT AMENDMENT WITH PB ELECTRIC RELATED TO THE GOLDEN GATE BRIDGE ELECTRICAL SYSTEM REPAIRS (continued)

equipment cannot be repaired and must be replaced. Initial searches have determined that the existing failed electrical equipment is no longer made and new compatible equipment must be sourced and procured. In the interim, Bridge Division forces have installed temporary generators to restore the lighting and other electrical systems that were impacted by the equipment failure. The District executed CCO #2 with PB Electric, Inc., to perform additional assessments of the existing conditions, including opening all the east sidewalk electrical pull boxes, documenting the condition of conductors in the pull boxes, documenting findings, developing scopes of work and construction scheduling for the short-term and long-term solutions.

Based on the assessments and findings, Engineering staff, the electrical engineering consultant, PB Electric, Inc., and Bridge Division staff have begun developing preliminary repair plans. It has been determined that the lead time to procure new transformers and switches suitable for the conditions at the Bridge is approximately one year, so short-term and long-term solutions are being developed. The short-term plan includes procuring readily available equipment that may be installed and utilized while the long-term solution is completed. Engineering staff requested and PB Electric, Inc., has provided a cost estimate in the amount of \$400,000 to procure the material and equipment necessary to implement the short-term solution. Engineering staff reviewed the material and equipment costs and determined that they are reasonable and directed PB Electric Inc., to order the items.

PB Electric, Inc., is developing a detailed work plan and cost estimate for installing the short-term material and equipment and completing the short-term solution. Engineering staff, the electrical engineering consultant, and PB Electric Inc. are also continuing to develop the full scope of work and cost estimate for the long-term solution. Any additional change orders and contract award(s) associated with this work will be brought to the District's Board of Directors at a future meeting.

Fiscal Impact

Current estimated costs to date for activities related to the Bridge electrical system repairs are \$615,550. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

DESCRIPTION OF ITEMS	COSTS
Site Investigation and Electrical System Assessment (PB Electric, Inc., Initial assessment and CCO #1)	\$107,500
Additional assessment, documentation of findings, developing scope of work and construction scheduling for the short-term and permanent solution. (PB Electric, Inc., CCO #2)	\$98,250
Procure Electrical Material and Equipment (PB Electric, Inc., CCO #3)	\$400,000
Electrical Engineer Consultant (Victor Steffen, Initial assessment and short-term solution)	\$9,800
TOTAL COSTS	\$615,550

UPDATE ON TRAVEL IN THE GOLDEN GATE CORRIDOR

Travel in the Golden Gate Corridor by Bridge, bus and ferry remains well below pre-pandemic levels. That having been said, travel in the Golden Gate Corridor continues to trend upward.

As a reminder, February 2025 had one less day than February 2024, because 2024 was a leap year. In February 2025, southbound Bridge traffic was 3 percent below February 2024 traffic, Bus ridership was 3 percent above February 2024, and Ferry ridership was 5 percent above February 2024 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.

WHITE HOUSE EXECUTIVE ORDERS

As federal agencies implement White House Executive Orders, there are some changes in the processing and accessing of federal grants.

At this juncture, the Federal Transit Administration (FTA) is processing *formula grants*, including approving grant agreements, obligating funds and allowing funds to be drawn down (reimbursed after spent).

However, at this juncture both FTA and the Federal Highway Administration (FHWA) are not signing grant agreements for *discretionary grants*. If the agreement has already been signed for a discretionary grant, but the funds have not yet been obligated, then it is also on hold.

The District received a discretionary grant for \$400 million as part of FHWA's Bridge Investment Program (BIP). The grant agreement has been signed, but the money has not been obligated. The District also has two discretionary grants as part of FTA's Ferry Boat Discretionary Program: \$6 million for our Ramps and Gangways Project and \$4.9 million for the replacement of the Del Norte ferry boat. All three of these grants are currently on hold.

FEDERAL TRANSIT ADMINISTRATION GRANTS AT RISK

There also continues to be a cloud over Federal Transit Administration (FTA) grants arising from claims from the Amalgamated Transit Union (ATU) asserting that the California Public Employees Pension Reform Act of 2013 (PEPRA) violates federal transit worker protections, known as 13(c).

On October 24, 2024, the United States Court of Appeals for the Ninth Circuit issued a mandate, putting into effect its July 29 judgment, which remanded *ATU International v. USDOL* to the United States District Court for the Eastern District with direction to dismiss the case for lack of jurisdiction.

As expected, the District Court processed the Appellate Court's mandate and vacated the District Court's injunction. This injunction had protected the flow of federal transit grants to California transit agencies subject to PEPRA. That protection is now gone, and California transit agencies

FEDERAL TRANSIT ADMINISTRATION GRANTS AT RISK (continued)

may again see their federal transit grants withheld prospectively, if subject to PEPRAs-based objections by the unions representing its transit employees.

Staff is working with the California Transit Association (CTA) to respond to the threat to federal funds for California transit agencies and will continue to update the Board on this situation as it potentially affects our access to federal transit grants.

SONOMA COUNTY TRANSPORTATION DEVELOPMENT ACCOUNT FUNDS

California provides limited financial assistance for transit operations via three funding programs: Transportation Development Account (TDA); State Transit Assistance (STA); and Low Carbon Transit Operations Program (LCTOP). In the Bay Area, the Metropolitan Transportation Commission (MTC) allocates these funds to transit agencies and county transportation authorities.

Based on long-standing agreements, the District has annually received 25 percent of Sonoma County TDA funds, while receiving no STA or LCTOP Sonoma County funds. This arrangement is fixed, regardless of service levels. It has been in place for decades, a period during which the District provided extensive bus service, connecting Sonoma County to Marin and San Francisco.

The District along with the Sonoma County Transportation Authority (SCTA) and the Sonoma County transit operators have submitted a “coordinated claim” to MTC annually reflecting this agreement.

With the advent of the pandemic, and a decline in travel from the North Bay to San Francisco, the District has greatly reduced its transit services to match declining customer demand. This is the genesis of Sonoma County transit operators’ desire to revisit the funding allocation formula.

In Marin County, the transit operators share TDA, STA and LCTOP funds based on a dynamic formula. As an operator provides more service and carries more customers, they receive relatively more money, and when ridership and service levels decline, they receive less. Staff along with Marin Transit and SMART submit a coordinated claim to MTC annually pursuant to this dynamic formula. Staff believes that such a dynamic formula is fair and consistent with public policy.

For the 2026 Sonoma County TDA, STA and LCTOP claim, staff at the agencies have agreed to submit a coordinated claim based on the Marin County dynamic model. While this will result in the District receiving less money than under the historical 25 percent allocation of TDA, it is based on a rational, fair approach. Having the same formula in both Marin and Sonoma Counties also is common sense.

The District is projected to receive \$4.8 million from Sonoma County’s TDA, STA, and LCTOP funds in FY 2025/26, down from \$7.4 million of TDA in FY 2024/25. While part of this decline is due to an 11% decrease in Sonoma County’s overall state transit funding, the larger driver is the Marin County dynamic allocation formula, coupled with the decline in the bus commuters from Sonoma County to San Francisco. Staff concurs with the proposed coordinated claim for 2025/26.

The approach for distributing Sonoma County TDA, STA and LCTOP funds in future years is undetermined at this time.

UPDATE REPORT ON LARKSPUR FERRY TERMINAL FUEL PUMP REPAIRS

Background

The Larkspur Ferry Terminal located at 101 East Sir Francis Drake Blvd in Larkspur is the District's primary location for berthing, maintaining and fueling ferry vessels. Fuel is delivered to four 75,000 gallon above ground fuel tanks which is then pumped through the site piping system to the different berths and into vessels. Ferry staff experienced a seal failure at the primary fuel pump which is housed within an enclosed structure adjacent to the above ground fuel tanks. The seal and pump failure resulted in a temporary interruption in fueling vessels. Ferry staff was able to fabricate a temporary seal and continue operating the fuel pump.

An investigation into rebuilding the pumps was performed and it was determined that a full replacement pump is required. An investigation into new pumps was also made and it was determined that new pumps currently available require modifications to the existing piping system. This work is beyond the capacity of Ferry and District staff to perform. It is not known how long the temporary seal may last before it may fail and impact fueling and ferry service. The pump must be replaced as soon as possible to avoid future impacts to ferry operations.

In accordance with Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager has been granted the authority to waive the competitive solicitation process and to approve the procurement of necessary equipment, services, and supplies in the event of an emergency, when immediate action is required, to prevent the interruption or cessation of necessary District services. Engineering staff consulted with the District's legal counsel and confirmed that the circumstances described above meet the legal standard for an emergency procurement.

Engineering and Ferry staff developed a scope of services and reached out to different fuel pump vendors to determine availability to perform the work. The District, under the General Manager's authority, entered into a contract with Mechanical Analysis Repair, Inc., dba MarTech, to perform the repairs. The scope of services consists, in general, of the following:

- Reviewing existing facilities and site conditions
- Performing field verifications and measurements of controlling dimensions
- Preparing and submitting work plans and material specification documents
- Ordering new pumps, fittings and associated components
- Removing existing pumps and installing new pumps
- Performing operational tests

There is an approximate lead time of 12-weeks to procure the new pumps. Removal and replacement work will take place over a weekend to minimize disruption to Ferry operations.

Fiscal Impact

The current estimated construction contract price to perform the work, excluding staff costs, is \$114,697.

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

District employees participate in one of four different pension plans based on their collective bargaining agreement. Current and retired District bus operators are participants in the Golden Gate Transit Amalgamated Retirement Plan (GGTARP). GGTARP is unique in many ways, including its current funding status and its governance.

Among other things, a fiscally sound approach to pensions necessitates that a retiree's ultimate pension 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 has not historically followed this approach. It has been and continues today to be an outlier among pension plans in its funding status, in its response to being woefully underfunded and in its governance.

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.

Fortunately, some progress has been made within the last five years, including: increased contributions, replacing the Plan professionals (e.g., the attorney and plan administrator) with firms with pension experience, replacing the investment advisor who consistently underperformed both rising and falling markets, and correlating a year of pension credit to contributions received on behalf of a participant. Then on February 15, 2024, the GGTARP Trustees voted to eliminate the spousal subsidy; however, at that meeting they did not adopt the requisite tables to implement the change.

On May 16, 2024 the GGTARP met and approved a Plan amendment that revised Table D-1 factors to finalize the elimination of the spousal subsidy. Although the Plan administrator posted a copy of the Plan amendment to the GGTARP participant website, the Plan amendment does not explain to members that the spousal subsidies were eliminated, and the Plan administrator did not provide a "plain language" summary of the Plan modifications to members. Because the Trust is not subject to the same ERISA disclosure requirements as the Taft-Hartley pensions plans covering other District employees, the GGTARP Trustees would need to direct the Plan administrator to send a written explanation of the changes and their effects to GGTARP members.

Most significantly, in negotiating the current MOU with the ATU, the ATU and the District ~~have~~ agreed to form a working group 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.

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

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 parties agreed to the working group as a means of addressing the pressing needs of the pension during the term of the MOU without having to delay wage increases for bus operators. Per the agreement, the District hired an actuary, Buck, to assist the Working Group in the development of the Rehabilitation Plan. The Working Group and Buck, collectively, “the Team”, had its kick-off meeting on February 22, 2024. The Team discussed, among other ideas, the need to look at all possible strategies (funding AND benefit cuts) which would help the Plan get back to solvency. The Team met, and Buck (now called Gallagher after an acquisition) prepared projections for various scenarios to improve the Plan’s funded status. After Buck/Gallagher presented the information, the District’s members pressed the working group to make decisions as to what the elements of the rehabilitation plan should be, as was the purpose of the group; however, the Union’s members refused to do so, stating that such decisions could only be made in the context of traditional collective bargaining. Thus, because the Union’s members were unwilling to actually commit to a rehabilitation plan, in the District’s view, the purpose of the working group was stymied, and no more progress could be made in that format. No more meetings of the working group have been scheduled.

The GGTARP Retirement Board was advised last November that the Plan's funded status continues to deteriorate. At the November 7, 2024 GGTARP Retirement Board meeting, the Plan’s Actuary, Cheiron, presented the Plan’s actuarial valuation report as of January 1, 2024.^[1] The Report is available at the web link in the footnote below.

The valuation report shows that the Plan's Unfunded Actuarial Liability, which is the excess of the Plan’s Actuarial Liability over its Actuarial Value of Assets, increased from \$103.2 million on January 1, 2023 to \$105.2 million on January 1, 2024. The Plan’s funded ratio decreased from 48.0% as of January 1, 2023 to 47.2% as of January 1, 2024.

Although the valuation report reflects a \$3 million decrease in benefit liability as a result of the Plan amendment to remove the spousal subsidies, it was offset by a \$4.2 million increase in benefit liability, which primarily resulted from covered employees' salaries being significantly higher than expected.

The following excerpt is from the GGTARP investment performance report presented to the GGTARP Retirement Board for the period ending December 31, 2024, which shows that the Plan’s investment returns have consistently underperformed against the benchmark.

^[1] GGTARP Actuarial Valuation as of January 1, 2024, can be found on pages 30-80: https://www.goldengate.org/assets/1/14/ggtarp_meeting_no._202_packet_11.07.2024.pdf?12003

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

	Market Value (\$)	% of Portfolio	3 Mo (%)	YTD (%)	1 Yr (%)	3 Yrs (%)	5 Yrs (%)	10 Yrs (%)
Total Plan	85,658,035	100.0	-0.9	8.6	8.6	1.8	5.2	5.3

The GGTARP’s 10-year return of 5.3% as of December 30, 2024 is notably lower than the preliminary 10-year return of 7.6% reported by the District’s OPEB Investment Advisor (which the GGTARP Board could have hired). For a Plan with \$100 million in assets, a 2.3% lower return over a 10-year period equals approximately \$33 million in lost investment earnings.

Although GGTARP’s current investment advisor has performed much better, the Plan is still recovering from years of poor performance from the earlier subpar investment advisor.

Over the years the District Trustees have advocated for numerous changes to improve the financial condition of GGTARP. However, the GGTARP governance process has stymied many of these efforts, including the hiring of the prior subpar investment advisor. The governance process that led to GGTARP’s decision to hire and stay with a subpar investment advisor longer than they should have (earning about \$33 million less over 10 years), highlights the need for governance changes as part of efforts to provide long term solvency for our bus operators’ pensions.

	Market Value (\$)	% of Portfolio	3 Mo (%)	YTD (%)	1 Yr (%)	3 Yrs (%)	5 Yrs (%)	10 Yrs (%)
Total Plan	88,852,008	100.0	4.1	9.6	16.2	3.5	6.4	5.7
<i>Policy Index</i>			<i>5.6</i>	<i>10.1</i>	<i>19.4</i>	<i>3.1</i>	<i>7.0</i>	<i>6.9</i>

UPDATE DISTRICT STRATEGIC PLANNING EFFORT

On May 24, 2024, the Board adopted the 2024 Strategic Plan. The Strategic Plan contains 39 initiatives that are focused on achieving the Board’s goals and as such, also serves as a work plan for staff.

In February the District continued to make progress on *Initiative 4, 8 and 9*.

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF FEBRUARY

District staff made the following speeches and/or presentations:

PRESENTATION TO:	DATE:	PRESENTED BY:
District’s Pedestrian and Bicycle Advisory Committee	February 12, 2025	Director of Transportation Mario M Jacquez

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 February 28, 2025, Report of the General Manager:

Event Date	Event Title	Location	Type*	Expected No. Participants
June 7, 2025	Moms Demand Action and Everytown for Gun Safety	East Sidewalk	EX	300-400
June 8, 2025	Journey of Hope	GGB East Lot, Welcome Center Plaza Area, and West sidewalk	SE	25-30 riders, 40 guests
June 22, 2025	The Guardsmen Presidio Half Marathon	GGB South-East Parking Lot, East & West Sidewalk & Under the Bridge @Tunnel	SE	TBD
June 24, 2025	Law Enforcement Torch Run for Special Olympics	East Sidewalk & Plaza Center	SE	TBD

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

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF FEBRUARY

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
HB – Hit Barrier	2	0	0	Bridge
HB – Hit Barrier	1	0	0	Waldo
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Other
HB – Hit Barrier	1	0	0	Other
RE – Rear Ender	2	1	0	Plaza
HB – Hit Barrier	1	1	0	Bridge
TOTAL	9	2	0	

BICYCLE INCIDENTS FOR THE MONTH OF FEBRUARY

For the month of February, there were no bicycle incidents to report:

FERRY BICYCLE COUNTS THROUGH THE MONTH OF FEBRUARY

Ferry Bicycle Counts through the month of February are as follows:

Larkspur Southbound Bicycle Counts	
2020 Annual Total	7,422
2021 Annual Total	4,716
2022 Annual Total	13,312
2023 Annual Total	15,453
2024 Annual Total	20,086
January – February	3,048

*The Larkspur February bicycle count was 1,261

Sausalito Southbound Bicycle Counts	
2020 Annual Total	9,415
2021 Annual Total	8,845
2022 Annual Total	64,952
2023 Annual Total	64,852
2024 Annual Total	53,128
January - February	4,140

*The Sausalito February bicycle count was 1,675

Tiburon Southbound Bicycle Counts	
2022 Annual Total	9,204
2023 Annual Total	9,481
2024 Annual Total	8,993
January – February	901

*The Tiburon February bicycle count was 394

Angel Island Northbound Ferry Bicycle Counts	
2021 (December service start) Annual Total	39
2022 Annual Total	4,807
2023 Annual Total	4,556
2024 Annual Total	3,712
January – February	305

*The Angel Island February bicycle count was 139

PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO ARTEMISÉ DAVENPORT, MANAGER OF DBE COMPLIANCE PROGRAMS AND WORKFORCE DEVELOPMENT, DISTRICT DIVISION

We are pleased to announce that the Manager of DBE Compliance Programs and Workforce Development, Artemisé Davenport celebrated twenty years of service with the District on March 10, 2025.

Mrs. Davenport joined the District on September 30, 2000, as a Temporary, On-Call, Bridge Officer. She was promoted multiple times during her service with the District, starting with her promotion to Bus Maintenance Office Assistant in March 2005, to Bus Office Specialist in August 2005, to Bus Administrative Assistant May 2008, to DBE Analyst February 2013, to DBE Program Administrator in June 2018 and on January 22, 2024, she was promoted to her current position of Manager, DBE Compliance and Workforce Development.

During her time with the District, Mrs. Davenport has received several accolades. She has been Employee of the Month on three separate occasions, November 2010, September 2012 and March 2021. She has been recognized by the Conference of Minority Transportation Officials (COMTO) as Member of the Year and received an award for Outstanding Public Agency Partner from Caltrans, Calmentor protégé program. In her pursuit of leadership and commitment by advocating for all in the transportation industry she served as Vice President for COMTO 2023 thru 2024 and for over a decade she has served as the Chairperson for the Business Outreach Committee (BOC). She is also an emerging leader for COMPTO Nationals.

Before joining the District, Mrs. Davenport balanced work and education while pursuing her studies at Solano Community College in Suisun, CA, she worked as a Sales Associate at Nordstrom in Corte Madera, and a Security Guard for Burns Security at Children's Hospital in Oakland. Demonstrating her commitment to professional growth, she later earned a Bachelor of Arts degree in Business Administration from Dominican University.

In her free time Mrs. Davenport loves spending quality time with her wonderful husband of over 17 years and their five children. She finds joy in attending church, exploring new destinations, indulging in fine dining, shopping, and connecting with people from all walks of life. Passionate about making a difference, she is dedicated to helping others and giving back to her community.

PRESENTATION OF FIFTEEN-YEAR SERVICE AWARD TO DIRECTOR SABRINA HERNÁNDEZ

We are pleased to announce that Director Sabrina Hernández celebrates fifteen years of service with the Golden Gate Bridge District on March 13, 2025.

Director Hernández originally took the oath of office, joining the District Board of Directors on January 16, 2004, as an at-large member, appointed by the San Francisco Board of Supervisors through April 23, 2009. Director Hernandez rejoined the Board on March 13, 2015. Currently, Director Hernández serves as the Chair of the Rules, Policy and Industrial Relations Committee, as well as a member of the Transportation, Finance-Auditing Committees and the OPEB Retirement Trust Board.

PRESENTATION OF FIFTEEN-YEAR SERVICE AWARD TO DIRECTOR SABRINA HERNÁNDEZ (continued)

In addition, Director Hernández is a member of several Advisory Committees, including Labor Relations, Suicide Deterrent System and Review of Officers of the District. She previously served as the President of the Board of Directors from August 2017 to September 2019, and of note, she has the distinction of becoming the first openly lesbian woman of color to serve as President of the Board.

Director Hernández has displayed unwavering support and advocacy of the employees of the District, offering acknowledgment and respect for their hard work, and striving to ensure a safe and fair working environment for all employees. Director Hernández also prides herself as a champion of fair contracting, contributing her time and attention to contract compliance issues.

Director Hernández has a strong record of community and civic service, with an emphasis on labor issues. She has served as a member of the Citizens Advisory Committee of the San Francisco Human Rights Commission, and as Co-President on the Board of Directors for Tradeswoman, Inc.

Director Hernández is also a member of the Coalition of Labor Union Women, the IBEW Electrical Workers Minority Caucus, and Pride @ Work. She currently serves on the National Executive Board of the Labor Council for Latin American Advancement. In her professional life, Director Hernández is a state-certified electrician, and she works as a Business Representative at the International Brotherhood of Electrical Workers, Local 6 of San Francisco.

PRESENTATION OF TEN-YEAR SERVICE AWARD TO FIRST VICE PRESIDENT BERT HILL

We are pleased to announce that First Vice President Bert Hill will celebrate ten years of service with the District on March 27, 2025.

First Vice President Hill took his oath of office, joining the District Board of Directors on March 27, 2015. He is one of nine Board members representing the City and County of San Francisco, and is one of the non-elected, public members appointed by the San Francisco Board of Supervisors. Currently, First Vice President Hill is the Chair of the Transportation Committee and is a member of the Rules, Policy & Industrial Relations and Governmental Affairs and Public Information Committees, as well as the Labor Relations Advisory Committee. He became Second Vice President on January 28, 2022, and then, First Vice President on December 15, 2023.

First Vice President Hill has an accomplished career in active transportation advocacy, primarily bicycles, including experience as a League of American Bicyclists' Certified Bicycle Safety Educator, an Expert Witness, and producer of bicycle safety videos. In 2009 he was the recipient of the League's National Education Award for his Urban Street Skills program in San Francisco. Since 2005, he has served as Chair of the San Francisco Bicycle Advisory Committee and is current Chair of the Caltrans District 4 Bicycle Advisory Committee. He has participated with the San Francisco Municipal Transportation Agency (SFMTA) on various task forces, including a Transit Effectiveness Project & Vision Zero program. He also teaches a class to all MUNI Operator candidates, which became a model for our District. First Vice President Hill has been a member of the San Francisco Bicycle Coalition for over 20 years and worked for Bechtel Corporation for 30 years.

PRESENTATION OF TEN-YEAR SERVICE AWARD TO FIRST VICE PRESIDENT BERT HILL (continued)

First Vice President Hill received a B.A. degree in Business (Labor Economics and Urban Development), from the University of Washington, Seattle. His general interests include backpacking, bikepacking, grandparenting, climate activism, and the Boy Scouts, having previously served as a National Delegate representing the SF Bay Area Council. With his wife, they have achieved a carbon free lifestyle, with full electrification.

EMPLOYEE OF THE MONTH – MARCH 2025

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Terminal Assistant Edwin Low in the Ferry Division, as the Employee of the Month for March 2025.

Mr. Low is recognized for his dedication and proactive approach with regards to customer service and his position overall. Mr. Low has been with the district for over 33 years and works the AM San Francisco shift at the San Francisco Ferry Terminal. He is known to be someone that works incredibly hard, going above-and-beyond the required duties of his position, by keeping the terminal and restrooms clean, landing, and sending the boats back out, collecting passenger tickets and assisting customers always with a smile at the ticket machines and a warm welcome to everyone.

In addition to his regular duties Mr. Low is always willing to help. Whether it is assisting a senior passenger to maneuver the steep ramps at high tide, help cruise ship passengers with extra luggage boarding the District ferries or one of any number of other tasks that a Ferry Supervisor may ask of him. He always does the task professionally and in a timely manner.

Of special note, Mr. Low's colleagues mention that he is a true pleasure to work with and a perfect candidate for Employee of the Month!

Mr. Low joined the District on March 17, 1987, as a Casual Deckhand, moving to Casual Terminal Assistant on January 19, 1991, and then hired full-time as a Terminal Assistant on March 6, 1991. Mr. Low was also the Employee of the Month in June 2003.

In his career prior to joining the District, Mr. Low was a Bartender at Red and White Fleet, a Lighting Installer at Yick Co., and a Painter at Lee Co., in San Francisco, CA.

Mr. Low was born in San Francisco, CA, where he completed his education, attending San Francisco City College earning an Associate Degree (AA). In his spare time, he enjoys, fly fishing, scuba diving, cooking, and traveling.

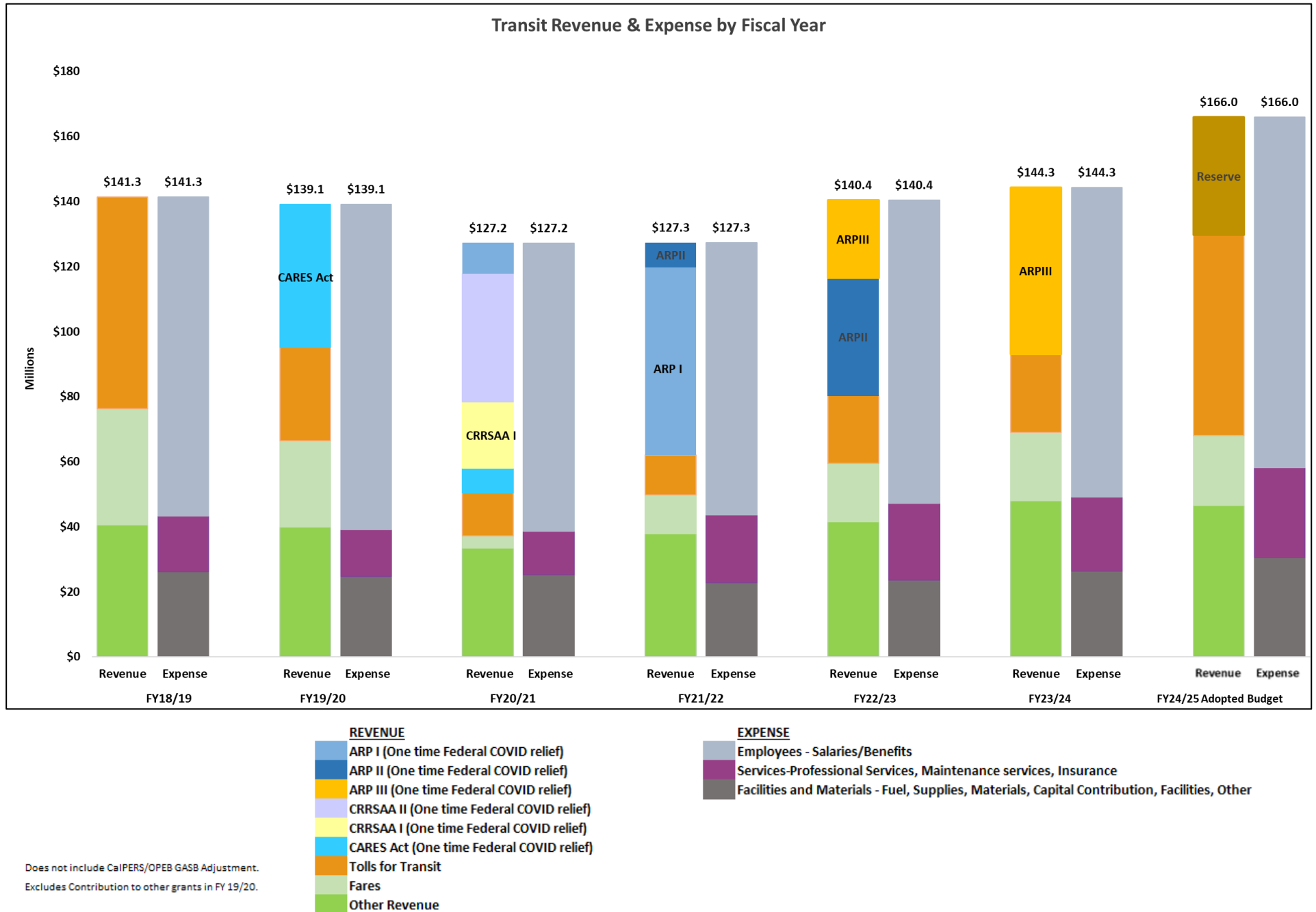
Denis J. Mulligan
General Manager

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Attachment: 2025-0327-FinanceComm-No10-Attachment C – Transit Funding & Expense Comparison

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2025-0327-FinanceComm-No10-Attachment C – Transit Funding & Expense Comparison



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