



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF AUGUST 22, 2025**

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

Honorable Members:

GOLDEN GATE FERRY CELEBRATES 55 YEARS ON THE SAN FRANCISCO BAY

Golden Gate Ferry (GGF) celebrated its Emerald Anniversary on August 15, marking 55 years of providing first-class ferry service between Marin County and San Francisco. During this time, GGF has provide a reliable and scenic mode of transportation for commuters and tourists, and been the eyes and ears on the Bay, providing critical emergency response to those in distress.

Over the past 55 years, Golden Gate Ferry has touched many lives and we will continue to do so. Kudos to all who have contributed to the success of the Ferry Division over the last 55 years!

AUGUST BUS AND FERRY SERVICE CHANGES

Effective Sunday, August 10, 2025, the District made bus schedule adjustments to improve system efficiency along the 101 corridor as well as improving connections with partner agencies, including Marin Transit and SMART. Schedule adjustments are synched with other Bay Area transit agency schedule changes to improve transfers between systems to increase efficiency. Bus customers will benefit from improved service frequency and better connections between each transit agency in Marin County.

Based on recent minor increased ridership the District also added three commute bus trips:

- **Route 114 *New southbound trip added*** arriving at the SF Financial District at 9:40 a.m.
- **Routes 154 *New southbound trip added*** arriving at the SF Financial District at 9:20 a.m.
- **Route 154 *New northbound trip*** added departing the SF Financial District at 3:10 p.m.

Bus schedule updates may be viewed at the following weblink: <https://www.goldengate.org/-golden-gate-transit-august-2025-service-changes/>

AUGUST BUS AND FERRY SERVICE CHANGES (continued)

The District also made minor adjustments to Larkspur and Tiburon Ferry weekend schedules.

Ferry schedule updates may be viewed at the following weblink:

<https://www.goldengate.org/golden-gate-ferry-august-2025-schedule-updates/>

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. Fortunately, travel in the Golden Gate Corridor continues to trend upward.

In July 2025, southbound Bridge traffic was 1 percent above July 2024 traffic, Bus ridership was 8 percent above July 2024, and Ferry ridership was 3 percent above July 2024 ridership.

As demonstrated by the above mentioned August 10th bus changes, 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.

UPDATE REPORT ON *M.V. MENDOCINO* DRYDOCKING AND ENGINE OVERHAUL

On June 27, 2025, the Board of Directors ratified the emergency action of the General Manager to enter into an emergency contract with Bay Ship & Yacht Co., of Alameda, CA, in the amount of \$495,000, for drydocking and related services, and to issue a task order under an existing on-call agreement with Pacific Power Group, of Kent, WA, in the amount of \$536,379.62, for overhaul and commissioning support of the *M.V. Mendocino*'s damaged main engine. The vessel sustained a catastrophic failure of its starboard aft main engine on May 5, 2025, requiring removal and transport of the engine to Pacific Power Group's facility for a full rebuild, while also completing the vessel's biennial United States Coast Guard (USCG) credited drydocking.

The damaged engine has now been removed from the vessel and is at the OEM facility in Kent, WA undergoing teardown and inspection. A report on the engine's condition is expected in the coming days, which will further inform the overall schedule outlook.

Necessary structural repairs have been limited, with only one crop and renew required between the jet tunnels. Remaining hull repairs have been minor and are being completed under the USCG worklist. Hull coatings are now complete, and all remaining repair plans have received USCG approval.

Mechanical inspections identified several valves requiring rebuilds and select flanges that will need Belzona epoxy repair; pricing for this work is still pending. During the waterjet inspection, District staff noted extensive pitting on three of the four impellers. Although the impellers are relatively new, replacement of the affected three is recommended. A quote from Hamilton Jet is in progress for completing this work at the shipyard.

UPDATE REPORT ON *M.V. MENDOCINO* DRYDOCKING AND ENGINE OVERHAUL (continued)

Looking ahead, several change orders are anticipated, including those related to valve rebuilds, impeller replacements, crop and renew work, life raft certification, and fire suppression system certification. The schedule will remain contingent on the results of the engine inspection and assessment currently underway. The District will continue to keep the Board informed as work advances.

Background

On May 5, 2025, the *M.V. Mendocino* sustained a catastrophic failure of its starboard aft main engine while underway at full operating speed. Upon inspection by Pacific Power Group, the original equipment manufacturers (OEM) authorized service provider, District staff were advised that significant internal engine damage had occurred, including the destruction of two-cylinder liners and associated damage to the crankshaft and other interfacing components. Metal debris was also dispersed throughout the engine, necessitating a complete teardown and rebuild at Pacific Power Group's facility in Kent, Washington.

Due to the extent of the damage, the engine must be removed from the vessel and transported to Pacific Power Group's overhaul facility in Washington for complete teardown and rebuild. To accomplish this, the vessel must be drydocked to allow for engine extraction and subsequent reinstallation. District staff also identified the opportunity to complete the vessel's biennial U.S. Coast Guard (USCG) credited drydocking while it is out of the water, as required by 46 CFR 115.610 for K-class vessels.

To avoid service disruptions and cascading delays to future drydocking schedules for other high-speed vessels in the fleet, including the *M.V. Napa*, *M.V. Golden Gate*, and *M.S. Marin*, District staff recommended immediate action. Under the authority granted by California Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager authorized an emergency contract with Bay Ship & Yacht to facilitate drydock access and support engine removal and reinstallation and an emergency task order for the overhaul and commissioning support under the existing on-call professional services agreement with Pacific Power Group.

Summary of Scope of Work

The scope of work performed under this emergency action includes:

- **Bay Ship & Yacht Co.**
 - Drydocking the vessel and providing all labor and equipment necessary for safe removal and reinstallation of the damaged engine.
 - Supporting structural and mechanical work, including removal of interferences, temporary modifications, and preservation of disturbed systems.
 - Making the vessel available for USCG inspection and completing all work necessary for USCG credited drydocking, including valve servicing, sea chest cleaning, and hull coatings.
 - Supporting dock and sea trials.

UPDATE REPORT ON *M.V. MENDOCINO* DRYDOCKING AND ENGINE OVERHAUL (continued)

o Pacific Power Group

- o Performing a full in-shop overhaul of the starboard aft MTU 12V4000M60 main engine.
- o Replacing or rebuilding major components, including cylinder heads, piston liners, crankshaft, camshaft, bearings, fuel pumps, turbochargers, and cooling systems.
- o Reassembling and testing the engine in accordance with OEM specifications prior to redelivery.
- o Supporting on-site commissioning of the engine following reinstallation, including sea trials.

Fiscal Impact

The total estimated cost of the emergency work related to the *M.V. Mendocino* is \$1,031,380. District staff have reviewed the scope and cost proposals for both efforts and determined the prices to be fair and reasonable based on the nature and urgency of the work, and by comparison with recent, similar shipyard and OEM-authorized engine service contracts.

Funding for this work is available in Capital Project 2341, Ferry Vessel Rehabilitation and Dry Dockings, which is included in the FY24/25 Ferry Division Capital Budget with a total budget of \$18,500,000. This project is funded with 80 percent Federal Transit Administration (FTA) funds and 20 percent District funds, as shown in the table below. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

DESCRIPTION OF ITEMS	FEDERAL (80%)	DISTRICT (20%)	TOTAL
Contract No. 2025-F-061, <i>M.V. Mendocino Emergency Drydocking and Engine R&R</i>	\$396,000.00	\$99,000.00	\$495,000.00
Contract No. 2025-F-017, <i>On-Call MTU Engine Maintenance and Repair Parts</i>	\$429,103.70	\$107,275.92	\$536,379.62
TOTAL COSTS	\$825,104	\$206,276	\$1,031,380

UPDATE REPORT ON THE LARKSPUR FERRY TERMINAL BERTHS 1 AND 2 BOARDING RAMP REPAIRS

On April 25, 2025, the Board of Directors ratified the award of a construction contract with Power Engineering, Inc. in the amount of \$2,132,321.00 to repair the boarding ramps at berths 1 and 2 at the Larkspur Ferry Terminal. The contract was signed and the Notice to Proceed issued effective May 5, 2025. Power Engineering is continuing developing work plans and performing field verifications. On June 5, 2025, Power Engineering mobilized a crane barge to the site and began work. At Berth 1, the utility connections have been removed, both hydraulic cylinders have been removed, and the gangway has been removed. At Berth 2, the utility connections have been removed and the gangway has been removed. The crane barge has been removed from the site.

UPDATE REPORT ON THE LARKSPUR FERRY TERMINAL BERTHS 1 AND 2 BOARDING RAMP REPAIRS (continued)

and will return after the off-site repairs to the hydraulic cylinders and gangways have been completed. The Berth 1 hydraulic cylinders have been sent to a machine shop and are undergoing repairs. The cylinder refurbishments are nearly complete with the piston re-chroming remaining. The gangways have been disassembled and inspected. The Contractor has been submitting Requests For Information (RFIs) seeking direction on how to address additional deterioration discovered during the disassembly and inspections. Engineering staff is developing details for the additional repairs. The Contractor is continuing developing workplans for the repairs. Work is continuing.

Subsequent to the establishment of this emergency contract, staff from Capital and Grants, Accounting, Ferry Division and Engineering reviewed the project and determined that the project scope is a part of the planned Project #2541, Berth Camels and Floats Rehabilitation, that was included in the FY24/25 Ferry Division Capital Budget. Staff determined that since this scope of work was previously planned, this contract could be included in Project #2541. Staff proposed adjusting the Project #2541 scope to focus on the Larkspur Ferry Terminal Berths 1 and 2 work included in this emergency contract and included the project in the proposed FY25/26 Ferry Division Capital Budget. At the June 27, 2025, Board of Directors meeting, the Board approved the proposed FY2025/2026 Operating and Capital Budget that includes the revised Project #2541, LFT Berth Rehabilitation, and an increase to the project budget to account for the estimated construction and staff costs associated with this contract. This project will be included in the Monthly Report on Engineering Projects and will no longer be included in the General Manager's Report.

Background

The Larkspur Ferry Terminal (LFT) located at 101 East Sir Francis Drake Blvd in Larkspur is the District's primary location for berthing, maintaining, and fueling ferry vessels. On January 30, 2025, Ferry Division staff discovered a seal failure in one of the two hydraulic cylinders at the LFT Berth 1 boarding ramp. The boarding ramp hydraulic cylinders are required to raise and lower the berth ramp to align with the different ferry vessel loading deck elevations. Without the hydraulic cylinders, Berth 1 may not be used and was taken out of service. Passenger boarding moved to Berths 2 and 3.

Berths 1 and 2 are the primary passenger boarding platforms at the LFT and provide the most efficient ferry passenger loading and unloading operations. The Ferry Division operates a fleet of seven vessels so having one berth out of service impacts where vessels may lay up and be serviced, and where passengers may load and unload. Berth 3 is located away from Berths 1 and 2, has a different loading configuration that takes longer for passengers to load and unload, and requires additional staffing to direct passengers to and from the berth. Also, when Berth 2 is occupied with a vessel, it blocks access for vessels trying to enter or leave from Berth 3. Furthermore, with one berth out of service, the servicing of the vessels, including fueling, pumping the bilge, adding fresh water, cleaning and servicing the concessionaire are impacted and require additional crew time and support. All of this decreases operational efficiencies and can cause late departures.

UPDATE REPORT ON THE LARKSPUR FERRY TERMINAL BERTHS 1 AND 2 BOARDING RAMP REPAIRS (continued)

In addition to the seal failure at Berth 1, additional inspections of both Berth 1 and Berth 2 discovered worn and corroded mechanical components within the boarding ramps gangway extensions. Berth 2 has two gangways and the mechanical components within one of them failed, which further impacted operations at the LFT since only one gangway is now available for use.

Ferry staff contacted Engineering staff to request assistance with further inspections and to determine a course of action. It was determined that the Ferry Division does not have replacement hydraulic cylinders for Berth 1, necessitating that the existing hydraulic cylinders be removed, refurbished, and replaced in order to resolve the failed hydraulic cylinder issue. Ferry Division does not have the capability to remove, refurbish and reinstall the hydraulic cylinders so this work must be performed by an outside contractor. It was also determined that the Ferry Division does not have the capability to remove the gangways from the boarding ramps in order to repair the worn and corroded mechanical components, necessitating that this work also be performed by an outside contractor. The failed hydraulic cylinder and the worn mechanical components and resulting closure of Berth 1 and one of the two gangways at Berth 2 are impacting ferry operations and must be repaired as soon as possible to minimize impacts to Ferry service operations. The time to prepare, finalize and advertise a bid package for a typical bid solicitation is at least three months, followed by a solicitation period of at least one month. The bids must then be analyzed, a determination of the bids made, a recommendation to award drafted and finalized and Board action taken. This adds further time during which the berths will remain out of service and cause further 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 staff and Ferry staff collaborated to develop a scope of work for a construction project to implement the repairs. Engineering staff developed contract documents for Contract No. 2025-F-016, *Larkspur Ferry Terminal Berths 1 and 2 Boarding Gangway Ramp Repairs*, which included markups to the record drawings from the Larkspur Ferry Terminal Docking System Project No. 74B, identifying the components requiring rehabilitation and specifications for the work. The project scope involves, in general, the following:

- Mobilization and demobilization.
- Perform field verifications and develop work plans.
- Disconnect and reconnect all utility connections at the Berth 1 & 2 gangways.
- Remove, transport, and reinstall the Berth 1 & 2 gangways.

**UPDATE REPORT ON THE LARKSPUR FERRY TERMINAL BERTHS 1 AND 2
BOARDING RAMP REPAIRS (continued)**

- Refurbish the gangways at an offsite facility, including furnishing and installing new hydraulic lines, electrical lines, brass sliders, pins, bushings, deck panels, fasteners, leaf plates
- and piano hinges, installing District provided Hilman rollers, resurfacing roller contact surfaces, installing new supplemental rollers, repairing any damaged hinge plates, and blasting and painting all steel surfaces.
- Remove, transport, and, after refurbishment, reinstall hydraulic cylinders, including two (2) hydraulic ramp cylinders at Berth 1 and twelve (12) hydraulic gangway cylinders at Berths 1 & 2.
- Fabricate and install two (2) new clevis support brackets and associated hinge pins at the Berth 1 ramp cylinders.
- Remove and dispose of existing hydraulic hoses and furnish and install new hydraulic hoses on the Berth 1 ramp cylinders.
- Test all reinstalled hydraulic cylinders, including raising and lowering the Berth 1 ramp and raising and extending all gangways. Perform any adjustments and make any repairs necessary to allow the ramp and gangways to operate properly.

Due to uncertainty on the capacity and availability of contractors to perform the work, staff reached out to two different firms to request a price for performing the Berth 1 and Berth 2 repair work. On April 1, 2025, staff received pricing from the two firms as follows:

<u>COMPANY</u>	<u>TOTAL BID PRICE</u>
1. Valentine Corporation San Rafael, CA	\$2,373,369
2. Power Engineering Construction Co. Alameda, CA	\$2,132,321

Engineering staff and District's Attorney evaluated the bid proposals for completeness and conformance with the criteria that was specified in the contract documents and determined that the proposal from Power Engineering Construction Co., with a price of \$2,132,321, was the lowest responsive and responsible bidder. The District does not anticipate any DBE or SBE participation in this contract.

The District, under the General Manager's authority, entered into a contract with Power Engineering Construction Co., to perform the repairs.

Fiscal Impact

Current estimated costs to date for activities related to the Larkspur Ferry Terminal Berths 1 and 2 Boarding Ramps repairs are \$2,782,321.

**UPDATE REPORT ON THE LARKSPUR FERRY TERMINAL BERTHS 1 AND 2
BOARDING RAMP REPAIRS (continued)**

DESCRIPTION OF ITEMS	COSTS
Contract No. 2025-F-016, <i>Larkspur Ferry Terminal Berths 1 and 2 Boarding Gangway Ramp Repairs</i> (Power Construction Co.)	\$2,132,321
District Staff Labor, Fringe and Indirect Costs (estimated)	\$650,000
TOTAL COSTS	\$2,782,321

**UPDATE REPORT ON THE GOLDEN GATE BRIDGE ELECTRICAL SYSTEM
REPAIRS**

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 purchase order and contract change order (CCO) #1 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 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 developed preliminary repair plans. It has been

UPDATE REPORT ON THE GOLDEN GATE BRIDGE ELECTRICAL SYSTEM REPAIRS (continued)

determined that the lead time to procure new transformers and switches suitable for the 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., 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 were reasonable and directed PB Electric Inc., to order the items pursuant to CCO #3. On March 28, 2025, the Board of Directors ratified CCO #3 with PB Electric, Inc. to procure electrical material and equipment necessary to perform a temporary short-term repair to the Golden Gate Bridge electrical system.

PB Electric ordered the initial equipment and materials needed for the short-term solution, at a cost of \$189,000. While removing some of the damaged equipment from the Bridge, Bridge District electricians discovered additional failed equipment requiring replacement. Funds were still available from the CCO #3 authorization, so the District requested PB Electric to procure a new transformer and switch panel, in an amount of \$90,000, to replace the failed equipment.

The District has received the first shipment of the electrical equipment and anticipates the rest of the electrical equipment to be delivered mid-September.

Engineering staff and the electrical engineering consultant are continuing finalizing the construction documents necessary for the short-term installation. District staff requested that the engineering consultant prepare construction bid documents and specifications for the short-term installation. The engineering consultant provided a cost proposal, in the not to exceed amount of \$9,600, to perform this work. Engineering staff reviewed the proposal and determined that it was reasonable and directed the consultant to proceed with the work.

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 \$504,150. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

UPDATE REPORT ON THE GOLDEN GATE BRIDGE ELECTRICAL SYSTEM REPAIRS (continued)

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 authorized up to \$400,000)	\$189,000
Procure Electrical Material and Equipment (PB Electric, Inc., CCO #3 authorized up to \$400,000)	\$90,000
Electrical Engineer Consultant (Victor Steffen, Initial assessment and short-term solution)	\$9,800
Electrical Engineer Consultant (Victor Steffen, Short term solution construction drawings and specifications)	\$9,600
TOTAL COSTS	\$504,150

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

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

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 administrator 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 prior MOU with the ATU, the ATU and the District 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-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 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 was unwilling to actually commit to a rehabilitation plan, in the District’s view, the purpose of the working group was stymied, and no

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

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 March 31, 2025, which shows that the Plan's investment returns have consistently underperformed against the benchmark.

	Market Value (\$)	% of Portfolio	3 Mo (%)	YTD (%)	1 Yr (%)	3 Yrs (%)	5 Yrs (%)	10 Yrs (%)
Total Plan	82,771,622	100.0	0.6	0.6	5.5	3.4	9.1	5.2
Policy Index			0.0	0.0	5.0	3.1	8.6	6.2

The GGTARP's 10-year return of 5.2% as of March 31, 2025 is notably lower than the preliminary 10-year return of 7.39% reported by the District's OPEB Investment Advisor (which the GGTARP Board could have hired). For a Plan with \$100 million in assets, a 2.19% lower return over a 10-year period equals approximately \$24 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

^[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)

led to GGTARP's decision to hire and stay with a subpar investment advisor longer than they should have (earning about \$24 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.

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 July the District continued to make progress on *Initiative 3, 8, 9, 10, 11, 13, 15, 19 and 29.*

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF JULY

District staff made the following speeches and/or presentations:

PRESENTATION TO:	DATE:	PRESENTED BY:
Coach Operator Apprenticeship Program Completion Ceremony College of Marin-Kentfield Campus.	July 1, 2025	Director of Transportation, Bus Division, Mario M. Jacquez
FTA Triennial Site Visit: Recipient Presentation	July 16, 2025	General Manager, Denis Mulligan and multiple staff

SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS

Below are the dates and sponsoring agencies of special events and expressive activities which have been permitted in August and September:

SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS (continued)

Event Date	Event Title	Location	Type*	Expected No. Participants
August 24, 2025	The Citizens Foundation SF Bay Area Chapter (TCF) Walk/Run for Education	East Sidewalk	SE	75 - 200
September 6, 2025	Alvaro "Vato" Lizama Memorial Sunrise Walk	East Sidewalk	EX-ACT	300 – 500
September 12, 2025	USCG Station Golden Gate Suicide Awareness walk/run	East Sidewalk	SE	250 - 350
September 13, 2025	The Bay Ride	Under GGB, West Coastal Trail Loop & West Sidewalk	SE	200 – 300
September 27, 2025	Waves to Wine	Bridge at Tunnel	SE	Up to 600

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

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF JULY

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
HB – Hit Barrier	1	0	0	Bridge
HB – Hit Barrier	1	0	0	Waldo
HB – Hit Barrier	1	1	0	Plaza
HB – Hit Barrier	1	0	0	Waldo
HB – Hit Barrier	1	0	0	Plaza
RE – Rear Ender	2	1	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
RE – Rear Ender	2	0	0	Bridge
HB – Hit Barrier	1	0	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
TOTAL	15	2	0	

BICYCLE INCIDENTS FOR THE MONTH OF JULY

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
BP – Bicycle/Pedestrian	1	1	0	Bridge
TOTAL	1	1	0	

FERRY BICYCLE COUNTS THROUGH THE MONTH OF JULY

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

Larkspur Southbound Bicycle Counts	
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
2024 Annual Total	20,086
January – July	13,505

*The Larkspur July bicycle count was 2,211

Sausalito Southbound Bicycle Counts	
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
2024 Annual Total	53,128
January - July	20,318

*The Sausalito July bicycle count was 4,204

Tiburon Southbound Bicycle Counts	
2022 Annual Total <i>(Reporting started January 1, 2022)</i>	9,204
2023 Annual Total	9,481
2024 Annual Total	8,993
January – July	3,671

*The Tiburon July bicycle count was 660

FERRY BICYCLE COUNTS THROUGH THE MONTH OF JULY (continued)

Angel Island Northbound Ferry Bicycle Counts	
2021 <i>(December service start)</i> Annual Total	39
2022 Annual Total	4,807
2023 Annual Total	4,556
2024 Annual Total	3,712
January – July	2,028

*The Angel Island July bicycle count was 316

RETIREMENT OF JOSEPH YOKOI, HOUSE PAINTER, BRIDGE DIVISION

It is my privilege to announce that Bridge Painter, Joseph Yokoi, has retired after 25 years and 5 days of service with the District on August 9, 2025.

Mr. Yokoi joined the District on August 3, 2000, as a Bridge Service Operator. He transitioned to a Paint Laborer in March 2006. In November 2015 he promoted to the position of House Painter and on March 29, 2021, he was promoted into the Bridge Painter Apprenticeship program. He was then promoted to his present position as a Bridge Painter on March 29, 2024.

We wish Mr. Yokoi a long and happy retirement.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO DIRECTOR BARBARA L. PAHRE

We are pleased to announce that Director Barbara L. Pahre will celebrate twenty-five years of service with the District on August 25, 2025. Director Pahre took the oath of office joining the Golden Gate Bridge Highway and Transportation District's (District) Board of Directors on August 25, 2000. Director Pahre was appointed by the Napa County Board of Supervisors and is the sole representative from Napa County.

Director Pahre currently serves as the vice-chair of the Finance-Auditing Committee and the Other Post Employment Benefits (OPEB) Retirement Investment Trust Board, as well as a member of the Building and Operating, Rules, Policy and Industrial Relations and Labor Relations Advisory Committees. Director Pahre was elected by the Board of Directors to serve as its 43rd Director from October 2019 through December 2021. In addition to her roles with the District, Director Pahre represents the District on the Sonoma-Marin Area Rail Transit (SMART) Board of Directors.

Director Pahre has been dedicated to a life of public service. Throughout her career, Director Pahre has been a teacher and reading specialist and served in several administration roles which included Associate Superintendent of Human Resources and Employer Employee Relations for the Napa

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO DIRECTOR BARBARA L. PAHRE (continued)

Valley Unified School District, adjunct professor at Chapman University, Brandman University and Pacific Union College, as well as the Owner of Precision Translations, a translating company and owner/operator of Magic Years Pre-School in Napa.

Director Pahre's prior roles in public service included serving as a member of the FEMA Task Force, RM3 Napa County Facilitator, the City of Napa Civil Service, Open Space and General Plan Review Committees, member of the Napa County Wildlife Conservation Commission, the State Dairy Council Advisory Board and immediate past president of the American Association of University Women, as well as immediate past president of Division 65 of the Napa County Retired Teachers Association. In addition, Director Pahre has had numerous roles in community service, which include serving as a Garden Facilitator and Grant Writer for a free garden started by Latinos Unidos Napa Valley and Napa Food Bank, fundraiser for scholarships for women and girls through the American Association of University Women, a commercial kitchen manager specializing in small start-up artisans, a member of Together Napa Valley, a board member of the Napa Community Acupuncture Practice and board member of the Wilkinson School in El Granada, California as well as a member of the Covenant Presbyterian Church Governance Board.

Director Pahre holds a Bachelor of Arts degree in Child Development Education from Iowa State University, a Master of Arts degree in Education and Reading from Sonoma State University and a Doctorate in Education Policy/Curriculum and Instruction from the University of Southern California.

Of special note, Director Pahre and her husband Keith have two sons and four granddaughters. Their family hosted many foreign exchange students and traveled extensively.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO BOBBY DAVIS, BUS OPERATOR, BUS DIVISION

We are pleased to announce that Bus Operator, Bobby Davis, celebrated twenty-five years of service with the District on August 18, 2025.

Mr. Davis joined the District as a full-time Bus Operator on August 18, 2000.

PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO JENNIFER CROARO, ACCOUNTING SPECIALIST, DISTRICT DIVISION

We are pleased to announce that Accounting Specialist, Jennifer Croaro, will celebrate twenty years of service with the District on August 22, 2025.

Ms. Croaro joined the District as an Accounting Specialist August 22, 2005.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO ROGER ELAURIA,
BRIDGE CAPTAIN, BRIDGE DIVISION**

We are pleased to announce that Bridge Captain, Roger Elauria, will celebrate twenty years of service with the District on August 22, 2025.

Mr. Elauria joined the District as a Bridge Patrol Officer on August 22, 2005. He was promoted to Bridge Sergeant in July of 2014 and then to Bridge Lieutenant in September of 2018. He was then promoted to his current position of Bridge Captain on March 28, 2022.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO CHRIS DEBRITZ,
BRIDGE PATROL OFFICER, BRIDGE DIVISION**

We are pleased to announce that Bridge Patrol Officer, Chris Debritz, will celebrate twenty years of service with the District on August 22, 2025.

Mr. Debritz joined the District as a Bridge Patrol Officer on August 22, 2005.

EMPLOYEES OF THE MONTH – AUGUST 2025

After reviewing nominations submitted by District employees the Employee of the Month Committee selected Painter Jarrod Bauer, Painter Wyatt Bowles, and Paint Laborer Santino Pasquini in the Bridge Division as the Employees of the Month for August 2025.

Mr. Bauer, Mr. Bowles and Mr. Pasquini are recognized for their hard work and outstanding contributions on the recent renovation project involving the texture and re-painting of the administration offices at the Bridge Division, as well as the stucco and leak repair on the exterior of the building.

These individuals went above and beyond in the completion of these aspects of the remodel project. Despite being unfamiliar with certain aspects of the work, they approached each challenge with a positive attitude, a strong work ethic and a commitment to delivering high quality results. Their attention to detail and their dedication to ensuring that the work was completed to the highest quality standards, and the desire to take on new and unfamiliar tasks has very much contributed to the success of this layered project – they apply themselves to all work projects in this way. The teamwork and professionalism which they have exuded throughout this often-painstaking process has not gone unnoticed, and they have proven themselves to be an invaluable asset to the Bridge Division, specifically in the Paint department. Their work ethic and skillsets reflect the commitment and values which the Paint department holds in the highest regard and strives for each day at the Golden Gate Bridge.

EMPLOYEES OF THE MONTH – AUGUST 2025 (continued)

Of special note, their coworkers say that they can attest to the fact that they are well deserving of the recognition for their hard work, beautiful craftsmanship, standard of excellence, and commitment to the project which they poured their heart and soul into. When visiting the Golden Gate Bridge Administration building you will see their hard work firsthand!

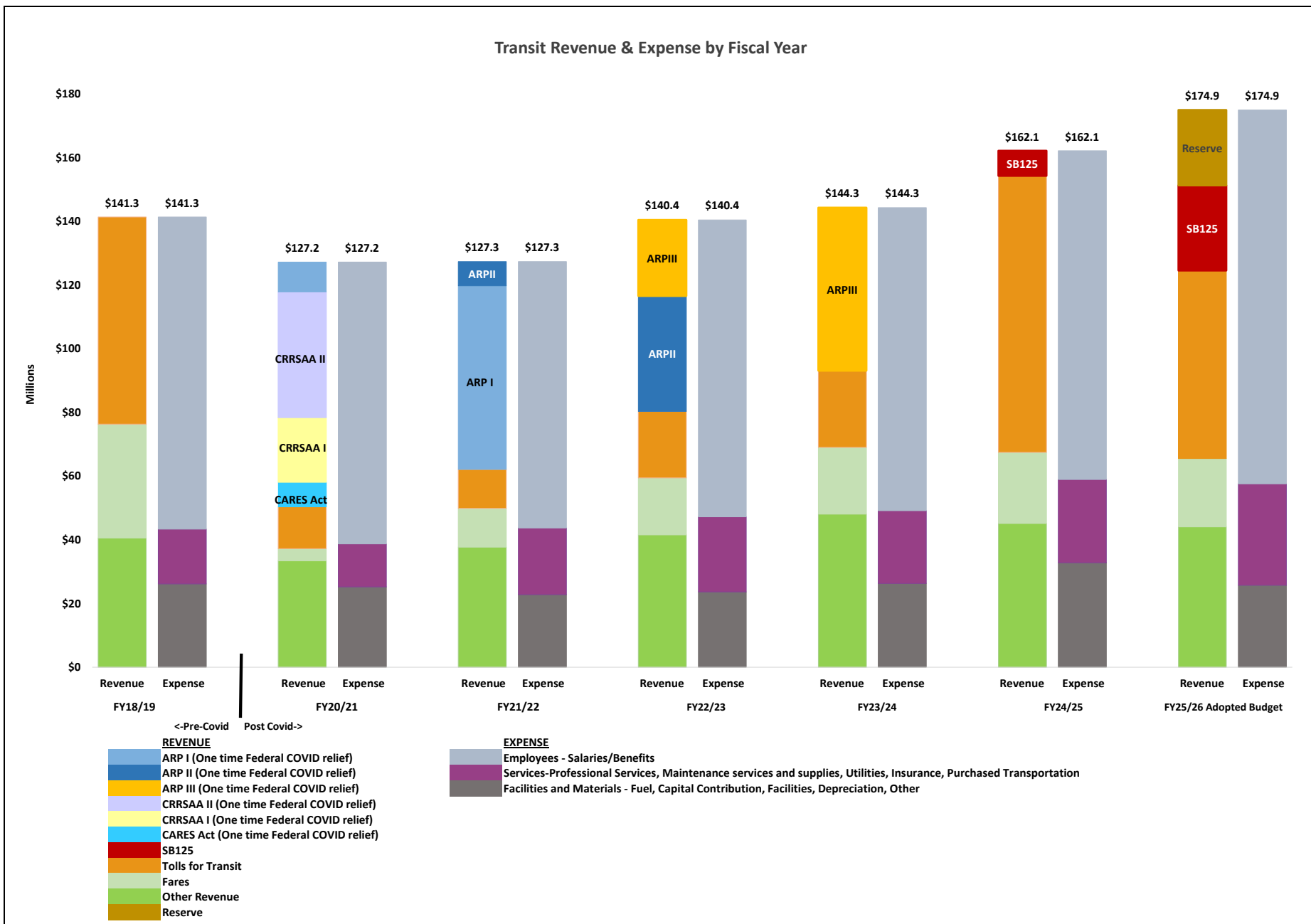
Denis J. Mulligan
General Manager

DJM:jb

Attachment: 2025-0821-FinanceComm-No6-Attachment C – Transit Funding & Expense Comparison

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2025-0821-FinanceComm-No6-Attachment C – Transit Funding & Expense Comparison



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