



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF OCTOBER 24, 2025**

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

Honorable Members:

BRIDGE PROTEST ON APRIL 15, 2024

On Monday, April 15, 2024, at just before 8:00 a.m., a small group of protesters blocked all southbound traffic on the Golden Gate Bridge. After stopping traffic, their subsequent actions extended the closure for over four hours. The protest was pre-planned, involving coordinated efforts with specially made devices used to block all traffic heading into San Francisco, and the protestors ignored repeated requests to reopen the roadway from District staff and law enforcement. Their actions to stop traffic for over four hours were unprecedented in the Golden Gate Bridge's history.

During the four-hour closure, the Bridge District lost approximately \$160,000 in toll revenue. The criminal justice system includes provisions for restitution for damages and financial losses resulting from the commission of crimes, including those associated with the April 15, 2024, illegal Bridge closure. Recently, the Bridge District has received requests from members of the public calling for the Bridge District to waive restitution and forfeit the approximately \$160,000 in lost toll revenue due to the four-hour road closure, because the protesters were bringing awareness to an international crisis. The Bridge District's policies regarding expressive activities are agnostic with respect to the message, and a waiver of restitution for an extended roadway closure would set a concerning precedent for future Bridge shutdowns.

On October 10, 2025, the District issued a statement in response to recent public comments. That statement is on the District's website at this web link: <https://www.goldengate.org/statement-on-the-april-15-2024-protest-on-the-golden-gate-bridge/>

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.

UPDATE ON TRAVEL IN THE GOLDEN GATE CORRIDOR (continued)

In September 2025, southbound Bridge traffic was 1 percent above September 2024 traffic, Bus ridership was 11 percent above September 2024, and Ferry ridership was 3 percent above September 2024 ridership.

While these are encouraging trends, today during the morning commute southbound Bridge traffic is still down about 25 percent compared to pre-pandemic traffic. Less Bridge traffic results in less toll funding available to operate the District's bus and ferry service. Accordingly, staff is focused on reducing costs while providing first class service for travelers in the Golden Gate Corridor.

RATIFY THE EMERGENCY ACTION OF THE GENERAL MANAGER TO APPROVE AN EMERGENCY CONTRACT WITH POWER ENGINEERING CONSTRUCTION COMPANY RELATED TO THE SAN FRANCISCO FERRY TERMINAL WEST BERTH REPAIRS

Recommendation

It is recommended that the Board of Directors ratify the action of the General Manager to approve an emergency contract with Power Engineering Construction Company, in the estimated not-to-exceed amount of \$40,000, to perform urgent repairs to the West Berth at the San Francisco Ferry Terminal.

Background

On September 30, 2025, Ferry Division staff discovered a broken Hilman roller on one of the two gangways at the San Francisco Ferry Terminal West Berth. Subsequent inspections revealed a second broken Hilman roller on the second gangway of that same berth. Hilman rollers are the devices upon which segments of the gangway roll in order to extend outward from the berth ramp and land on the ferry vessels. Although a gangway with a broken roller may continue to function for a short period of time, it could also lockup at any time rendering the gangway inoperable. The West Berth, East Berth and Gate B are the three locations in San Francisco where the District may land vessels. The East Berth is currently out of service for repairs and vessels are currently using the West Berth and Gate B. Should the West Berth fail as a result of the broken rollers and need to be taken out of service, Gate B is not capable of accommodating the necessary ferry traffic. As a result, it is necessary to replace the broken Hilman rollers as soon as possible in order to prevent interruption to Ferry service operations.

Additionally, while performing the inspections for the Hilman roller, a leak was identified in one of the hydraulic cylinders that extend the gangway outward from the ramp in order to land on a moored vessel and allow passengers to board and disembark. Leaking hydraulic cylinders must immediately be serviced to prevent hydraulic fluid from leaking into the San Francisco Bay. It has been determined that the leak cannot be serviced in place but must be removed and repaired off-site. The Ferry Division has a refurbished replacement cylinder in storage available for installation but does not have the resources and capability to remove and reinstall hydraulic cylinders or Hilman rollers on the accelerated timeline required to ensure no disruption of service, necessitating that this work be performed by an outside contractor.

RATIFY THE EMERGENCY ACTION OF THE GENERAL MANAGER TO APPROVE AN EMERGENCY CONTRACT WITH POWER ENGINEERING CONSTRUCTION COMPANY RELATED TO THE SAN FRANCISCO FERRY TERMINAL WEST BERTH REPAIRS (continued)

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 October 3, 2025, the General Manager authorized an emergency procurement with Power Engineering Construction Company (Power), Alameda, CA, in an amount of \$35,130.96, not including bonds and insurance, to perform the repairs. On October 3, 2025, Power mobilized to the site, removed the two broken Hilman rollers, installed the District provided rollers, removed the one leaking hydraulic cylinder, installed the District provided refurbished hydraulic cylinder, completed all the hydraulic connections and tested the system to ensure it was functioning. The work was completed by the end of the day and Ferry operations were put back into service.

Fiscal Impact

The estimated cost to complete the work is \$40,000, which includes direct and indirect costs. Power will be compensated on a time-and-material basis and will submit invoices for actual time, materials and equipment provided. No unexpected issues arose during the work, and all items were completed on October 3, 2025.

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 engine was received by the shipyard on September 30, 2025, and installation began the following day. As of October 6, 2025, the engine is expected to be secured on its motor mounts. The Mendocino is scheduled to return to the water on October 15, with dock trials planned for October 23–24 and sea trials on October 27. The goal remains to have the vessel fully operational and back to the District before November 1.

The engine was rebuilt at Pacific Power Group's facility in Kent, Washington. A new crankshaft was procured, and the necessary machining of the engine block to repair damage sustained during the failure has been completed. Reassembly was completed prior to shipment to Alameda.

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 complete, and all remaining repair plans have received USCG approval.

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

Mechanical inspections identified several valves requiring rebuilds and select flanges in need of Belzona epoxy repair; this work has since been completed. During the waterjet inspection, District staff noted extensive pitting on three of the four impellers. Although the impellers were relatively new, the three affected units were replaced per recommendation from the original equipment manufacturer.

The District has received change orders from Bay Ship & Yacht for structural repairs to the hull and from Pacific Power Group for the crankshaft and engine block machining. These change orders are reflected in the fiscal impact table below.

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)**

○ **Pacific Power Group**

- Performing a full in-shop overhaul of the starboard aft MTU 12V4000M60 main engine.
- Replacing or rebuilding major components, including cylinder heads, piston liners, crankshaft, camshaft, bearings, fuel pumps, turbochargers, and cooling systems.
- Reassembling and testing the engine in accordance with OEM specifications prior to redelivery.
- 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 \$1,464,731. 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
Contract No. 2025-F-017, <i>On-Call MTU Engine Maintenance and Repair Parts CO#1 To TO#1</i>	\$20,449.27	\$5,112.31	\$25,561.58
Contract No. 2025-F-061, <i>M.V. Mendocino Emergency Drydocking and Engine R&R CO#1</i>	\$326,231.76	\$81,557.94	\$407,789.70
TOTAL COSTS	\$1,171,784.73	\$292,946	\$1,464,731

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

Please refer to the Engineer's Report for the update report on the Larkspur Ferry Terminal Berths 1 and 2 Boarding Ramp Repairs emergency project.

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 determined that the lead time to procure new transformers and switches suitable for use 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

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

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 all of the electrical equipment for the short-term solution.

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 and the electrical engineering consultant have prepared construction documents necessary for the short-term installation. On September 23, 2025, staff performed site walks with two electrical contractors to review the existing conditions and the available access to the areas of work. Modifications to the drawings and the scope of work are being made, based upon discussions with the electrical contractors, after which staff will submit to the contractors for pricing.

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.

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 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 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

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

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 more progress could be made in that format. No more meetings of the working group have been scheduled.

At the September 25, 2025 GGTARP Retirement Board meeting, the Plan’s Actuary, Cheiron, presented the Plan’s actuarial valuation report as of January 1, 2025 and was advised that the Plan’s funded status continues to deteriorate.^[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 \$105.2 million on January 1, 2024 to \$114.3 million on January 1, 2025. The Plan’s funded ratio decreased from 47.2% as of January 1, 2024 to 42.9% as of January 1, 2025.

The following excerpt is from the GGTARP investment performance report presented to the GGTARP Retirement Board for the period ending June 30, 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	84,689,778	100.0	5.0	6.0	9.6	8.3	7.9	5.7
<i>Policy Index</i>			5.9	5.9	10.4	8.8	7.4	6.9

The GGTARP’s 10-year return of 5.7% as of June 30, 2025, is notably below the Plan’s Policy Index of 6.9%, as well as lower than the preliminary 10-year return of 8.06% reported by the

^[1] GGTARP Actuarial Valuation as of January 1, 2025, can be found here:
[2025_golden_gate_transit_report_2025.09.05s.pdf](#)

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

District's OPEB Investment Advisor (which the GGTARP Board could have hired). For a Plan with \$100 million in assets, a 2.36% lower return over a 10-year period equals approximately \$26 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 \$26 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.

Staff will provide a detailed status update on the 2024 Strategic Plan at the October 2025 Finance-Auditing Committee meeting.

DISTRICT FULL-TIME EMPLOYEE SEPARATIONS JULY 1, 2025 – SEPTEMBER 30, 2025

Between July 1, 2025, and September 30, 2025, the District processed 1 full-time employee separation, exclusive of retirement, termination, death, and casual/temporary assignment. This represents about .15% percent of the District's typical workforce. The employee separation was not due to new employment.

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF SEPTEMBER

District staff made the following speeches and/or presentations:

PRESENTATION TO:	DATE:	PRESENTED BY:
Bay Area Discovery Museum Staff and National Park Service Interpretive Rangers	September 16, 2025	Deputy General Manager, Bridge Division David Rivera
Oakland Hebrew Day School	September 17, 2025	Superintendent of Ironworkers and Operating Engineers Nicky Carrillo, and Journeyman Ironworker Darrell Bailey

SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS

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

Event Date	Event Title	Location	Type*	Expected No. Participants
October 4, 2025	White Cane Day	East Sidewalk	SE	200 - 300
October 4, 2025	In Remembrance of His Majesty's Grace, King Rama IX	Plaza by Strauss Statue East Sidewalk	EX-ACT	200 - 300
CANCELLED October 18, 2025	A21 A Walk for Freedom SF	East Sidewalk	EX-ACT	100-350
CANCELLED October 19, 2025	Mermaid Run SF	West Sidewalk under GGB @ Tunnel & East Sidewalk	SE	450
CANCELLED October 25, 2025	Rotary International Golden Gate Bridge Run/Walk to End Polio Now	East Sidewalk	SE	TBD
November 2, 2025	Golden Gate Half Marathon	GGB East & West Sidewalk	SE	4,000 – 5,000
November 22, 2025	Spartan GGTC 50 Mile & 50K Race	Dillingham Parking Lot, Tunnel under GGB & East Sidewalk R/T	SE	450
November 23, 2025	Spartan GGTC 25K & 15K Race	Dillingham Parking Lot, Tunnel under GGB & East Sidewalk (one-way)	SE	1,300

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

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF SEPTEMBER

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
RE - Rear Ender	2	1	0	Bridge
SS - Side-swipe	2	0	0	Bridge
RE - Rear Ender	2	0	0	Bridge
HB - Hit Barrier	1	0	0	Plaza
SS - Side-swipe	2	0	0	Doyle
HB - Hit Barrier	1	2	0	Plaza
HB - Hit Barrier	1	0	0	Plaza
HB - Hit Barrier	1	0	0	Plaza
HB - Hit Barrier	1	0	0	Plaza
HB - Hit Barrier	1	0	0	Plaza
HB - Hit Barrier	1	0	0	Plaza
HB - Hit Barrier	1	0	0	Waldo
TOTAL	16	3	0	

BICYCLE INCIDENTS FOR THE MONTH OF SEPTEMBER

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

FERRY BICYCLE COUNTS THROUGH THE MONTH OF SEPTEMBER

Ferry Bicycle Counts through the month of September 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 – September	17,732

*The Larkspur September bicycle count was 2,131

FERRY BICYCLE COUNTS THROUGH THE MONTH OF SEPTEMBER (continued)

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 - September	27,952

*The Sausalito September bicycle count was 3,025

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 – September	5,155

*The Tiburon September bicycle count was 640

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 – September	2,893

*The Angel Island September bicycle count was 382

PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO CHAD ALLAN CHIEF BRIDGE PAINTER, BRIDGE DIVISION

We are pleased to announce that Chief Bridge Painter, Chad Allan, celebrated 20 years of service with the District on October 2, 2025.

Mr. Allan joined the District on June 2, 2003, as a Part Time Laneworker. He promoted to Bridge Service Operator in October of 2005 and then in May of 2006 he became a Paint Laborer. He promoted to Bridge Painter Apprentice in March of 2009 and to Bridge Painter in March of 2011. He was then promoted to his present position of Chief Bridge Painter on June 16, 2016.

In 2005, Mr. Allan received a Meritorious Action Commendation from former Bridge Manager Kary Witt, for prompt action and quick thinking to avoid a possibly hazardous traffic situation.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO CHAD ALLAN CHIEF
BRIDGE PAINTER, BRIDGE DIVISION (continued)**

Prior to District employment Mr. Allan was a Heavy Equipment Operator Apprentice for Steve P. Rados Inc. He was a laborer for Hermsmeyer Paving Co and an Equipment Transporter for Cresco Rentals.

In his free time Mr. Allan enjoys spending time with his wife Aimee and their 3 senior Pug dogs, Sophie 13, Molly 14, and Bea 15. Mr. Allan also enjoys mountain biking around Sonoma and Marin counties with his brother Sam.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO MICHAEL KALSON,
BRIDGE LIEUTENANT, BRIDGE DIVISION**

We are pleased to announce that Bridge Lieutenant, Michael Kalson, celebrated 20 years of service with the District on October 7, 2025.

Mr. Kalson joined the District as a Bridge Patrol Officer on August 5, 2002. He was promoted to Bridge Sergeant in Jan of 2009 and on June 22, 2018, he was promoted to his current position of Bridge Lieutenant. Mr. Kalson has received numerous customer appreciation letters, six written commendations and was the February 2016 Employee of the Month.

Prior to District employment Mr. Kalson was a Game Warden with California Fish and Wildlife, a Substitute Teacher, Peace Officer, a Community Service Officer at Sonoma State University, a Cal State Long Beach Multi-Media Lab Assistant and a Marin Wildcare Volunteer.

In his free time Mr. Kalson enjoys building furniture, working with leather, drawing and mountain biking at Whistler.

**PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO JESSE ROBERTS,
ROADWAY SERVICES SUPERVISOR, BRIDGE DIVISION**

We are pleased to announce that Roadway Services Supervisor, Jesse Roberts, celebrated twenty years of service with the District on October 17, 2025.

Mr. Roberts joined the District on October 17, 2005, as a part-time Lane Worker, he then transitioned to a full-time Lane Worker in October 2007. In July of 2012, Mr. Roberts promoted to Bridge Service Operator then to Roadway Services Technician in February 2015 and then promoted to his current position as a Roadway Services Supervisor in December of 2017.

Mr. Roberts received a commendation letter from Captain Roger Elauria for exemplary achievement and successful completion of the Golden Gate Bridge District Services Training program where he received his Roadway Supervisor Badge.

Prior to District service, Mr. Roberts worked for Roberts Traditional Painting.

In his free time, Mr. Roberts enjoys spending time with his family and friends, building and riding motorcycles as well as building trucks.

EMPLOYEE OF THE MONTH – OCTOBER 2025

After reviewing nominations submitted by District employees the Employee of the Month Committee selected Supervisor of Safety & Training Marcita Enis in the Bus Division as the Employee of the Month for October 2025.

Ms. Enis recognized for demonstrating exceptional dedication and performance. She consistently meets and exceeds expectations in her role, whether it is taking on more responsibility, delivering projects such as defining Bus Division safety awareness campaigns throughout the year or planning for new student driver graduations, Ms. Enis takes personal pride in the work she performs. Ms. Enis has shown excellent teamwork skills by collaborating effectively with other departments and/or management, freely sharing knowledge, and offering support as needed. She often takes trainees under her wing and diligently works with new classes of student bus drivers to help them become capable and successful bus operators. Ms. Enis approaches every challenge with a positive and can-do attitude, which has a positive impact on the team at Bus. She brings a sense of energy and optimism to the workplace, even during deadline driven times. Ms. Enis continues to have a positive influence with all bus operators that she has trained throughout the years and treats every new operator with dignity and respect. The new bus operator hires have a trusting work relationship with Ms. Enis which is apparent from the positive feedback she receives from every class.

Of special note, Ms. Enis' coworkers share that for all the reasons mentioned, they believe Ms. Enis is a perfect fit for Employee of the Month and is deserving of this recognition!

Ms. Enis joined the District on August 21, 2017, as the Transportation Supervisor/Student Training, and promoted to her current position on January 16, 2024. Prior to joining the District, Ms. Enis was a Transportation Supervisor at AC Transit.

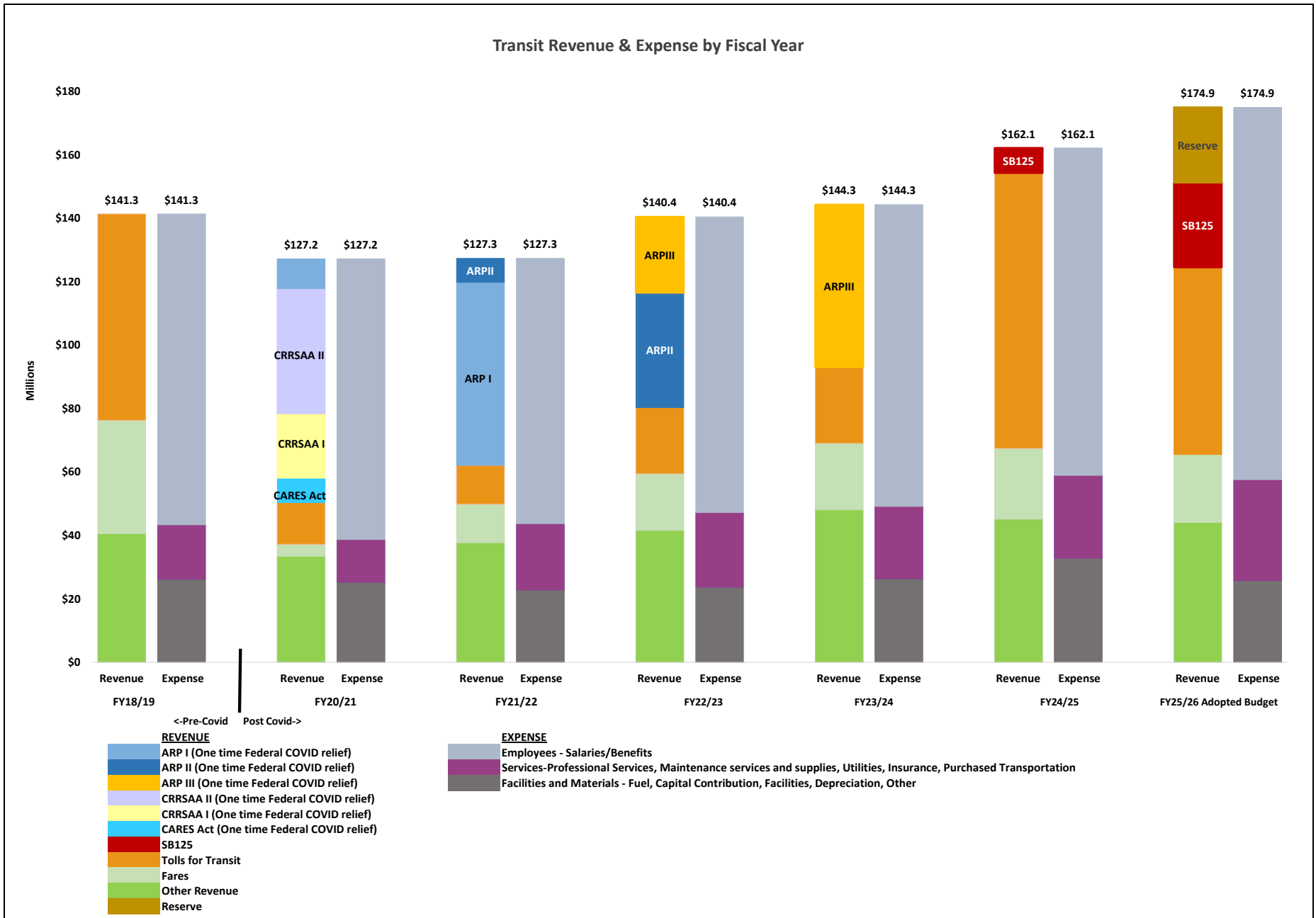
Ms. Enis was born in San Francisco, CA and attended John C. Fremont High School in Oakland, CA. She graduated from San Francisco State University earning a Bachelor of Arts in Journalism degree. Ms. Enis has been a resident of Antioch, CA since 2005, where she lives with her husband Preston. They have three children, Sianne (24), Xavier (21) and Ezra (20). She enjoys hiking Bay Area trails, roller skating and writing poetry. Ms. Enis is a Member of Gamma Phi Delta Sorority Inc. Civic/Community Organization. Ms. Enis adds that she been in the Transportation Industry for 15 years, both as a driver and in supervisory roles, and believes that it is one of the best careers to have because you get to help people by growing staff as a supervisor as well as moving passengers via transportation.

Denis J. Mulligan
General Manager

DJM:jb

Attachment: 2025-1023-FinanceComm-No8-Attachment C – Transit Funding & Expense Comparison

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