REVISED, FEBRUARY 23, 2026

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Agenda Item No. (6)(A)

REPORT OF THE GENERAL MANAGER
BOARD OF DIRECTORS
MEETING OF FEBRUARY 27, 2026

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 WITH BAY SHIP & YACHT FOR THE DRYDOCKING OF THE *M.S. MARIN*

Recommendation

It is recommended that the Board of Directors ratify the action of the General Manager to approve an emergency contract with Bay Ship & Yacht Co., of Alameda, CA, to perform emergency repairs as well as the United States Coast Guard (USCG) required biennial drydocking and related services, in the amount of $667,858.00; and, establish a contingency fund of $5,000.00.

Background

The *M.S. Marin* sustained damage to both propellers after striking debris during winter storms coinciding with king tides on December 26, 2025. A diver inspection performed that same day confirmed damage to the port and starboard propellers, and the condition was such that the vessel was deemed not seaworthy. The incident occurred while bids were open for the USCG required biennial drydocking and hull inspection.

The resulting vibration created an unacceptable risk of further drivetrain damage or failure if the vessel were to transit to a shipyard under its own power. Pursuant to the emergency contracting authority in California Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager authorized an emergency contract with Bay Ship & Yacht, the only local San Francisco Bay Area shipyard capable of performing the required work.

District staff also contracted with a tug service to tow the *M.S. Marin* to Bay Ship & Yacht's Alameda drydocking facility on January 22, 2025.

Summary of Scope of Work

The scope of work performed under this emergency action includes:

RATIFY THE EMERGENCY ACTION OF THE GENERAL MANAGER TO APPROVE AN EMERGENCY CONTRACT WITH BAY SHIP & YACHT FOR THE DRYDOCKING OF THE *M.S. MARIN* (continued)

- **Bay Ship & Yacht Co.**
    - Drydocking the vessel, 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.
    - Repair or replace propellers as necessary
    - Weld crack repairs
    - Underwater body coatings
    - Deck coating and non-skid improvements
    - Marine exhaust system replacement
    - Lighting upgrades
    - Machinery space ventilation inspection and cleaning
    - Fire main piping renewal
    - Potable water system servicing

Fiscal Impact

The total estimated cost of the emergency work related to the *M.S. Marin* is $667,858.00. District staff have reviewed the cost proposal and determined the price to be fair and reasonable based on comparison with recent, similar shipyard services.

Funding for this work is available in Capital Project 2644, Spaulding Drydockings, which is included in the FY24/25 Ferry Division Capital Budget with a total budget of $18,381,000.00 This project is funded with 80 percent Federal Transit Administration (FTA) funds and 20 percent District funds. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

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 generally trend upward.

In January 2026, southbound Bridge traffic was about 1 percent below January 2025 traffic, Bus ridership was 10 percent above January 2025, and Ferry ridership was 5 percent above January 2025 ridership.

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.

GOLDEN GATE BRIDGE SIDEWALKS

Last Fall staff installed automatic bicycle and pedestrian counters on the Bridge sidewalks. The table below shows the data for the first five months where data is available. Of note, we had over one million sidewalk users (bicycles plus pedestrians) during the five-month period.

Month	Bicycles	Pedestrians
September 2025	64,040	189,167
October 2025	68,286	189,171
November 2025	60,348	169,352
December 2025	35,386	125,448
January 2026	49,658	141,368
Total	**277,718**	**814,506**

CLIPPER 2.0 ROLLOUT

On Wednesday, December 10, 2025, the Bay Area's electronic payment system for transit, known as Clipper, launched an updated system called Clipper 2.0 with significant customer enhancements anticipated. Promised features of Clipper 2.0 include: the ability to pay for transit trips with a contactless credit or debit card (a.k.a. "tap & pay"); immediate access to funds added to one's Clipper account; free or discounted transfers; and the ability to apply for a senior or youth Clipper card online.

The rollout has run into challenges since the beginning, and transit agencies and customers continue to experience a myriad of issues. The Metropolitan Transportation Commission (MTC), which runs Clipper on behalf of Bay Area transit operators, has been working with their vendors to make improvements to address outstanding issues associated with the rollout.

Two months into the rollout, incremental progress has been made to fix the numerous outstanding problems. Unfortunately, Clipper 2.0 continues to have significant issues, frustrating customers and transit agency staff. Transit operators, including District staff, will continue to raise outstanding Clipper 2.0 issues with MTC and their vendor until they are resolved.

RISK TO FTA GRANT FUNDS DUE TO AMALGAMATED TRANSIT UNION (ATU) LAWSUIT

The Federal Transit Administration (FTA) cannot provide (or obligate) funds to transit agencies under most of its programs unless the United States Secretary of Labor (Secretary) certifies that the grant recipient has labor protective arrangements that the Secretary determines are "fair and equitable." This action by the Secretary is commonly referred to as a "Section 13(c) certification".

On November 6, 2025, the Amalgamated Transit Union (ATU) International and several Locals, including Local 1575 which represents the District's bus operators, filed suit in the U.S. District Court for the District of Columbia against the United States Department of Labor (USDOL) challenging the department's policy of certifying grants for transit agencies in California over objections raised by ATU that the California Public Employees' Pension Reform Act of 2013 (PEPRA) violates worker protections under Section 13(c).

RISK TO FTA GRANT FUNDS DUE TO AMALGAMATED TRANSIT UNION (ATU) LAWSUIT (continued)

Among other things, ATU seeks a permanent injunction from the court that would not only bar USDOL from certifying any grants when ATU raises PEPRA-based objections but also revoke prior Section 13(c) certifications. Such an injunction could imperil FTA grants for the District's bus and ferry capital projects (e.g. purchase of two new ferry boats, and the Sausalito Ferry Landing Replacement, etc.)

On December 5, 2025, the State of California, with data support from the California Transit Association (CTA) including the District, filed with the Court a motion to intervene. If the motion is granted, the state will be positioned to represent our interest, as well as the interests of all California transit operators who employ ATU members, in this ongoing matter.

If the Court rules against USDOL, the potential financial exposure for the District is significant, so staff will continue to update the Board regarding this matter.

MASCOTS

MASCOTS is a multi-agency effort that examined transit service in Marin and Sonoma as if all local bus, regional bus, ferry, and rail services were provided by one entity. MASCOTS focused on operating public transit efficiently and on identifying the potential for ridership growth to meet emerging post-pandemic travel patterns.

A draft MASCOTS service proposal was developed and shared with riders and the public for feedback and input leading to adoption of a MASCOTS service plan by the various agencies.
The District's Board approved the MASCOTS transit service redesign at its November 28, 2025, meeting. The Marin Transit Board approved the MASCOTS redesign at its December 1st meeting. The SMART Board has also approved MASCOTS and begun the hiring process to implement MASCOTS.

As part of MASCOTS, Sonoma County Transit will provide late-night transitional service from April through June 30, 2026, providing transit service connecting Novato and Santa Rosa when SMART will not be operating. The service will provide a southbound trip from Santa Rosa (departing at approximately 10:00 p.m.) to Novato and one northbound trip from Novato (departing at 11:45 p.m.) and arriving in Santa Rosa approximately 45 minutes later.

Starting in January late-night riders travelling between Marin and Sonoma are being surveyed (in English and in Spanish) about their travel patterns. Prior to the conclusion of the three-months, MASCOTS agencies will convene to review late-night service performance and rider surveys to see if the continued provision of transitional service is warranted and whether any alternative, less costly solutions may be provided on an on-going basis.

The Sonoma County Transit late-night service will be funded by the MASCOTS agencies, and Bridge tolls will not be used to subsidize this service.

MASCOTS (continued)

ROUTE 101 DECEMBER 2025 AVERAGE DAILY RIDERSHIP

Weekday	Time	Sonoma to/from SF	Sonoma to/from Marin	Sonoma
Southbound	7:00 p.m.	4.1	2.3	3.3
Southbound	8:00 p.m.	2.7	3.0	4.9
Southbound	9:05 p.m.	3.1	2.6	3.0
Southbound	10:08 p.m.	2.1	2.3	3.2
Northbound	8:34 p.m.	2.7	3.0	1.4
Northbound	9:34 p.m.	2.0	2.9	0.7
Northbound	10:34 p.m.	2.4	1.7	2.3
Northbound	11:35 p.m.	3.5	1.8	1.4

Weekend	Time	Sonoma to/from SF	Sonoma to/from Marin	Sonoma
Southbound	6:56 p.m.	4.3	1.2	3.2
Southbound	8:01 p.m.	3.6	3.2	2.5
Southbound	9:01 p.m.	2.9	1.7	1.7
Southbound	10:02 p.m.	2.6	0.9	1.6
Northbound	8:32 p.m.	3.9	3.0	2.7
Northbound	9:33 p.m.	2.8	2.0	1.0
Northbound	10:33 p.m.	2.2	2.0	1.9
Northbound	11:33 p.m.	2.8	1.3	0.9

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

<u>Background</u>

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

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

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, in an amount not-to-exceed $107,500, to perform an investigation of the electrical system and cause of the outage.

PB Electric 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 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, 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 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 to order the items pursuant to CCO #3. On March 28, 2025, the Board of Directors ratified CCO #3 with PB Electric 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 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.

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

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 were made, based upon discussions with the electrical contractors. On November 19, 2025, the revised scope of work and drawings were sent to two contractors for pricing. Pricing is due on December 23, 2025.

By the due date of December 23, 2025, only one of the two contractors, PB Electric, provided pricing. The other contractor stated that the project was not the right opportunity for them at this time. PB Electric's total not-to-exceed price is $2,304,000. The work consists of installing and connecting electrical equipment, conduits, conductors, and ancillary materials at the following seven (7) locations:

1. The Toll Plaza Power House
2. South Anchorage House
3. South Pylon S1
4. South Tower
5. Suspension Bridge Mid-Span
6. North Tower
7. North Pylon

On January 12, 2026, the General Manager approved an emergency contract, Contract No. 2025-B-033, Emergency 2.4 kV Bridge Feeder Interim Repair, with PB Electric, Inc., Rancho Cordova, CA (PB Electric), in the not-to-exceed amount of $2,304,000, to install electrical equipment and materials necessary to complete a temporary short-term repair to the Golden Gate Bridge electrical system. On January 23, 2026, the Board of Directors ratified the General Manager's emergency action. On February 9, 2026, Contract No. 2025-B-033, *Emergency 2.4 kV Bridge Feeder Interim Repair,* between the District and PB Electric was executed. PB Electric is preparing work plans and submittals necessary for the commencement of field work.

Bridge Division iron workers are continuing with fabrication of a steel platform extension for the east sidewalk mid-span equipment due to the existing platform being too small to support the new equipment, and a new steel platform for the equipment to be placed near the North Tower.

Engineering staff, the electrical engineering consultant, and PB Electric 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 $2,803,270. 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)	$85,120
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
Contract No. 2025-B-033, Emergency 2.4 kV Bridge Feeder Interim Repair, with PB Electric, Inc	$2,304,000
TOTAL COSTS	**$2,803,270**

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. <u>Please note, GGTARP does not do this.</u>

Fortunately, some progress has been made within the last few 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 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, <u>akin to those required of jointly-trusteed defined benefit pension plans in "endangered or critical funding status" under the Pension Protection Act</u>. 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 more progress could be made in that format. No more meetings of the working group have been scheduled.

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

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 4 47.2% as of January 1, 2024 to 42.9% as of January 1, 2025.

The following excerpt is from the GGTARP preliminary investment performance report presented to the GGTARP Retirement Board for the period ending September 30, 2025, which shows that the Plan's investment returns have consistently underperformed against its benchmark in nearly every time period shown.

	Market Value ($)	% of Portfolio	3 Mo (%)	YTD (%)	1 Yr (%)	3 Yrs (%)	5 Yrs (%)	10 Yrs (%)
Total Plan	**85,051,558**	**100.0**	**3.6**	**9.8**	**8.9**	**11.1**	**7.7**	**6.7**
Policy Index			*4.8*	*11.0*	*9.6*	*12.4*	*7.3*	*7.9*

The GGTARP's 10-year return of 6.7% as of September 30, 2025, is notably below the Plan's Policy Index of 7.9%, as well as lower than the preliminary 10-year return of 9.13% reported by the District's OPEB Investment Advisor (which the GGTARP Board could have hired) for the same period. <u>For a Plan with $100 million in assets, a 2.43% lower return over a 10-year period equals approximately $27 million in lost investment earnings</u>.

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 $27 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.

<u>Total pension contributions on behalf of each bus driver are 41.5 or 42 percent of wages</u>. The District contributes 34.5 percent of payroll to GGTARP, with employees contributing either 7 percent (classic) or 7.5 percent (PEPRA). However, pension spiking affects GGTARP's funding status, since earnings (and associated pension contributions) can vary from year to year for an employee.

Additionally, the District made a one-time payment of $5.2 million to GGTARP in 2023, conditioned on the ATU agreeing to the development of the above-mentioned Rehabilitation Plan.

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[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)

Unfortunately for the financial solvency of GGTARP, the implementation of the Rehabilitation Plan never came to fruition.

As another example of ongoing challenges with GGTARP administration, on December 19, 2025, the District emailed the GGTARP Administrator to provide the pension with additional funding. The Administrator received a copy of a joint letter signed by the District and the ATU, dated December 4, 2025, directing the Administrator to pay the District all remaining assets (approximately $320,000) from the dormant Health and Welfare Trust, so the District can make a one-time lump sum payment to GGTARP in the equivalent amount. A response was never received from the Administrator. On January 29, 2026, the District sent another email that included the prior email and letter to the Administrator seeking a response. Both email messages copied the Trustees and the GGTARP attorney. Again, the District never received a response.

Earlier this month, the Bank of Marin contacted a prior GGTARP Trustee because their name appears as one of several authorized signors on GGTARP's "dormant" Health and Welfare Trust account. This individual, <u>whose term as a Trustee ended four years ago</u>, was contacted by the Bank to inquire about the status of the account. The District has shared this information with the Administrator and awaits payment to the District from the Health and Welfare Trust, so the District can then provide that funding to GGTARP.

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF JANUARY

District staff made the following speeches and/or presentations:

PRESENTATION TO:	DATE:	PRESENTED BY:
Redwood Empire Chapter of the Military Officers Association of America	January 22, 2026	Deputy General Manager Bridge Division David Rivera
San Domenico School 5th Grade Students	January 28, 2026	Deputy General Manager Bridge Division David Rivera, Paint Superintendent Fred Mixon, Bridge Captain Roger Elauria, Bridge Sergeant Scott Peterson and Electrical Superintendent Jamie Briggs.

SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS

There are no Special Events or Expressive Activities which have been permitted in February and March at this time. There was a late addition Expressive Activity on January 31, 2026, listed below:

SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS (continued)

Event Date	Event Title	Location	Type*	Expected No. Participants
January 31, 2026	Human Chain for Iranian People	East Sidewalk	EX-ACT	500-600

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

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF JANUARY

For the month of January, there are the following vehicle traffic incidents to report:

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
HB = Hit Barrier	1	1	0	Other
HB = Hit Barrier	1	0	0	Bridge
HB = Hit Barrier	1	0	0	Bridge
HB = Hit Barrier	1	0	0	Waldo
HB = Hit Barrier	1	0	0	Bridge
HB = Hit Barrier	1	0	0	Bridge
RE = Rear Ender	2	0	0	Waldo
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
RE = Rear Ender	2	0	0	Bridge
TOTAL	**14**	**1**	**0**	

BICYCLE INCIDENTS FOR THE MONTH OF JANUARY

There were no bicycle incidents to report for the month of January.

FERRY BICYCLE COUNTS THROUGH THE MONTH OF JANUARY

Ferry Bicycle Counts through the month of January 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
2025 Annual Total	22,474
January 2026	1,656

*The Larkspur January bicycle count was 1,656

FERRY BICYCLE COUNTS THROUGH THE MONTH OF JANUARY (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
2025 Annual Total	33,975
January 2026	1,814

*The Sausalito January bicycle count was 1,814

Tiburon Southbound Bicycle Counts	
2022 Annual Total *(Reporting started January 1, 2022)*	9,204
2023 Annual Total	9,481
2024 Annual Total	8,993
2025 Annual Total	7,025
January 2026	388

*The Tiburon January bicycle count was 388

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
2025 Annual Total	3,549
January 2026	154

*The Angel Island January bicycle count was 154

RETIREMENT OF ANGELA M. WASHINGTON, BUS OPERATOR, BUS DIVISION

It is our privilege to announce that Bus Operator Angela Washington retired from the District on February 10, 2026, after 26 years, 7 months and 6 days.

Ms. Washington joined the District as a Part-Time Bus Operator on May 10, 1999, and became a Full-Time Bus Operator on July 4, 1999.

Prior to District service, Ms. Washington worked in a dental office as a Registered Dental Assistant in Extended Functions (RDAEF).

We wish Ms. Washington a long and happy retirement.

RETIREMENT OF CHRISTOPHER HAWKINS, BUS OPERATOR, BUS DIVISION

It is my privilege to announce that Bus Operator, Christopher Hawkins retired after 25 years, 2 months, and 28 days of service with the District on February 1, 2026.

Mr. Hawkins joined the District as a full-time Bus Operator on November 3, 2000. During his career with the District Mr. Hawkins is most proud of being a part of the Bus Operator Mentorship Program.

Prior to District service, Mr. Hawkins was a Loomis Armored Car driver.

In his free time, Mr. Hawkins enjoys auto repairs and classic cars.

We wish Mr. Hawkins a long and happy retirement.

RETIREMENT OF TODD LEITSCH, MAINTENANCE MANAGER, FERRY DIVISION

It is my privilege to announce that Ferry Maintenance Manager, Todd Leitsch, retired after 20 years and 2 months of service with the District on February 27, 2026.

Mr. Leitsch joined the District as a Junior Ferry Mechanic on December 27, 2005. He was then promoted to his present position, Ferry Maintenance Manager, in November 2021. During his career with the District, Mr. Leitsch is most proud of working his way up from Junior Mechanic to his present position as the Ferry Maintenance Manager. Mr. Leitsch was also Shop Steward for over 10 years.

Prior to District service, Mr. Leitsch was an Army Combat Search and Rescue helicopter Flight Engineer for eight years and a Welder/Fabricator in the Drilling and Mining Industry for over 10 years.

In his free time, Mr. Leitsch enjoys spending time with his family, rock climbing, hiking, working on old VWs, Tae Kwando and cultivating Bonsai Trees.

We wish Mr. Leitsch a long and happy retirement.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO DAVID HERRERA, BUS OPERATOR, BUS DIVISION

We are pleased to announce that Bus Operator David Herrera celebrated twenty-five years of service with the District on February 9, 2026.

Mr. Herrera joined the District as a Bus Operator on February 9, 2001.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO KIMMIKO JOSEPH, BUS OPERATOR, BUS DIVISION

We are pleased to announce that Bus Operator Kimmiko Joseph celebrated twenty-five years of service with the District on February 9, 2026.

Ms. Joseph joined the District as a Bus Operator on February 9, 2001. Prior to District service, Ms. Joseph started her driving career as a School Bus Operator for Durham School Services, then Laidlaw Bus Service. Ms. Joseph then graduated to the "Big Buses" with Mercury Tours in So. San Francisco where her love of travel began.

In her free time, Ms. Joseph loves to travel anywhere and everywhere and loves being a tour group leader. Her favorite tour as a group tour leader was to the Panama Canal with 22 of her Golden Gate Bridge District bus operator co-workers.

PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO ANTHONY D'AMICO, ROADWAY SERVICES TECHNICIAN, BRIDGE DIVISION

We are pleased to announce that Roadway Services Technician, Anthony D'Amico, celebrated twenty-years of service with the District on February 21, 2026.

Mr. D'Amico joined the District as a Bridge Service Operator on February 21, 2006, and was promoted to his present position as Roadway Services Technician on February 15, 2015. During his career with the District, Mr. D'Amico has received commendation letters from the public for his professional and able assistance.

Prior to District service, Mr. D'Amico was employed in Air Freight Transportation for several years.

In his free time, Mr. D'Amico coaches high school Lacrosse and Football and is an active and involved "sports parent". Mr. D'Amico is also an enthusiastic and supportive fan of his daughter as well as her soccer team.

PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO JOE MONTECINO, LEAD BUS SERVICER, SWING, BUS DIVISION

We are pleased to announce that Lead Bus Servicer, Swing Shift, Joe Montecino, celebrated twenty-years of service with the District on February 22, 2026.

Mr. Montecino joined the District as a Bus Servicer, Day, on February 22, 2006, and was promoted to his present position as Lead Bus Servicer, Swing, on February 12, 2026.

PRESENTATION OF FIVE-YEAR SERVICE AWARD TO CHRIS SNYDER, BOARD OF DIRECTOR

We are pleased to announce that Director Chris Snyder celebrated five years of service with the District on January 22, 2026.

Director Snyder took the oath of office, joining the District's Board of Directors on January 22, 2021, representing Sonoma County. Currently, Director Snyder serves as the Chair of the Governmental Affairs and Public Information Committee, as well as a member of the Seismic Retrofit Project Advisory Committee. In addition, Director Snyder currently serves as a District Trustee of the Golden Gate Transit Amalgamated Retirement Plan Board.

In addition to serving as a Director to the District, Director Snyder is the Political Director for the International Union of Operating Engineers Local 3.

Director Snyder was recently elected President of the Construction Industry Force Account Council (CIFAC), is a member of the Sonoma County Democratic Central Committee and serves as Treasurer of the California Democratic Party's Labor Caucus.

Director Snyder holds a Bachelor of Arts degree in Political Science and a Pre-Law Minor from California State University East Bay and is a graduate of the Harvard Law School Labor & Worklife Program. He also holds an Associates Degree in Deck Engineering from Seattle Maritime Academy.

In his spare time Chris enjoys hiking and bird watching with his son Harrison and daughter Madeleine.

EMPLOYEE OF THE MONTH – FEBRUARY 2026

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Bus Servicer Devon Denton in the Bus Division as the Employee of the Month for February 2026.

Mr. Denton is recognized for his initiative-taking as well as his positive and professional demeanor in his position. As a servicer at the District's SF Bus Yard (D-4), routine maintenance, and inspections in the facility as well as on Stillman Street just outside of the bus yard are frequently conducted. Bus operators and other employees have routinely commented on how clean everything is. Mr. Denton is routinely seen with his cart cleaning the yard and doing his rounds on Stillman Street. He is very detailed and meticulous when cleaning inside the building where bus operators frequent. Drivers as well as the road supervisors mention that Mr. Denton goes above and beyond regarding keeping things clean and tidy. Mr. Denton is approachable and communicates when he sees things that need tending to. Keeping the site safe, clean, and sanitary, including the restrooms and kitchen is a top priority for him. He takes initiative to pick up litter on Perry and Stillman Streets, and this extra step is noticed by both employees and the public passing by.

EMPLOYEE OF THE MONTH – FEBRUARY 2026 (continued)

Of special note, Mr. Denton's coworkers share that his consistent demonstration of initiative, professionalism and a cheerful outlook are notable examples of District Values and that he deserves the Employee of the Month award!

Mr. Denton joined the District on May 16, 2022, in his current position as Bus Servicer. Prior to District Service he was an Emergency Medical Technician with AMR (servicing the counties of Marin, Contra Costa, Alameda and Santa Clara), prior to that he was a Back-up Lead on the Merchandise Execution Team with Home Depot in San Rafael.

Mr. Denton was born in Berkeley, California and attended Albany High School. He attended Laney College in Oakland, CA, receiving an Associates of Arts Degree in Science. Mr. Denton has been a resident of Albany since 1992. Mr. Denton enjoys Asian culture, cooking, and baking. He was the Bay Shore Athletic League Wrestling Champion, passed the registry testing of Emergency Technicians with the least number of questions in the history of the Bay Area Training Academy, graduating in the top 1% of his class, and was awarded the "Homer" outstanding service award during his tenure at Home Depot. He is a member of the Albany Community Emergency Response Team and has volunteered at the Albany Fire Department as well as at Doctors Medical Center Hospital in the burn wound clinic and sleep lab. Mr. Denton also helped to transport Covid patients during the pandemic.

Denis J. Mulligan
General Manager

DJM:jb

Attachment: 2026-0226-FinanceComm-No7-Attachment C – Transit Funding & Expense Comparison

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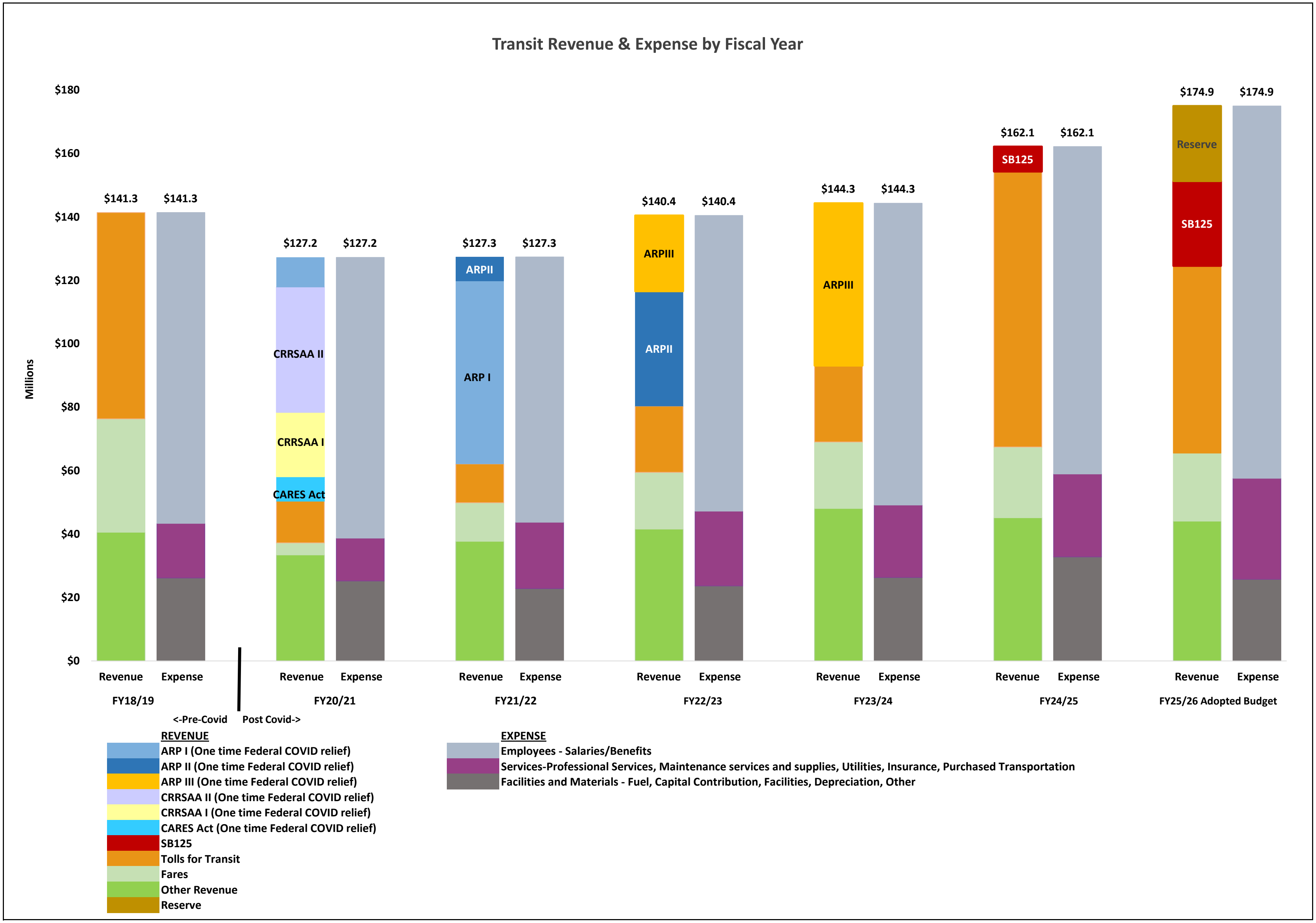
2026-0226-FinanceComm-No7-Attachment C –Attachment C – Transit Funding & Expense Comparison



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