REVISED AUGUST 27, 2026

Agenda Item No. (6)(A)

REPORT OF THE GENERAL MANAGER
Board of Directors
Meeting of August 28, 2026

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

Honorable Members:

UPDATE ON TRAVEL IN THE GOLDEN GATE CORRIDOR

In July there were over 358,000 sidewalk users (75,541 bicycles plus 282,984 pedestrians) on the Golden Gate Bridge.

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

In July 2026, southbound Bridge traffic was 0.5 percent above July 2025 traffic, Bus ridership was 5 percent above July 2025 and Ferry ridership was 13 percent above July 2025.

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.

RESPONDING TO FRIDAY TRAVEL PATTERNS

Commute travel in the Golden Gate Corridor is significantly less on Fridays as compared to commute travel on Monday through Thursday, so the District will start to offer less express commute bus service on Fridays.

Beginning the week of September 14, 2026, the District will offer one fewer southbound and one fewer northbound trip on Routes 114, 132 and 154 plus two fewer southbound and two fewer northbound Route 172 trips on Fridays as compared to the schedules for Monday through Thursday.

MARIN-SONOMA COORDINATED TRANSIT SERVICE (MASCOTS)

Travel in the North Bay has evolved over time, particularly after the COVID-19 pandemic and with the advent of SMART. Recognizing this reality, the District embarked upon an effort with

MARIN-SONOMA COORDINATED TRANSIT SERVICE (MASCOTS) (continued)

other transportation agencies to look at all bus, rail and ferry service connecting Sonoma, Marin and San Francisco as if it was all operated by one company.

The result is the Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan that was implemented on April 12, 2026. The goal was to grow ridership and improve effectiveness of public transit services offered in the Highway 101 corridor.

The most significant change under MASCOTS is that Route 101 bus service between Novato and Santa Rosa has been replaced by increased SMART train service. Sonoma County riders can make connections to Golden Gate Transit or Ferry in Marin County to get to San Francisco. Route 101 express service between San Rafael and San Francisco now runs every 30 minutes all day, with buses running every 15 minutes during weekday peak periods, roughly doubling previous service levels.

Seventy (70) percent of all trips (Bridge + Bus + Ferry) from Marin and Sonoma to and from San Francisco originate from San Rafael south. Through MASCOTS, the District has redeployed limited transit resources, funded principally with Bridge tolls, to where there are the most customers.

The North Bay transit agencies continue to make minor adjustments consistent with the MASCOTS goals. Sonoma County Transit launched a Route 40X pilot on August 10, 2026, which is redesigned weekday commute service runs between Sonoma Plaza and the Petaluma Downtown SMART station, timed specifically for morning and evening train connections

In response to growing rider demand for express bus service from Santa Rosa and Rohnert Park, beginning September 14, 2026, the District will add two Route 172X express bus trips in both the morning and evening commute. These trips will be the same as the pre-MASCOTS Route 172X. Petaluma will not see a reduction in the number of Route 172 trips.

CARB UPDATE

On May 29, 2026, the California Air Resources Board (CARB) adopted amendments to the Cap-and-Invest Program that will increase emissions allowances for the oil, electricity, and manufacturing sectors. This change will significantly reduce projected incoming revenues to the Greenhouse Gas Reduction Fund (GGRF), with major implications for transportation, housing, and equity-focused investments.

CARB's action, absent legislative intervention, nearly eliminates funding for "Tier 3" GGRF priorities, including the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transportation Operations Program (LCTOP). These are funding sources used by transit agencies across California, including the District.

The District is working with the California Transit Association and other Bay Area transit operators seeking a legislative solution to maintain Tier 3 GGRF. The legislative session will end August 31st, so we will soon learn whether these efforts are successful.

PROPOSED RULE BY THE OFFICE OF MANAGEMENT AND BUDGET

On May 29, 2026, the Office of Management and Budget (OMB) published a proposed rule in the *Federal Register* that would revise the government-wide regulations for Federal Financial Assistance under 2 CFR Part 200 (Uniform Guidance). The proposal includes updates to policies and requirements governing the administration of federal grants, cooperative agreements, and other forms of federal financial assistance.

The comment period closed on July 13th, and it appears that OMB's desired timeline for the new rule to take effect is October 1, 2026. Numerous organizations weighed in with concerns regarding the proposed rule, including some Members of Congress.

Among other things, the rule would significantly expand the ability of the federal government to rescind or terminate previously awarded discretionary grants.

Earlier this month the United States Senate passed a continuing resolution (CR) that would fund and keep the government open through December 11th. The CR included language that prohibits OMB from implementing the proposed rule while the CR is in effect. The House will consider the CR when they return from break on August 31st. Staff will keep the Board of Directors abreast of the status of the proposed rulemaking.

RISK TO FEDERAL 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).

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, the Sausalito Ferry Landing Replacement, the San Rafael Transit Center Relocation, etc.)

On November 19, 2025, ATU International filed a motion with the Court to consolidate this litigation with separate litigation filed against USDOL relative to their certification of federal transit grants owed to Florida transit agencies ("Florida Case"). The Court set a deadline of January 23, 2026 for parties to file their respective responses to the motion. Consolidating the litigation

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

would stymie arguments to return the PEPRA/13(c) matter to the Eastern District Court in California where ATU's prior PEPRA litigation was heard.

On December 6, 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, so the state can represent our interest, as well as the interests of all California transit operators who employ ATU members, in this ongoing matter.

On January 23, 2026, USDOL filed a response with the Court in opposition to ATU's motion to consolidate the California Case and Florida Case. Also, on January 23, 2026, the State of California filed a memorandum with the Court in opposition to ATU's motion to consolidate the California Case and Florida Case. the Court is still reviewing these responses and has issued no ruling. If the Court rules against USDOL in the litigation and were to provide the permanent injunction sought by ATU, the potential financial exposure for the District is significant, so staff will continue to update the Board regarding this matter.

CERTIFICATE OF ACHIEVEMENT FOR EXCELLENCE IN FINANCIAL REPORTING

We are pleased to announce the District's Annual Comprehensive Financial Report (ACFR) for the fiscal year ended June 30, 2025, has been awarded the Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the United States and Canada (GFOA). The report has been judged by an impartial panel to meet the high standards of the program, which includes demonstrating a constructive "spirit of full disclosure" to clearly communicate its financial story and motivate potential users and user groups to read the report.

The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management. The Finance Office would like to thank the District's Officers, Deputy General Managers, and respective staff for their contributions towards this achievement, as well as highlight the contributions of the accounting team, Accounting Manager Vicky Ng, Accounting Analyst Leo DelToro, Accountants Ferdinand Bueno and Ann Chang, Associate Accountant Jennifer Croaro and Accounting Specialist Jillian Kwong who spearheaded the completion of the ACFR.

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.

CLIPPER 2.0 ROLLOUT (continued)

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. Some issues have subsequently been resolved, but there are still issues with handheld fare devices and reconciliation.

District staff continues to work with the other transit operators in assisting MTC and their vendor in resolving the outstanding issues.

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 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

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

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.

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.

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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)

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. 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.

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.

Total pension contributions on behalf of each bus driver are 41.5 or 42 percent of wages. 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. Unfortunately for the financial solvency of GGTARP, the implementation of the Rehabilitation Plan never came to fruition.

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

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.

In February, 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, whose term as a Trustee ended four years earlier, was contacted by the Bank to inquire about the status of the account. The District shared this information with the Administrator and on February 19, 2026, received a payment of $322,495.25 from the Health and Welfare Trust, and the District provided that funding to GGTARP on March 2, 2026, after the GGTARP Administrator confirmed the account information for the deposit.

The collective bargaining agreement (CBA) for our bus operators expires on August 30, 2026, so negotiations have commenced between ATU and the District for a new CBA. In addition to other things, one of the items subject to negotiations is contributions to GGTARP.

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF JULY

For the month of July there were no speeches and/or presentations given by District 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:

Event Date	Event Title	Location	Type*	Expected No. Participants
August 2, 2026	Human Chain for Freedom & Human Rights in Iran	East Sidewalk	EX-ACT	4,000 – 5,000
August 22, 2026	Order of the Eastern Star in California GGB Walk	East Sidewalk	SE	50 – 100

SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS (continued)

August 29, 2026	The 2026 Bay Ride	Under GGB, West Coastal Trail loop & West Sidewalk	SE	1,000
September 12, 2026	Solace House "Walking in their Honor"	East Sidewalk	EX-ACT	**30 - 60** ***(corrected 8/27/26)***
September 16, 2026	Navy Reserve Center Alameda "NorCal Class 133 Navy Chief Select Run"	East Sidewalk	SE	50
September 18, 2026	USCG Station Golden Gates annual Suicide Awareness Run/Walk	East Sidewalk	**SE** ***(corrected 8/27/26)***	TBD
September 19, 2026	Waves to Wine	Under GGB @ Tunnel, West Coastal Trail loop, West Sidewalk	SE	500

*Permit Types: SE – Special Event, EX-ACT – Expressive Activity, FP - Film Production, NPR

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF JULY

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
C = Collision	1	0	0	Plaza
HB = Hit Barrier	1	0	0	Plaza
HB = Hit Barrier	1	0	0	Bridge
HB = Hit Barrier	1	1	0	Waldo
HB = Hit Barrier	1	1	0	Doyle
RE = Rear Ender	4	0	0	Bridge
HB = Hit Barrier	1	0	0	Waldo
HB = Hit Barrier	1	0	0	Plaza
TOTAL	**11**	**2**	**0**	

BICYCLE INCIDENTS FOR THE MONTH OF JULY

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
SO = Solo	1	1	0	Bridge
BA = Bicycle/Auto	1	1	0	Bridge
SO = Solo	1	1	0	Conzelman
BB = Bicycle/Bicycle	2	1	0	Bridge
TOTAL	**5**	**4**	**0**	

FERRY BICYCLE COUNTS FOR THE MONTH OF JULY

For the month of July, there are the following Ferry Bicycle Counts to report:

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 – July	15,503

*The Larkspur July bicycle count was 2,233

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 - July	28,933

*The Sausalito July bicycle count was 8,213

FERRY BICYCLE COUNTS FOR THE MONTH OF JULY (continued)

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 – July	3,969

*The Tiburon July bicycle count was 745

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 - July	2,033

*The Angel Island July bicycle count was 423

RETIREMENT OF RODOLFO V. GALANG, DIRECTING CIVIL ENGINEER, DISTRICT DIVISION

It is our privilege to announce that Directing Civil Engineer Rodolfo V. Galang retired on August 15, 2026, after twenty-six years, seven months and twelve days of service with the District.

Mr. Galang joined the District on January 3, 2000, as a Junior Civil Engineer assigned to the Seismic Retrofit Program. In 2001, he was promoted to Assistant Civil Engineer; in 2002 promoted to Associate Civil Engineer; in 2004 promoted to Senior Civil Engineer, and in 2022 promoted to his current position of Directing Civil Engineer.

During his time with the District, Mr. Galang worked on developing design plans and specifications and performed assistant resident engineer and resident engineer duties on numerous Bridge and Administration, Bus and Ferry Division capital improvement projects. The list of projects Mr. Galang has worked on include the Golden Gate Bridge North and South Viaduct Seismic Retrofit, the Merchant Road Improvement and Realignment project; various improvement projects at the Larkspur and San Francisco Ferry Terminals; San Rafael, Novato and Santa Rosa bus facility and parking lot improvement projects; Larkspur Dredging projects and more. As Directing Civil Engineer in the Engineering Department, Mr. Galang was responsible for directing and supervising the Engineering Bus and Ferry Construction Section engaged in implementing the

RETIREMENT OF RODOLFO V. GALANG, DIRECTING CIVIL ENGINEER, DISTRICT DIVISION (continued)

construction phases of Bus, Ferry and Administration Division capital improvement projects, including performing construction contract management, selecting and managing consultants providing construction management support services and managing project budgets.

Mr. Galang was also the Employee of the Month for April 2007.

Prior to District service, Mr. Galang worked six years for an engineering construction firm in the Philippines and ten years for a consulting firm in the San Francisco Bay Area. Mr. Galang has a bachelor's degree in civil engineering from the University of Santo Tomas in the Philippines and is a registered Professional Civil Engineer in California and the Philippines.

We wish Mr. Galang a long, happy and healthy retirement.

RETIREMENT OF MINDY MCGINNESS, TRANSPORTATION FIELD SUPERVISOR, BUS DIVISION

It is our privilege to announce that Transportation Field Supervisor Mindy McGinness retired on August 1, 2026, after twenty-six years, three months, and twenty-two days of service.

Ms. McGinness joined the District as a Public Information Clerk on September 13, 1999, and held various jobs around the District such as Ferry Ticket Agent, Bus Dispatcher and on December 28, 2015, she was promoted to her present position of Transportation Field Supervisor.

We wish Ms. McGinness a long, happy and healthy retirement.

RETIREMENT OF SAOVADY MAO, BUS OPERATOR, BUS DIVISION

It is our privilege to announce that Bus Operator Saovady Mao retired on August 1, 2026, after twenty-three years, four months and seventeen days of service with the District.

Mr. Mao joined the District as a Full-Time Bus Operator on March 15, 2003.

We wish Mr. Mao a long, happy and healthy retirement.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD, KRISTY DECOURSEY, CHIEF STOREKEEPER BUS, BUS DIVISION

We are pleased to announce that Chief Storekeeper Bus, Kristy DeCoursey celebrated twenty-five years of service with the District on August 24, 2026.

Ms. DeCoursey joined the District as a Bus Storekeeper on August 24, 2001, and was promoted to her present position, Chief Storekeeper Bus, on February 24, 2005.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD, KRISTY DECOURSEY, CHIEF STOREKEEPER BUS, BUS DIVISION (continued)

During her career with the District, Ms. DeCoursey was selected as Employee of the Month, twice, November 2009 and August 2016.

Prior to District service, Ms. DeCoursey worked as a Parts Manager for Sonoma County Transit as well as “Wheels” Livermore (L.A.V.T.A.) and as a receptionist for “Bart Express” in Pleasanton, CA.

In her free time, Ms. DeCoursey enjoys mountain biking, hiking, camping and craft beer tasting; and doing these things with her family and friends is the absolute best way for her to enjoy them.

PRESENTATION OF TWENTY-YEAR SERVICE AWARD, TATIANA WALDMAN, OFFICE COORDINATOR, BUS DIVISION

We are pleased to announce that Office Coordinator Tatiana Waldman celebrated twenty years of service with the District on August 2, 2026.

Ms. Waldman joined the District as a Bridge Officer (Toll Collector) on call on August 2, 2006. Ms. Waldman promoted to Part-Time Bridge Officer (Toll Collector) in September 2007, then to Full-Time Bridge Officer (Toll Collector) in November 2007. On November 27, 2011, she transitioned to Bus Dispatcher Trainee, and in May 2012 she was promoted to Full-Time Dispatcher. In March of 2020, she was promoted to Bus, Office Specialist and on November 29, 2021, she was promoted to her present position of Bus, Office Coordinator.

PRESENTATION OF FIVE-YEAR SERVICE AWARD, GERARD GIUDICE, BOARD OF DIRECTOR

We are pleased to announce that Board of Director (Director) Gerard Giudice celebrates five years of service with the District on August 28, 2026.

Director Giudice took the oath of office, joining the District’s Board of Directors on August 28, 2021, representing Sonoma County. Director Giudice currently serves as the Chair of the Finance-Auditing Committee and the OPEB Retirement Investment Trust Board, as well as the Vice-Chair of the Governmental Affairs and Public Information Committee. Director Giudice also serves as a member of the Building and Operating Committee, the Labor Relations Advisory Committee, and the Nomination of Officers of the District Advisory Committee. He previously served on the Suicide Deterrent System Advisory Committee.

In addition to being a Director to the District, Director Giudice currently serves on the Economic Development Committee and Water/Wastewater Committees for the City of Rohnert Park. His outside appointments include the Sonoma County Transportation Authority and Regional Climate Protection Authority, the Mayor’ and Councilmembers’ Association of Sonoma County Legislative Committee and was appointed to the Rohnert Park Planning Commission in 2010. His community involvement includes serving as Director of Social Advocates for Youth, Director of

PRESENTATION OF FIVE-YEAR SERVICE AWARD, GERARD GIUDICE, BOARD OF DIRECTOR (continued)

SOMO Events, President of the Rotary Club of Rohnert Park-Cotati and a Board Member of the Rohnert Park Chamber of Commerce.

Born in the Bronx and raised in Marin County, Director Giudice graduated from Novato High School and the City College of San Francisco. Director Giudice began his career in the hospitality industry by opening nine restaurants and event centers including Sally Tomatoes, which he started in 2005. Director Giudice brings decades of small business experience to his public service.

Director Giudice was first elected as Councilmember for the third district of the City of Rohnert Park in 2020 and won a second term unopposed in 2024. He previously served as Mayor in 2021 and in 2025. He lives in Rohnert Park with his wife, Suzanne, and their two children, Katarina and Isabella.

EMPLOYEE OF THE MONTH – AUGUST 2026

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Painter Joseph De Gier in the Bridge Division as the Employee of the Month for August 2026.

Throughout his time with the District, beginning in 2017, Joseph (Joe) De Gier has established himself as a kind, reliable, and highly knowledgeable member of the team. He consistently demonstrates a commitment to supporting his colleagues and sharing his expertise, including through mentoring and training new apprentices.

In 2025, Mr. De Gier played a particularly impactful role in supporting his department and the District in navigating the new Cal/OSHA lead regulations. As a Level 2 AMPP Certified Bridge Coatings Inspector, Certified Cathodic Protection Technician, Corrosion Technologist, and NCCER Certified Instructor, Mr. De Gier brings a wealth of specialized knowledge and a strong commitment to using his expertise to advance the District's activities and goals.

Mr. De Gier readily took on responsibilities beyond his regular duties, including developing a revised Lead Awareness training presentation for Bridge employees. He also actively contributed to the creation and implementation of a new Respiratory Protection Program and accompanying training materials. Both training presentations have since been implemented and shared with multiple departments, receiving highly positive feedback from his peers while helping the District meet its regulatory compliance responsibilities. Mr. De Gier's desire to share his knowledge, support his colleagues, and take initiative exemplifies the qualities the District values in its employees. His dedication and collaborative spirit have made a meaningful contribution to both the Paint department and the District as a whole.

Of special note, Mr. De Gier's colleagues recognize him as an exemplary employee and a true asset to the District.

EMPLOYEE OF THE MONTH – AUGUST 2026 (continued)

Mr. De Gier joined the District on September 14, 2017, as a Painter. Prior to joining the District, he worked as an Industrial Painter for Redwood Painting Company, in Pittsburg, CA, prior to that a Lead Journeyman for F.D. Thomas in Sacramento, CA, and before that a Lead Journeyman for Certified Coatings in Concord, CA.

Mr. De Gier was born in San Jose, CA and attended Oak Grove High School in San Jose, CA. He went on to attend Evergreen Community College, where he earned six corrosion certificates. He has been a resident of Fairfield, CA since 2021, and shares that he is a widow without children. In his free time, he enjoys spending time helping his Godfather Troy Brandau with managing and performing maintenance, painting and property upkeep. Mr. De Gier has obtained six different corrosion certificates since being employed with the District including Coatings Inspector Level 1 and 2, Cathodic Protection Level 2, and Corrosion Technician Level 2. He is a member of the Association of Materials Protection and Performance (AMPP) and is the Apprenticeship Instructor for The Golden Gate Bridge District's Bridge Painter Apprenticeship Program.

Mr. De Gier shares that as someone who has faced personal struggles and challenges he is deeply grateful for the guidance and example of the man he calls his Godfather, Troy Brandau. Mr. Brandau was instrumental in helping Mr. De Gier find a path grounded in a strong work ethic, personal responsibility, and stoic integrity. The example he set is one that Mr. De Gier continues to emulate and live by, and he takes great pride in the man he has become.

Denis J. Mulligan
General Manager

DJM:jb

Attachment: 2026-0827-FinanceComm-No6-Attachment C – Transit Funding & Expense Comparison

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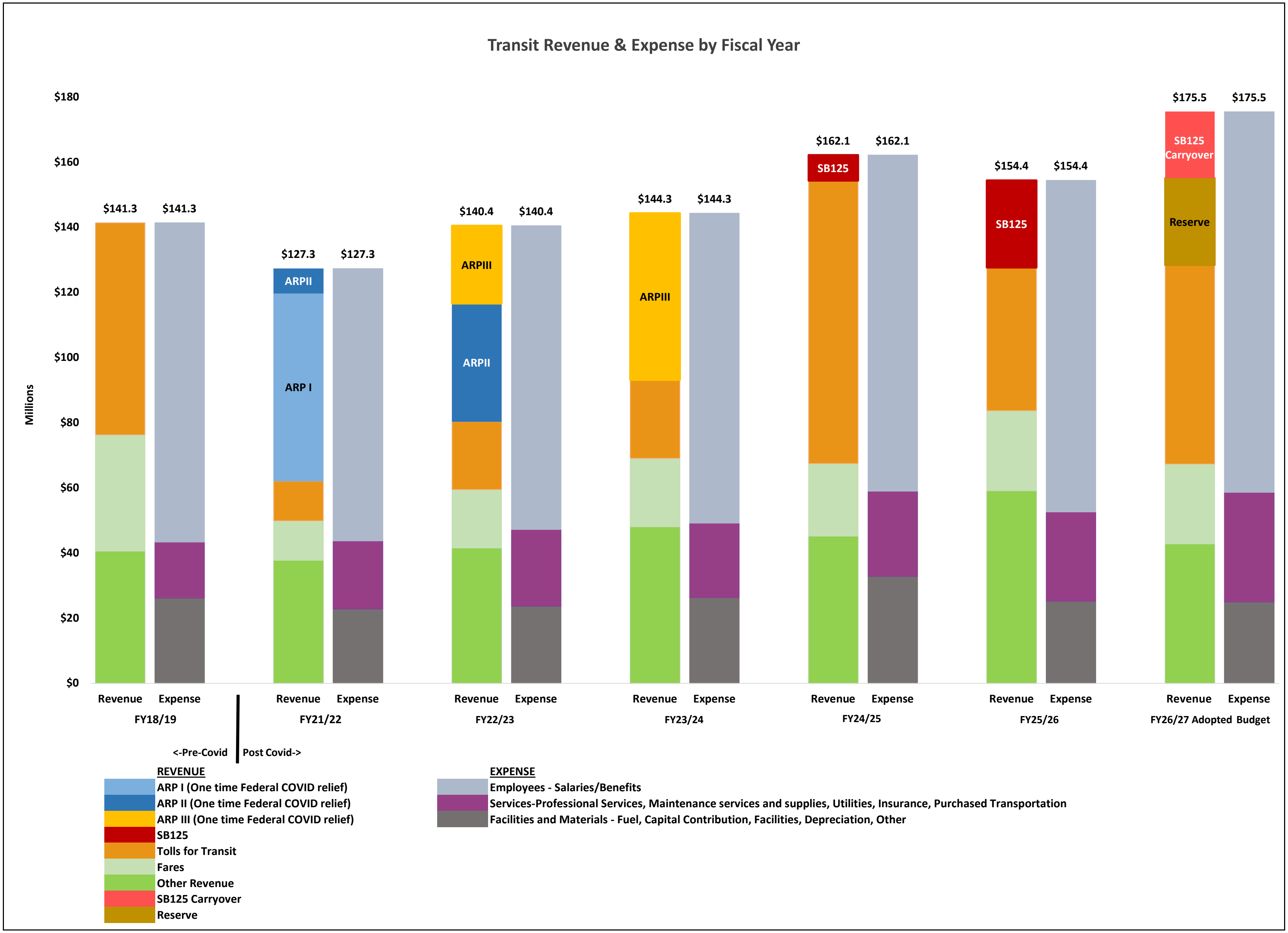
ATTACHMENT

2026-0827-FinanceComm-No6-Attachment C- Transit Funding Expense Comparison



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