Agenda Item No. (6)(A)

REPORT OF THE GENERAL MANAGER
Board of Directors
Meeting of September 25, 2026

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

Honorable Members:

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 Corridor continues to slowly trend upward.

In August 2026, southbound Bridge traffic was 1 percent above August 2025 traffic, Bus ridership was 8.5 percent above August 2025 and Ferry ridership was 5 percent above August 2025.

In August there were over 322,000 sidewalk users (75,929 bicycles plus 246,334 pedestrians) on the Golden Gate Bridge.

During the morning commute (weekdays 5:00-9:00 a.m.) southbound Bridge traffic is still down about 23 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.

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 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The most significant change under MASCOTS is that Route 101 bus service between Novato and Santa Rosa has been replaced by increased SMART train service.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

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

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.

Post-MASCOTS bus ridership is up, while costs are down. Under MASCOTS the District is providing 4 percent fewer revenue hours of bus service and driving 7 percent fewer miles (179,000 fewer miles per year). Meanwhile, bus ridership is up about 8.5 percent.

For those Golden Gate customers who transfer to/from another agency, here are the top 5 inter-agency transfers split for the first 2 full months of MASCOTS:

- Golden Gate Bus: Muni 37%, Marin Transit 24%, BART 23%, SMART 8%, AC Transit 4%. (4% remaining to/from other operators.)
- Golden Gate Ferry: Muni 44%, BART 34%, SMART 13%, WETA 4%, Marin Transit and Caltrain (tie) 2%. (1% remaining to/from other operators.)

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 added two Route 172X express bus trips in both the morning and evening commute.

Commute travel in the Golden Gate Corridor is significantly less on Fridays as compared to commute travel on Monday through Thursday, so beginning mid-September the District began providing about 15 percent less express commute bus service on Fridays. This affected Routes 114, 132, 154 and 172. There was no change in the frequency of the District's regional routes (Routes 101, 120 and 580).

DISTRICT RECEIVES FUNDING FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, DIVISION OF APPRENTICESHIP STANDARDS

On August 5, 2026, the District was awarded $109,541.67 in Apprenticeship Innovation Funding-Support (AIF-S) by the California Department of Industrial Relations, Division Of Apprenticeship

DISTRICT RECEIVES FUNDING FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, DIVISION OF APPRENTICESHIP STANDARDS (continued)

Standards. Bus Operations Program Manager Krystalyn O'Leary in the Bus Division identified this funding opportunity and led the application process on behalf of the District.

AIF-S is a State reimbursement program intended to help offset the costs of operating registered apprenticeship programs, including program administration, recruitment, apprentice support and retention, and related staff costs.

The award is based on our bus operator apprenticeship activity during calendar year 2025, when the District served 42 registered apprentices, including 20 who completed the program. The reimbursement is calculated based on the number of months bus operator apprentices were active in the program, plus an additional amount for each apprentice who completed the program.

Unlike funding provided for future expenditures, this award reimburses the District for eligible Apprenticeship Program costs already incurred between January 1 and December 31, 2025. As part of the application, we were required to document eligible expenses that met or exceeded the reimbursement amount, and the State confirmed our eligibility for the full $109,541.67. Payment will be processed following completion of the award documentation.

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 worked with the California Transit Association and other Bay Area transit operators sought a legislative solution to maintain Tier 3 GGRF. Unfortunately, these efforts only partially undid the funding impact of CARB's action. A Budget Trailer Bill was enacted prior to the legislature adjourning, and as it relates to transit's priorities, the Bill:

- Fully honors the state's commitment made in Senate Bill 125 (Committee on Budget and Fiscal Review, 2023) of $230 million for FY 2026-27 for the Zero-Emission Transit Capital Program
- Assumes higher baseline GGRF funding relative to the FY 2026-27 budget for the Transit and Intercity Rail Capital Program of $95 million (up from the $76 million projection in FY 2026-27 budget)

CARB UPDATE (continued)

- Assumes higher baseline GGRF funding relative to the FY 2026-27 budget for the Low Carbon Transit Operations Program of $48 million (up from the $38 million projection in FY 2026-27 budget)
- Assumes higher baseline GGRF funding relative to the FY 2026-27 budget for the Affordable Housing and Sustainable Communities Program – Affordable Housing component of $133 million (up from the $107 million projection in FY 2026-27 budget)
- Assumes higher baseline GGRF funding relative to the FY 2026-27 budget for the Affordable Housing and Sustainable Communities Program – Sustainable Communities component of $57 million (up from the $46 million projection in FY 2026-27 budget)

The higher baseline GGRF funding relative to the FY 2026-27 budget reflects stronger than expected revenue generation at the most recent quarterly auction of the Cap-and-Invest program, which took place earlier this month.

The Bill does not provide supplemental GGRF investments for TIRCP or LCTOP to backfill the loss of funds from CARB's May 29th action, so TIRCP and LCTOP will both experience a 75 percent cut in funding.

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 OMB's desired timeline for the new rule to take effect was 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.

Congress passed a continuing resolution (CR) that was signed by the President which funds and keeps the government open through December 11th. The CR included language that prohibits OMB from implementing the proposed rule while the CR is in effect.

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

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

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 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.

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 2.0 ROLLOUT (continued)

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

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

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.

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

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

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 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.

[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)

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.

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 expired on August 30, 2026, so negotiations have been ongoing 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 AUGUST

For the month of August 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 September and October:

Event Date	Event Title	Location	Type*	Expected No. Participants
September 12, 2026	Solace House "Walking in their Honor"	GGB Plaza (Strauss Statue) & East Sidewalk	EX-ACT	30 – 60
September 12, 2026	Walk for "UN for Taiwan" Advocacy	GGB Plaza (Strauss Statue) & East Sidewalk	EX-ACT	60 – 100
September 14, 2026	Dreamwalk - the Golden Gate	East Sidewalk	SE	25 – 60
September 16, 2026	Navy Reserve Center Alameda "NorCal Class 133 Navy Chief Select Run"	GGB Plaza (Strauss Statue) & East Sidewalk	SE	50
September 18, 2026	USCG Station Golden Gate Suicide Awareness Run/Walk	East Sidewalk	SE	240 - 400
September 19, 2026	Waves to Wine	Under GGB @ Tunnel, West Coastal Trail loop, West Sidewalk	SE	500
September 26, 2026	Echo Company, 2/23 Bn USMCR Golden Gate Bridge Run	GGB Plaza (Strauss Statue) & East Sidewalk	SE	100 – 200
September 27, 2026	Gandhi Peace Walk/Run	GGB Plaza (Strauss Statue) & East Sidewalk	EX-ACT	50 – 100
October 3, 2026	Walking for Love	East Sidewalk	EX-ACT	60 – 75
October 24, 2026	Rotary Int'l Golden Gate Bridge Run/Walk to End Polio Now	East Sidewalk	SE	TBD

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

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF AUGUST

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
RE = Rear-Ender	2	0	0	Bridge
HB = Hit Barrier	1	0	0	Doyle
RE = Rear-Ender	4	1	0	Bridge
RE = Rear-Ender	2	0	0	Doyle
HB = Hit Barrier	1	3	0	Plaza
C = Collision	1	0	0	Plaza
HB = Hit Barrier	1	0	0	Plaza
HB = Hit Barrier	1	0	0	Plaza
RE = Rear-Ender	2	0	0	Plaza
HB = Hit Barrier	1	0	0	Waldo
TOTAL	**16**	**4**	**0**	

BICYCLE INCIDENTS FOR THE MONTH OF AUGUST

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
SO = Solo	1	1	0	Conzelman
BB = Bicycle/Bicycle	2	1	0	Bridge
SO = Solo	1	1	0	Bridge
TOTAL	**4**	**3**	**0**	

FERRY BICYCLE COUNTS FOR THE MONTH OF AUGUST

For the month of August, 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 – August	17,907

*The Larkspur August bicycle count was 2,404

FERRY BICYCLE COUNTS FOR THE MONTH OF AUGUST (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 - August	37,432

*The Sausalito August bicycle count was 8,499

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 – August	4,737

*The Tiburon August bicycle count was 768

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 - August	2,373

*The Angel Island August bicycle count was 340

RETIREMENT OF MAY MUI, LEAD BUS SERVICER, BUS DIVISION

It is my privilege to announce that Lead Bus Servicer May Mui will retire on September 30, 2026, after 27 years, 2 months, and 18 days of service with the District.

Ms. Mui joined the District as a Sales Associate in the Bridge Cafe on July 12, 1999; promoted to Bus Servicer on June 28, 2011, and then to Lead Bus Servicer on March 1, 2018.

In her spare time, Ms. Mui's hobbies are Tai Chi, knitting, beading, viewing Chinese dramas, dining with friends and spending time with her two children.

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

RETIREMENT OF MICHAEL SCHULZE, BUILDING MAINTENANCE MECHANIC, BUS DIVISION

It is my privilege to announce that Building Maintenance Mechanic Michael Schulze retired on September 5, 2026, after twenty-five years, five months and twenty-four days of service with the District.

Mr. Schulze joined the District as a full-time Bus Mechanic on March 12, 2001. Prior to District service, Mr. Schulze was a school bus mechanic. In his free time, Mr. Schulze enjoys participating in Cub Scout activities with his sons and pursuing his interest in old Chevrolets.

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

RETIREMENT OF KRISTINA (KRISTY) DECOURSEY, CHIEF STOREKEEPER, BUS DIVISION

It is my privilege to announce that Chief Storekeeper Kristy DeCoursey retired on September 11, 2026, after twenty-five years, and eighteen days of service with the District.

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

During her career with the District, Ms. DeCoursey was named Employee of the Month twice, in 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.

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

PRESENTATION OF FIFTY-YEAR SERVICE AWARD TO JOHNNY S. WEEKLY, BUS OPERATOR, BUS DIVISION

We are pleased to announce that Bus Operator Johnny Weekly celebrated fifty years of service with the District on September 20, 2026.

Mr. Weekly joined the District on September 20, 1976, as a Bus Operator.

During his career with the District, Mr. Weekly was named Employee of the Month in July 2005 and again in January 2015. He was also honored as Employee of the Year in 2015.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO JOHN EBERLE, DISTRICT ENGINEER, DISTRICT DIVISION

We are pleased to announce that District Engineer John Eberle celebrated twenty-five years of service with the District on September 04, 2026.

Mr. Eberle joined the District on September 04, 2001, as a Supervising Civil Engineer.

During his career at the District, Mr. Eberle is happy to have had the opportunity to work on a number of projects at the District including the Phase II and IIIA Seismic Retrofit projects, the Physical Suicide Deterrent and Wind Retrofit project, the Public Safety Railing project, the MMB project, various Bus and Ferry facility improvement projects, Larkspur Ferry Terminal dredging projects, and environmental mitigation projects.

Prior to District service Mr. Eberle worked for the California Department of Transportation for 14 years.

In his free time Mr. Eberle enjoys walking, hiking, and gardening with wife Gretchen and dog Uli and spending time with his three daughters, family, and friends.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO RON DOWNING, DIRECTOR OF PLANNING, DISTRICT DIVISION

We are pleased to announce that Director of Planning Ron Downing celebrated twenty-five years of service with the District on September 17, 2026.

Mr. Downing joined the District on September 17, 2001, as a Senior Planner, was promoted to Principal Planner in June 2004, and then to Director of Planning in 2010.

During his career with the District, Mr. Downing was named Employee of the Month for May 2007. He was also honored as Employee of the Year in 2007. He has represented the Bridge District on several national and international panels, where the audiences are instantly familiar with the iconic Golden Gate Bridge.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO RON DOWNING, DIRECTOR OF PLANNING, DISTRICT DIVISION (continued)

Prior to District service, Mr. Downing was the Associate Director, Business Planning & Development for the Washington Metropolitan Area Transit Authority (METRO) in Washington, D.C., the Project Manager/Acting Service Development Manager at AC Transit in Oakland, CA and Transit Service Planner at METRO in Washington, D.C. Prior to that, he worked on bus and rail transit consulting projects in cities as diverse as Boston, Dallas, and San Juan, Puerto Rico.

In his free time Mr. Downing enjoys international travel, photography, languages, cultures, and foods with his husband Louis, as well as raising Daisy, their sixth Shar Pei dog. He has plans to travel to the remaining parts of the world that they have not yet been to.

PRESENTATION OF TWENTY-FIVE YEAR SERVICE AWARD TO JOHN WOO, BUS OPERATOR, BUS DIVISION

We are pleased to announce that Bus Operator, John Woo, will celebrate twenty-five years of service with the District on September 28, 2026.

Mr. Woo joined the District on September 28, 2001, as a Bus Operator.

EMPLOYEE OF THE MONTH – SEPTEMBER 2026

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Senior Project Manager Malini Brown in the District Division as the Employee of the Month for September 2026.

Ms. Brown is recognized for her outstanding contributions and unwavering commitment to the P25 Radio Replacement Project. Although this project falls outside the scope of her usual departmental responsibilities, she stepped forward without hesitation to lend her project management expertise and support its success. The P25 Radio Replacement Project requires extensive technical knowledge, coordination across multiple teams, and strong leadership. Ms. Brown has brought each of these qualities to the project with professionalism, dedication, and grace. Her willingness to support a department outside her usual area of responsibility speaks volumes about her collaborative spirit and commitment to organizational success.

Throughout the project, Ms. Brown has consistently led by example, demonstrating a strong work ethic, exceptional attention to detail, and a proactive approach to problem-solving. Her ability to navigate complex challenges while maintaining a positive and collaborative approach made a meaningful difference in the progress of this important initiative.

Of special note, Ms. Brown’s colleagues wish to express their sincere appreciation for her hard work and leadership. Her efforts have had a significant impact on the advancement of this complex project, and her contributions have not gone unnoticed. They are sincerely grateful for the time,

EMPLOYEE OF THE MONTH – SEPTEMBER 2026 (continued)

energy, expertise, and leadership she invested in helping move the project forward. They recognize that she truly exemplifies what it means to be a team player and greatly value her willingness to step up, collaborate, and support the success of others. Ms. Brown's commitment and contributions are a true reflection of the professionalism, teamwork, and dedication that strengthen our organization.

Ms. Brown joined the District as a Project Manager on March 16, 2015, and was promoted to her current position on June 20, 2018. Ms. Brown was the Employee of the Month in June 2016. Prior to joining the District, she worked as a Project Assistant (working on the Advanced Communications and Information System (ACIS) Data Radio Conversion Project with the District) for General Electric Transportation, in San Francisco, California; prior to that a Project Management Consultant for Pcubed in London, England; and before that a Gas Turbine Performance Engineer for Alstom Engineering in Leicester, England.

Ms. Brown was born in London, England and attended her early education in Enfield, North London and later attended High School at Saint Angela's Roman Catholic School for Girls in Enfield, London. After graduating from high school, she attended Imperial College for her undergraduate studies and Cranfield University where she achieved a Bachelor of Science in Physics and a Master of Science Degree in Gas Turbine Technology. Ms. Brown has been a resident of San Rafael since 2009 and has two sons Callum and Euan. In her spare time, she enjoys live music, history, hiking, and spending time with family friends.

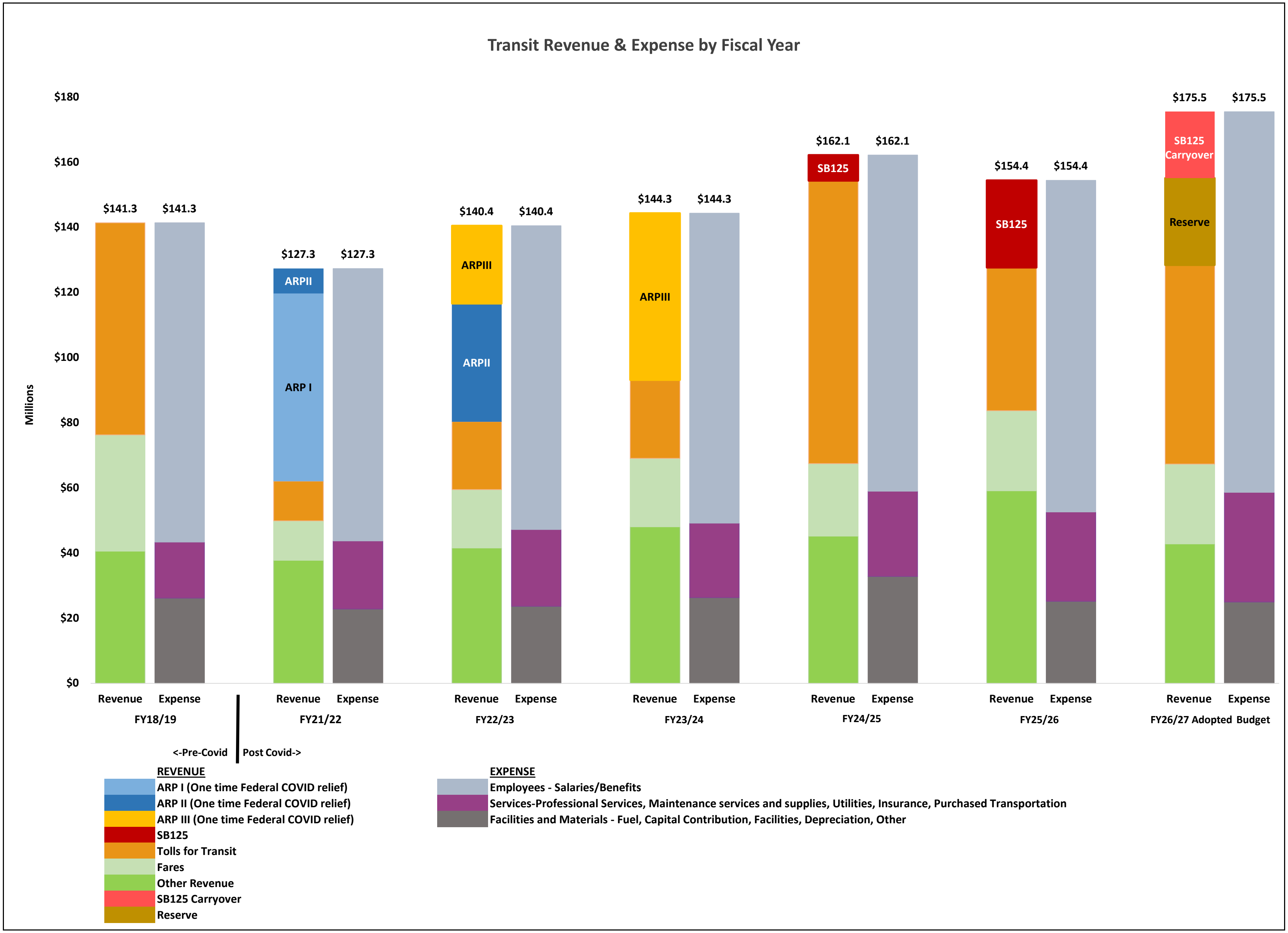
Denis J. Mulligan
General Manager

DJM:jb

Attachment: 2026-0924-FinanceComm-No8-Attachment C – Transit Funding & Expense Comparison

ATTACHMENT

2026-0924-FinanceComm-No8-Attachment C- Transit Funding Expense Comparison



THIS PAGE INTENTIONALLY LEFT BLANK