Agenda Item No. (6)(A)

REPORT OF THE GENERAL MANAGER
Board of Directors
Meeting November 20, 2026

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

Honorable Members:

GOLDEN GATE BRIDGE SIDEWALK USAGE

In October there were over 274,000 sidewalk users (75,429 bicycles plus 199,341 pedestrians) on the Golden Gate Bridge.

LARKSPUR FERRY SERVICE EXPANSION & PARKING PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

The District released the Larkspur Ferry Service Expansion & Parking Project Draft Environmental Impact Report (DEIR) on October 19, 2026. The project is being developed to meet projected increases in demand for ferry service from Larkspur to San Francisco through 2050 and to develop transportation and parking solutions that will accommodate significant growth in ridership.

Before the COVID-19 pandemic, the District was operating at the approved maximum of 42 regular ferry trips per day (approximately 8000 passengers) between Larkspur and San Francisco on weekdays. Some trips sold out and left passengers behind, and terminal parking was frequently filled by early morning, causing passengers to be turned away. The District currently operates 32 regular trips between Larkspur and San Francisco, however demand for ferry ridership is projected to recover to 2019 levels (pre-pandemic) by approximately 2035 and more than double by 2050, requiring additional ferry trips.

A community meeting was held on Thursday, November 5th at the Larkspur Library regarding the DEIR. The meeting provided an overview of the Draft EIR's environmental analysis, potential impacts, mitigation measures, and project alternatives evaluated under the California Environmental Quality Act (CEQA). District staff and environmental consultants presented key findings and answered questions from attendees.

LARKSPUR FERRY SERVICE EXPANSION & PARKING PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) (continued)

At the meeting some members of the public requested that the District hold another public meeting with a different meeting format, so the District will schedule another public meeting consistent with the recommendation, and the District will extend the public comment period for the DEIR.

The DEIR is available here https://www.goldengate.org/district/district-projects/larkspur-ferry-service-parking-expansion-study/project-documents-materials/

MARIN COUNTY TRANSIT DISTRICT (MARIN TRANSIT) FIXED-ROUTE OPERATIONS AND MAINTENANCE CONTRACT

On Monday, November 2nd, Marin Transit's Board of Directors unanimously approved an item which provides for the transfer of the Marin local bus service currently operated by the Golden Gate Bridge, Highway and Transportation District (District) to other operators by December 31, 2027.

Marin Transit and the District will continue coordinating shared services, including:

- Transit service coordination
- Shared customer service operations;
- Shared ADA paratransit operations;
- Bus stop responsibilities, including the San Rafael Transit Center and Downtown Novato (Redwood and Grant); and,
- Revenue sharing, fare policies, and transfer agreements.

***M.V. NAPA* FERRY ENGINE FAILURE**

On October 18, 2026, the *M.V. Napa*'s port aft main engine had an injector fail that caused substantial collateral damage to the engine. The vessel cannot operate in passenger service until repairs are made. The engine needs to be removed from the vessel for repairs. This will require contractor support from both a shipyard and the engines authorized service provider. District Staff are preparing specifications and contracts to complete the repairs as soon as possible. The repairs are expected to take about 6 months.

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

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

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.

On October 16, 2026, ATU filed their Motion for Summary Judgment (MSJ) in the Eastern District Court of California. It's largely identical to the MSJ they filed in the District of Columbia, with a few additional arguments to address the prior District Court rulings in the previous matters. The State's responsive pleading is due on December 11th, and the District has been contacted to provide a declaration in support of the State's motion.

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.

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

PROPOSED RULE BY THE OFFICE OF MANAGEMENT AND BUDGET (continued)

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.

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)
- 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)

CARB UPDATE (continued)

- 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 did 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.

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. Many 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. 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.

As part of efforts to address the funding status and governance concerns the District is exploring the possible transition of existing and future bus operators to the Sonoma County Employees' Retirement Association. The District funded an actuarial analysis of the cost associated with such

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

a transition and shared the results with Amalgamated Transit Union (ATU) Local 1575. The District is engaging another actuarial effort regarding "classic" employees. Also, with the passage of Senate Bill 607 the District will have new limited bonding authority effective January 1, 2027.

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. As part of these negotiations the parties are discussing the pension.

PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF OCTOBER

District staff made the following speeches and/or presentations in October:

PRESENTATION TO:	DATE:	PRESENTED BY:
Transit Labor Exchange	October 28, 2026	Bus Operations Program Manager Krystalyn Oleary.
Solano County Sheriff's Department	October 28, 2026	Bridge Captain Roger Elauria, Bridge Sergeant Todd Roth, Bridge Patrol Officer Chad Simons, and Bridge Patrol Officer Nicolas Serrano

SPECIAL EVENT/EXPRESSIVE ACTIVITY REQUESTS

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

Event Date	Event Title	Location	Type*	Expected No. Participants
November 1, 2026	Golden Gate Half Marathon	GGB East Sidewalk, under Bridge at Vista Point Trail & West Sidewalk	SE	4,000 – 5,000

*Permit Types: SE – Special Event, EX-ACT – Expressive Activity, FP - Film Production, NPR – No Permit Required

VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF OCTOBER

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
HB = Hit Barrier	1	0	0	Waldo
C = Collision	2	2	0	Plaza
SS = Side Swipe	2	2	0	Plaza
RE = Rear Ender	3	0	0	Bridge
HB = Hit Barrier	1	0	0	Plaza
SS = Side Swipe	2	0	0	Bridge
RE = Rear Ender	3	2	0	Bridge
TOTAL	**14**	**6**	**0**	

BICYCLE INCIDENTS FOR THE MONTH OF OCTOBER

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
SO = Solo	1	1	0	Alexander
BB = Bicycle/Bicycle	3	2	0	Bridge
SO = Solo	1	1	0	Alexander
BB = Bicycle/Bicycle	2	1	0	Bridge
BA = Bicycle/Auto	1	1	0	Alexander
SO = Solo	1	1	0	Bridge
BB = Bicycle/Bicycle	2	2	0	Bridge
TOTAL	**11**	**9**	**0**	

FERRY BICYCLE COUNTS FOR THE MONTH OF OCTOBER

For the month of October, 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 – October	22,057

*The Larkspur October bicycle count was 2,007

FERRY BICYCLE COUNTS FOR THE MONTH OF OCTOBER (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 - October	48,495

*The Sausalito October bicycle count was 5,669

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 – October	6,206

*The Tiburon October bicycle count was 701

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 – October	2,984

*The Angel Island October bicycle count was 259

PRESENTATION OF TWENTY-YEAR SERVICE AWARD TO SON TRAN, CHIEF MECHANIC, SWING, BUS DIVISION

We are pleased to announce that Chief Bus Mechanic, Swing, Son Tran, will celebrate twenty years of service with the District on November 27, 2026.

Mr. Tran joined the District as a Bus Mechanic, Day shift. He then transitioned to the Grave shift and then to the Swing shift. Mr. Tran was promoted to Chief Bus Mechanic-Day shift on June 25, 2018, transitioning to Grave shift and then promoted to his present position of Chief Bus Mechanic, Swing Shift in March 2021.

Prior to District service Mr. Tran spent 16 great years at the SF Gray Line Tour Bus company. He started as a Bus Servicer in 1990, promoted to Bus Mechanic Apprentice 1992, Journeyman Mechanic in 1996 and Lead Mechanic in 2000 and received his final promotion in 2001 as Chief Bus Mechanic.

In his free time Mr. Tran enjoys playing and watching baseball, football, basketball, music jam sessions, and spending quality time with family.

EMPLOYEE OF THE MONTH – NOVEMBER 2026

After reviewing nominations submitted by District employees, the Employee of the Month Committee selected Contracts Officer Johnathan Lucas in the District Division as the Employee of the Month for November 2026.

Mr. Lucas is recognized for his outstanding support of the Ferry Division, where he manages contracts and service agreements for vessel maintenance. With an eye toward making tomorrow better than today, he works closely with the Ferry Engineering team to establish on-call agreements with contractors. These agreements take significant effort to put in place, but they allow the Division to respond quickly when problems arise because key terms and conditions have already been negotiated.

That preparation proved invaluable during several weeks in November 2025, when breakdowns affected multiple vessels and terminals. The Division needed support from shipyards, original equipment manufacturer (OEM) service providers, and other specialists. Mr. Lucas moved quickly to establish contracts and task orders as requests for assistance came in. In less than a week, three vessels were dry-docked and contractors were working under signed task orders, thanks to his efforts.

Mr. Lucas' long-term focus on improvement and his responsiveness in urgent situations helped minimize downtime and reduce the impact on our customers. Many people in the organization rose to the occasion to keep passengers moving during this challenging period, and his behind-the-scenes work was essential. His efforts may not always be visible, even to colleagues in the Ferry Division, but they are a vital part of keeping the vessels operational.

EMPLOYEE OF THE MONTH – NOVEMBER 2026 (continued)

Of special note, Mr. Lucas' colleagues wish to express that his daily work reflects the District's values of responsiveness, teamwork, pride, and respect. They consider themselves fortunate to work with him and thank him for his dedication and outstanding service.

Mr. Lucas joined the District on January 27, 2020, as a Senior Buyer, and was promoted to his current position of Contracts Officer on July 11, 2022. Prior to joining the District, he worked as a Procurement Manager at Oldcastle Infrastructure in Stockton, CA, and prior to that as a Procurement Manager at Advantage Metal in Livermore, CA and before that as a Buyer at ESC Refining in Santa Clara, CA

Mr. Lucas was born in Stockton, he earned a Bachelor of Arts degree in Economics from California State University Sacramento and a Master of Business Administration degree from Bellevue University. Mr. Lucas has been a resident of Stockton, CA since 1987 and has three children, Johnathan Jr. (son), Nathaniel (son), and Aaliyah (daughter). In his spare time, he enjoys boating on the Delta with family, traveling, cooking, and cruising in his 1990 Mustang.

Denis J. Mulligan
General Manager

DJM:jb