



Agenda Item No. (6)(A)

**REPORT OF THE GENERAL MANAGER  
BOARD OF DIRECTORS  
MEETING OF SEPTEMBER 26, 2025**

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. Fortunately, travel in the Golden Gate Corridor continues to trend upward.

In August 2025, southbound Bridge traffic was 3 percent above August 2024 traffic, Bus ridership was 8 percent above August 2024, and Ferry ridership was 11 percent above August 2024 ridership.

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

**MARIN-SONOMA COORDINATED TRANSIT SERVICE (MASCOTS) UPDATE**

The District conducted extensive public outreach on the Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan over the months of July and August 2025 in partnership with all the transit operating and funding agencies in Marin and Sonoma Counties. The MASCOTS Plan proposes revisions to most Golden Gate Transit (GGT) bus routes in response to changing travel patterns. The MASCOTS Plan also proposes changes to service provided by other agencies.

Public response was significant, with the District receiving 45 formal comments and a survey of riders receiving 740 responses. District staff is reviewing comments and survey responses with the project team for possible revisions to the Plan, and District staff anticipates bringing forward the Plan in October. If the Board acts to approve the MASCOTS Plan in October it would not delay the MASCOTS implementation, which is set for the spring of 2026.

## **GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT (DISTRICT) FITCH RATING REPORT**

In September 2025, Fitch Ratings affirmed the District's A+/Stable Outlook rating, which is the highest rating for a single toll facility. The rating is supported by the District's historically strong financial profile, stable traffic, its mature and monopolistic characteristics, and its record of regular toll and fare increases. Fitch does point out the challenges facing the District being a single toll facility, its ongoing reliance on grant funding, and its exposure to continued operational deficits in the bus and ferry divisions while recognizing that the District Board has a history of making prudent fiscal decisions when needed.

## **UPDATE REPORT ON *M.V. MENDOCINO* DRYDOCKING AND ENGINE OVERHAUL**

On June 27, 2025, the Board of Directors ratified the emergency action of the General Manager to enter into an emergency contract with Bay Ship & Yacht Co., of Alameda, CA, in the amount of \$495,000, for drydocking and related services, and to issue a task order under an existing on-call agreement with Pacific Power Group, of Kent, WA, in the amount of \$536,379.62, for overhaul and commissioning support of the *M.V. Mendocino*'s damaged main engine. The vessel sustained a catastrophic failure of its starboard aft main engine on May 5, 2025, requiring removal and transport of the engine to Pacific Power Group's facility for a full rebuild, while also completing the vessel's biennial United States Coast Guard (USCG) credited drydocking.

The engine is currently being rebuilt at Pacific Power Group's facility in Kent, Washington. A new crankshaft has been procured, and the necessary machining of the engine block to repair damage sustained during the failure has been completed. Reassembly is underway, and the engine is scheduled to be shipped back to Alameda by September 30.

Structural repairs have been limited, with only one crop-and-renew required between the jet tunnels. Remaining hull repairs have been minor and are being completed under the USCG worklist. Hull coatings are complete, and all remaining repair plans have received USCG approval.

Mechanical inspections identified several valves requiring rebuilds and select flanges that will need Belzona epoxy repair; pricing for this work is still pending. During the waterjet inspection, District staff noted extensive pitting on three of the four impellers. Although the impellers are relatively new, replacement of the three affected units is recommended. A quote from Hamilton Jet is in progress for completing this work at the shipyard.

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

### **Background**

On May 5, 2025, the *M.V. Mendocino* sustained a catastrophic failure of its starboard aft main engine while underway at full operating speed. Upon inspection by Pacific Power Group, the original equipment manufacturers (OEM) authorized service provider, District staff were advised that significant internal engine damage had occurred, including the destruction of two-cylinder

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

liners and associated damage to the crankshaft and other interfacing components. Metal debris was also dispersed throughout the engine, necessitating a complete teardown and rebuild at Pacific Power Group's facility in Kent, Washington.

Due to the extent of the damage, the engine must be removed from the vessel and transported to Pacific Power Group's overhaul facility in Washington for complete teardown and rebuild. To accomplish this, the vessel must be drydocked to allow for engine extraction and subsequent reinstallation. District staff also identified the opportunity to complete the vessel's biennial U.S. Coast Guard (USCG) credited drydocking while it is out of the water, as required by 46 CFR 115.610 for K-class vessels.

To avoid service disruptions and cascading delays to future drydocking schedules for other high-speed vessels in the fleet, including the *M.V. Napa*, *M.V. Golden Gate*, and *M.S. Marin*, District staff recommended immediate action. Under the authority granted by California Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager authorized an emergency contract with Bay Ship & Yacht to facilitate drydock access and support engine removal and reinstallation and an emergency task order for the overhaul and commissioning support under the existing on-call professional services agreement with Pacific Power Group.

### **Summary of Scope of Work**

The scope of work performed under this emergency action includes:

#### **o Bay Ship & Yacht Co.**

- o Drydocking the vessel and providing all labor and equipment necessary for safe removal and reinstallation of the damaged engine.
- o Supporting structural and mechanical work, including removal of interferences, temporary modifications, and preservation of disturbed systems.
- o Making the vessel available for USCG inspection and completing all work necessary for USCG credited drydocking, including valve servicing, sea chest cleaning, and hull coatings.
- o Supporting dock and sea trials.

#### **o Pacific Power Group**

- o Performing a full in-shop overhaul of the starboard aft MTU 12V4000M60 main engine.
- o Replacing or rebuilding major components, including cylinder heads, piston liners, crankshaft, camshaft, bearings, fuel pumps, turbochargers, and cooling systems.
- o Reassembling and testing the engine in accordance with OEM specifications prior to redelivery.
- o Supporting on-site commissioning of the engine following reinstallation, including sea trials.

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

**Fiscal Impact**

The total estimated cost of the emergency work related to the *M.V. Mendocino* is \$1,464,731. District staff have reviewed the scope and cost proposals for both efforts and determined the prices to be fair and reasonable based on the nature and urgency of the work, and by comparison with recent, similar shipyard and OEM-authorized engine service contracts.

Funding for this work is available in Capital Project 2341, Ferry Vessel Rehabilitation and Dry Dockings, which is included in the FY24/25 Ferry Division Capital Budget with a total budget of \$18,500,000. This project is funded with 80 percent Federal Transit Administration (FTA) funds and 20 percent District funds, as shown in the table below. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

DESCRIPTION OF ITEMS	FEDERAL (80%)	DISTRICT (20%)	TOTAL
Contract No. 2025-F-061, <i>M.V. Mendocino</i> <i>Emergency Drydocking and Engine R&amp;R</i>	\$396,000.00	\$99,000.00	\$495,000.00
Contract No. 2025-F-017, <i>On-Call MTU Engine</i> <i>Maintenance and Repair Parts</i>	\$429,103.70	\$107,275.92	\$536,379.62
Contract No. 2025-F-017, <i>On-Call MTU Engine</i> <i>Maintenance and Repair Parts CO#1 To TO#1</i>	\$20,449.27	\$5,112.31	\$25,561.58
Contract No. 2025-F-061, <i>M.V. Mendocino</i> <i>Emergency Drydocking and Engine R&amp;R CO#1</i>	\$326,231.76	\$81,557.94	\$407,789.70
<b>TOTAL COSTS</b>	<b>\$1,171,784.73</b>	<b>\$292,946</b>	<b>\$1,464,731</b>

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

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

**UPDATE REPORT ON THE GOLDEN GATE BRIDGE ELECTRICAL SYSTEM  
REPAIRS**

**Background**

On Saturday, February 8, 2025, one of the Golden Gate Bridge's main circuit breakers tripped, affecting power to some of the Bridge's lighting and other electrical systems. The District's Bridge Division forces mobilized to the Bridge, investigated the electrical system and provided temporary power to certain locations but were unable to determine the cause of the tripped breaker and unable to restore power to all the lighting and other electrical systems at the Bridge. Bridge

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

Division staff requested Engineering Department staff assistance to bring in outside electrical contractors with expertise in medium to high voltage industrial electrical installations to assist with the investigation. The Bridge lighting and electrical systems are critical infrastructures that are necessary for the protection and security of the Bridge as well as for providing safe access to vehicle traffic, water vessel traffic and air traffic traveling on, under and over the Bridge.

Due to the need to quickly repair these critical systems, in accordance with Public Contract Code Section 22050 and the District's Procurement Policy, on February 10, 2025, the General Manager authorized an emergency purchase order and contract change order (CCO) #1 with PB Electric, Inc., Rancho Cordova, CA, in an amount not-to-exceed \$107,500, to perform an investigation of the electrical system and cause of the outage.

PB Electric, Inc. mobilized to the site and discovered damaged and failed equipment and cable failures at multiple locations on the Bridge. It was determined that the damaged and failed equipment cannot be repaired and must be replaced. Initial searches have determined that the existing failed electrical equipment is no longer made and new compatible equipment must be sourced and procured. In the interim, Bridge Division forces have installed temporary generators to restore the lighting and other electrical systems that were impacted by the equipment failure. The District executed CCO #2 with PB Electric, Inc., to perform additional assessments of the existing conditions, including opening all the east sidewalk electrical pull boxes, documenting the condition of conductors in the pull boxes, documenting findings, developing scopes of work and construction scheduling for the short-term and long-term solutions.

Based on the assessments and findings, Engineering staff, the electrical engineering consultant, PB Electric, Inc., and Bridge Division staff developed preliminary repair plans. It has been determined that the lead time to procure new transformers and switches suitable for the at the Bridge is approximately one year, so short-term and long-term solutions are being developed.

The short-term plan includes procuring readily available equipment that may be installed and utilized while the long-term solution is completed. Engineering staff requested and PB Electric, Inc., provided a cost estimate in the amount of \$400,000 to procure the material and equipment necessary to implement the short-term solution. Engineering staff reviewed the material and equipment costs and determined that they were reasonable and directed PB Electric Inc., to order the items pursuant to CCO #3. On March 28, 2025, the Board of Directors ratified CCO #3 with PB Electric, Inc. to procure electrical material and equipment necessary to perform a temporary short-term repair to the Golden Gate Bridge electrical system.

PB Electric ordered the initial equipment and materials needed for the short-term solution, at a cost of \$189,000. While removing some of the damaged equipment from the Bridge, Bridge District electricians discovered additional failed equipment requiring replacement. Funds were still available from the CCO #3 authorization, so the District requested PB Electric to procure a new transformer and switch panel, in an amount of \$90,000, to replace the failed equipment.

The District has received the first shipment of the electrical equipment and anticipates the rest of the electrical equipment to be delivered mid-September.

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

Engineering staff and the electrical engineering consultant have finalized the construction documents necessary for the short-term installation. Staff is reviewing the construction documents with electrical contractors to determine pricing and coordination with District operations. District staff requested that the engineering consultant prepare construction bid documents and specifications for the short-term installation. The engineering consultant provided a cost proposal, in the not to exceed amount of \$9,600, to perform this work. Engineering staff reviewed the proposal and determined that it was reasonable and directed the consultant to proceed with the work.

Engineering staff, the electrical engineering consultant, and PB Electric Inc. are also continuing to develop the full scope of work and cost estimate for the long-term solution.

Any additional change orders and contract award(s) associated with this work will be brought to the District's Board of Directors at a future meeting.

### **Fiscal Impact**

Current estimated costs to date for activities related to the Bridge electrical system repairs are \$504,150. The General Manager will continue to provide the Board with regular updates on the status and costs of this work.

<b>DESCRIPTION OF ITEMS</b>	<b>COSTS</b>
Site Investigation and Electrical System Assessment (PB Electric, Inc., Initial assessment and CCO #1)	\$107,500
Additional assessment, documentation of findings, developing scope of work and construction scheduling for the short-term and permanent solution. (PB Electric, Inc., CCO #2)	\$98,250
Procure Electrical Material and Equipment (PB Electric, Inc., CCO #3 authorized up to \$400,000)	\$189,000
Procure Electrical Material and Equipment (PB Electric, Inc., CCO #3 authorized up to \$400,000)	\$90,000
Electrical Engineer Consultant (Victor Steffen, Initial assessment and short-term solution)	\$9,800
Electrical Engineer Consultant (Victor Steffen, Short term solution construction drawings and specifications)	\$9,600
<b>TOTAL COSTS</b>	<b>\$504,150</b>

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

District employees participate in one of four different pension plans based on their collective bargaining agreement. Current and retired District bus operators are participants in the Golden Gate Transit Amalgamated Retirement Plan (GGTARP). GGTARP is unique in many ways, including its current funding status and its governance.

Among other things, a fiscally sound approach to pensions necessitates that a retiree's ultimate pension payments are reasonably correlated to the contributions made on behalf of the participant, taking into account the accompanying investment returns. Not surprisingly considering GGTARP's woefully underfunded status, GGTARP has not historically followed this approach. It has been and continues today to be an outlier among pension plans in its funding status, in its response to being woefully underfunded and in its governance.

For example, the trustees of other pension plans have established a strong correlation between the age at retirement and the monthly pension payment paid to a retiree. In other pension plans, a participant who retires early receives a lower monthly amount than they would receive with a regular pension. The monthly amount is reduced to account for the fact that the early retiree's payments begin earlier and are expected to be paid for a longer period. This is a fiscally sound approach. Please note, GGTARP does not do this.

Fortunately, some progress has been made within the last five years, including: increased contributions, replacing the Plan professionals (e.g., the attorney and plan administrator) with firms with pension experience, replacing the investment advisor who consistently underperformed both rising and falling markets, and correlating a year of pension credit to contributions received on behalf of a participant. Then on February 15, 2024, the GGTARP Trustees voted to eliminate the spousal subsidy; however, at that meeting they did not adopt the requisite tables to implement the change.

On May 16, 2024 the GGTARP met and approved a Plan amendment that revised Table D-1 factors to finalize the elimination of the spousal subsidy. Although the Plan administrator posted a copy of the Plan amendment to the GGTARP participant website, the Plan amendment does not explain to members that the spousal subsidies were eliminated, and the Plan administrator did not provide a "plain language" summary of the Plan modifications to members. Because the Trust is not subject to the same ERISA disclosure requirements as the Taft-Hartley pensions plans covering other District employees, the GGTARP Trustees would need to direct the Plan administrator to send a written explanation of the changes and their effects to GGTARP members.

Most significantly, in negotiating the prior MOU with the ATU, the ATU and the District agreed to form a working group to prepare a "Rehabilitation Plan". Below is the relevant language from the MOU regarding this vital task, including the underlining as it appears in the signed Tentative Agreement:

*"A pension working group composed of equal number of District GGTARP Trustees, Union GGTARP Trustees and attorneys for both sides will begin meeting immediately to discuss a rehabilitation plan to address future underfunding, akin to those required of jointly-trusteed defined benefit pension plans in "endangered or critical funding status" under the Pension*

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

*Protection Act. 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.

The GGTARP Retirement Board was advised last November that the Plan's funded status continues to deteriorate. At the November 7, 2024 GGTARP Retirement Board meeting, the Plan’s Actuary, Cheiron, presented the Plan’s actuarial valuation report as of January 1, 2024.<sup>[1]</sup> 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 \$103.2 million on January 1, 2023 to \$105.2 million on January 1, 2024. The Plan’s funded ratio decreased from 48.0% as of January 1, 2023 to 47.2% as of January 1, 2024.

Although the valuation report reflects a \$3 million decrease in benefit liability as a result of the Plan amendment to remove the spousal subsidies, it was offset by a \$4.2 million increase in benefit liability, which primarily resulted from covered employees' salaries being significantly higher than expected.

The following excerpt is from the GGTARP investment performance report presented to the GGTARP Retirement Board for the period ending June 30, 2025, which shows that the Plan’s investment returns have consistently underperformed against the benchmark.

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<sup>[1]</sup> GGTARP Actuarial Valuation as of January 1, 2024, can be found on pages 30-80: [https://www.goldengate.org/assets/1/14/ggtarp\\_meeting\\_no.202\\_packet\\_11.07.2024.pdf?12003](https://www.goldengate.org/assets/1/14/ggtarp_meeting_no.202_packet_11.07.2024.pdf?12003)



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

	Market Value (\$)	% of Portfolio	3 Mo (%)	YTD (%)	1 Yr (%)	3 Yrs (%)	5 Yrs (%)	10 Yrs (%)
<b>Total Plan</b>	<b>84,689,778</b>	<b>100.0</b>	<b>5.0</b>	<b>6.0</b>	<b>9.6</b>	<b>8.3</b>	<b>7.9</b>	<b>5.7</b>
<i>Policy Index</i>			5.9	5.9	10.4	8.8	7.4	6.9

The GGTARP's 10-year return of 5.7% as of June 30, 2025, is notably lower than the preliminary 10-year return of 8.06% reported by the District's OPEB Investment Advisor (which the GGTARP Board could have hired). For a Plan with \$100 million in assets, a 2.36% lower return over a 10-year period equals approximately \$26 million in lost investment earnings.

Although GGTARP's current investment advisor has performed much better, the Plan is still recovering from years of poor performance from the earlier subpar investment advisor.

Over the years the District Trustees have advocated for numerous changes to improve the financial condition of GGTARP. However, the GGTARP governance process has stymied many of these efforts, including the hiring of the prior subpar investment advisor. The governance process that led to GGTARP's decision to hire and stay with a subpar investment advisor longer than they should have (earning about \$26 million less over 10 years), highlights the need for governance changes as part of efforts to provide long term solvency for our bus operators' pensions.

**UPDATE DISTRICT STRATEGIC PLANNING EFFORT**

On May 24, 2024, the Board adopted the 2024 Strategic Plan. The Strategic Plan contains 39 initiatives that are focused on achieving the Board's goals and as such, also serves as a work plan for staff.

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

**PRESENTATIONS BY DISTRICT STAFF FOR THE MONTH OF AUGUST**

District staff made the following speeches and/or presentations:

<b>PRESENTATION TO:</b>	<b>DATE:</b>	<b>PRESENTED BY:</b>
National Bridge Preservation Coatings Working Group	August 14, 2025	Paint Superintendent, Fred Mixon

## 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
<b><i>CANCELLED:</i></b> September 6, 2025	Alvaro "Vato" Lizama Memorial Sunrise Walk	East Sidewalk	EX- ACT	300 – 500
September 12, 2025	USCG Station Golden Gate Suicide Awareness walk/run	East Sidewalk	SE	250 - 350
September 13, 2025	The Bay Ride	Under GGB, West Coastal Trail Loop & West Sidewalk	SE	200 – 300
September 27, 2025	Waves to Wine	Bridge at Tunnel	SE	Up to 600
September 28, 2025	Mahatma Gandhi Peace Walk/Viksit Bharat Run	Plaza by Welcome Center and East Sidewalk	EX- ACT	100 - 150
October 4, 2025	White Cane Day	East Sidewalk	SE	200 - 300
October 4, 2025	In Remembrance of His Majesty's Grace, King Rama IX	Plaza by Strauss Statue East Sidewalk	EX- ACT	200 - 300
October 18, 2025	A21 A Walk for Freedom SF	East Sidewalk	EX- ACT	100-350
October 19, 2025	Mermaid Run SF	West Sidewalk under GGB @ Tunnel & East Sidewalk	SE	450
October 25, 2025	Rotary International Golden Gate Bridge Run/Walk to End Polio Now	East Sidewalk	SE	TBD

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

## VEHICLE TRAFFIC INCIDENTS FOR THE MONTH OF AUGUST

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

Vehicle Traffic Incident	Vehicles	Injuries	Fatalities	Location
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	2	0	0	Bridge
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
SS – Sideswipe	1	1	0	Plaza
HB – Hit Barrier	1	0	0	Doyle
HB – Hit Barrier	1	1	0	Plaza
HB – Hit Barrier	1	0	0	Plaza
HB – Hit Barrier	1	2	0	Bridge
C – Collision	1	0	0	Waldo
HB – Hit Barrier	1	0	0	Plaza
<b>TOTAL</b>	<b>12</b>	<b>4</b>	<b>0</b>	

## BICYCLE INCIDENTS FOR THE MONTH OF AUGUST

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

Bicycle Incidents	Bicycles	Injuries	Fatalities	Location
BB – Bicycle/Bicycle	2	1	0	Bridge
SO - Solo	1	1	0	Doyle
BP – Bicycle/Pedestrian	1	1	0	Bridge
<b>TOTAL</b>	<b>4</b>	<b>3</b>	<b>0</b>	

## FERRY BICYCLE COUNTS THROUGH THE MONTH OF AUGUST

Ferry Bicycle Counts through the month of August are as follows:

Larkspur Southbound Bicycle Counts	
2019 Annual Total	29,828
2020 Annual Total	7,422
2021 Annual Total	4,716
2022 Annual Total	13,312
2023 Annual Total	15,453
2024 Annual Total	20,086
January – August	15,601

\*The Larkspur August bicycle count was 2,096

**FERRY BICYCLE COUNTS THROUGH THE MONTH OF AUGUST (continued)**

<b>Sausalito Southbound Bicycle Counts</b>	
2019 Annual Total	95,590
2020 Annual Total	9,415
2021 Annual Total	8,845
2022 Annual Total	64,952
2023 Annual Total	64,852
2024 Annual Total	53,128
January - August	24,927

\*The Sausalito August bicycle count was 4,609

<b>Tiburon Southbound Bicycle Counts</b>	
2022 Annual Total ( <i>Reporting started January 1, 2022</i> )	9,204
2023 Annual Total	9,481
2024 Annual Total	8,993
January – August	4,515

\*The Tiburon August bicycle count was 844

<b>Angel Island Northbound Ferry Bicycle Counts</b>	
2021 ( <i>December service start</i> ) Annual Total	39
2022 Annual Total	4,807
2023 Annual Total	4,556
2024 Annual Total	3,712
January – August	2,511

\*The Angel Island August bicycle count was 483

**RETIREMENT OF MATTHEW K. CORBETT, BUS OPERATOR, BUS DIVISION**

It is my privilege to announce that Bus Operator Matthew Corbett retired after 28 years, 5 months and 29 days of service with the District on September 1, 2025.

Mr. Corbett joined the District as a Bus Operator on March 3, 1997. Mr. Corbett was Employee of the Month for May 2005. He also has many commendation letters for his great bus driving skills.

Prior to District service, Mr. Corbett drove charters and airport service.

In his free time, Mr. Corbett enjoys camping, fishing, and riding old trains.

We wish Mr. Corbett a long and happy retirement.

## **RETIREMENT OF CEPEDA FULLER, BUS OPERATOR, BUS DIVISION**

It is my privilege to announce that Bus Operator, Cepeda Fuller, Bus Division, retired after 24 years, 10 months and 29 days of service with the District on September 1, 2025.

Mr. Fuller joined the District as a full time Bus Operator on November 3, 2000.

We wish Mr. Fuller a long and happy retirement.

## **EMPLOYEE OF THE MONTH – SEPTEMBER 2025**

After reviewing nominations submitted by District employees the Employee of the Month Committee selected Mechanic Michael Oderda in the Ferry Division as the Employee of the Month for September 2025.

Mr. Oderda consistently goes above and beyond and is always willing to take on challenges, especially when things do not go according to plan. When one of the main engines on a Spaulding ferry vessel lost half of its coolant fluid into the bilge, and the ferry Maintenance Manager was on vacation, Mr. Oderda was filling in for him. Despite the shop being short on mechanics, he agreed to meet the ferry in Sausalito on its next arrival. Mr. Oderda quickly diagnosed the problem and began replacing the coolant, as well as bleeding the air from the system. Within a short time, the vessel was fully repaired and back in service. This is just one example of how he consistently steps up to tackle challenges and ensures that District ferry operations keep running smoothly. His willingness to jump in and help is something he does regularly.

Of special note, Mr. Oderda's coworkers share that they very much feel that he deserves to be recognized as Employee of the Month!

Mr. Oderda joined the District on May 15, 2013. Prior to joining the District, Mr. Oderda held positions as a Marine Electrician/Mechanic at Dahl-Beck Electric, an Electrician/Mechanic at California Electric and an Electrician/Mechanic at Vincent Electric Motor.

Mr. Oderda was born in Martinez, CA. He has been resident of Richmond, CA since 2012 and his early education years were in schools in Martinez and Petaluma, CA. Mr. Oderda attended Diablo Valley College in Pleasant Hill, CA with a focus on Electrical. He enjoys motorcycles, mountain biking and bass fishing. In his youth he was a Junior National Gold Champion in the 13- and 14-year-old age classification. Mr. Oderda was the Employee of the Month in October 2021.

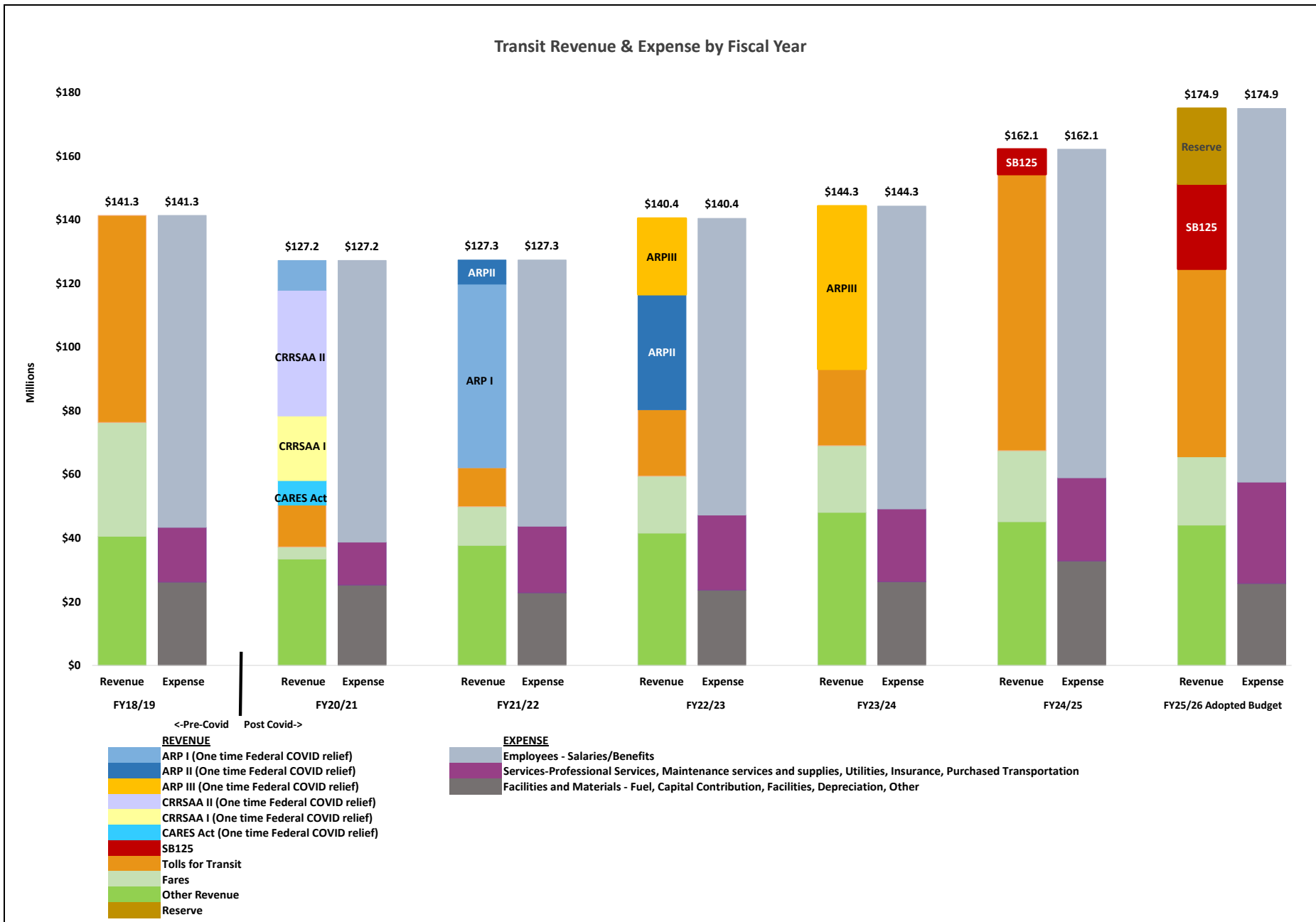
Denis J. Mulligan  
General Manager

DJM:jb

Attachment: 2025-0925-FinanceComm-No7-Attachment C – Transit Funding & Expense Comparison

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## 2025-0925-FinanceComm-No7-Attachment C – Transit Funding &amp; Expense Comparison



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