



## HEALTH & SAFETY TRANSIT PLAN

### INTRODUCTION

The Golden Gate Bridge, Highway and Transportation District (“District”) is a special district of the State of California which operates and maintains the Golden Gate Bridge and two unified public transit systems – Golden Gate Transit and Golden Gate Ferry – connecting the counties of Marin, Sonoma, San Francisco, and Contra Costa. The District provides these public services under authority of California State Law.

The District was incorporated on December 4, 1928 as the Golden Gate Bridge and Highway District to design, construct, and finance the Golden Gate Bridge. The responsibility of regional transit service within the Golden Gate Corridor was given to the District on November 10, 1969, at which time it was given its current name.

The District's territory includes the City and County of San Francisco; Marin, Sonoma, and Del Norte counties; and large portions of Napa and Mendocino counties. The only other county along the California North Coast, Humboldt County, declined to join the District during its formation after its residents opposed the bridge's construction, fearing that the increase in tourists and newcomers would disrupt the local redwood lumber industry and various cattle and sheep ranches.

The District provides regional bus and ferry transit service throughout the Golden Gate Corridor, which runs from San Francisco to Sonoma County. The District does not operate transit service in Napa, Mendocino, or Del Norte counties. Within Marin County, Golden Gate Transit is the contractor for approximately a third of the bus service provided by Marin Transit, a relationship that dates to 1971. Additionally, Golden Gate Transit has operated bus service across the Richmond–San Rafael Bridge to Contra Costa County on behalf of the Metropolitan Transportation Commission since 1993.

The District's primary revenue source is toll revenues from the southbound lanes of the Golden Gate Bridge. (The last of the bridge's construction bonds were retired in 1971, with principal and interest raised entirely from bridge tolls. A mix of tolls, transportation subsidies, and grants is used to support bus and ferry services.

The District has been closely monitoring local and state public health department guidelines, along with CDC guidance and the departments' and CAL/OSHA Emergency Temporary Standards as related to COVID-19 pandemic. On or about March 16, 2020, the Marin County Public Health Department issued a Stay-at-Home Order; along with 6 other Bay Area Counties. Throughout the pandemic, we have continued to play a critical role in transporting of essential workers to their jobs in the health care industry; public safety; education; food service; and hospitality.

The District currently enforces a 6-foot social distancing standard onboard its buses and ferry vessels. However, as vaccinations become more prolific and the economy continues to reopen, there will be



more demand on District services, including buses and ferries. As this occurs, it will be imperative that capacity levels be expanded to accommodate this increased demand.

## REQUEST

The Golden Gate Bridge Highway and Transportation District is requesting that the Public Health Department amend the Social Distancing Order to reduce the public transportation distancing requirements from 6 feet to 3 feet, or to provide guidance as considered practicable for our transportation system. This request recognizes that, as the region begins to reopen (i.e., K-12 schools; business and services, etc.), and as restrictions are lifted, the District must have the ability to support the high demand for public transportation (i.e., Bus, Vessel, and Paratransit) of the passengers this represents. This request also aligns with the World Health Organization and multiple European transportation agencies who are currently using a 1 meter, which approximates to 3 feet, as a minimum physical distancing requirement when face coverings are worn properly and COVID-19 protocols are followed.

The health and safety of the Golden Gate Bridge, Highway and Transportation District employees, passengers, and the communities we serve remains our top priority, and the District is fully committed to providing the highest level of safety standards and protocols for all our employees and for the passengers who rely on the transportation services we provide.

## JUSTIFICATION

The District is a special district of the State of California, which operates and maintains the Golden Gate Bridge and two unified public transit systems – Golden Gate Transit and Golden Gate Ferry – connecting the counties of Marin, Sonoma, San Francisco, and Contra Costa. The District provides these public services under authority of California State Law. Its bus and ferry systems are the primary public transit means for commuters and travelers into San Francisco from Marin and Sonoma counties.

## MITIGATION

As a transit essential service provider within the Bay Area, the District has a strong commitment to ensure the safety and well-being of all passengers and employees. It takes a collaborative effort to ensure a safe environment. Throughout the COVID-19 pandemic, the District has diligently ensured continued communication at all levels to achieve this goal. The District has implemented a series of protocols thorough processes, procedures, and mitigation efforts to help prevent the spread COVID-19.

These protocols and procedures were developed and implemented undertaken following the direction and guidance of such agencies as the County of Marin Health and Human Services Department, the Sonoma County Department of Health Services, the San Francisco Department of Public Health, the Centers for Disease Control and Prevention (CDC), the Governor’s Office of Emergency Services (CAL/OES), the California Division of Occupational Safety and Health (CAL/OSHA), as well as other partnerships with local, state, and federal agencies.



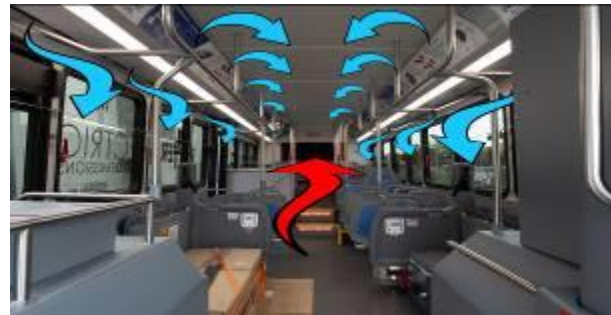
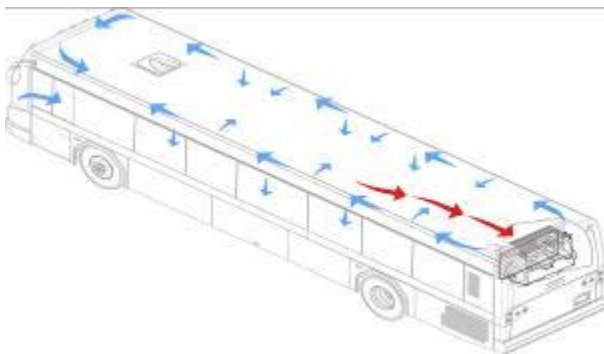
## PASSENGER/EMPLOYEE PROTECTION- BUS DIVISION

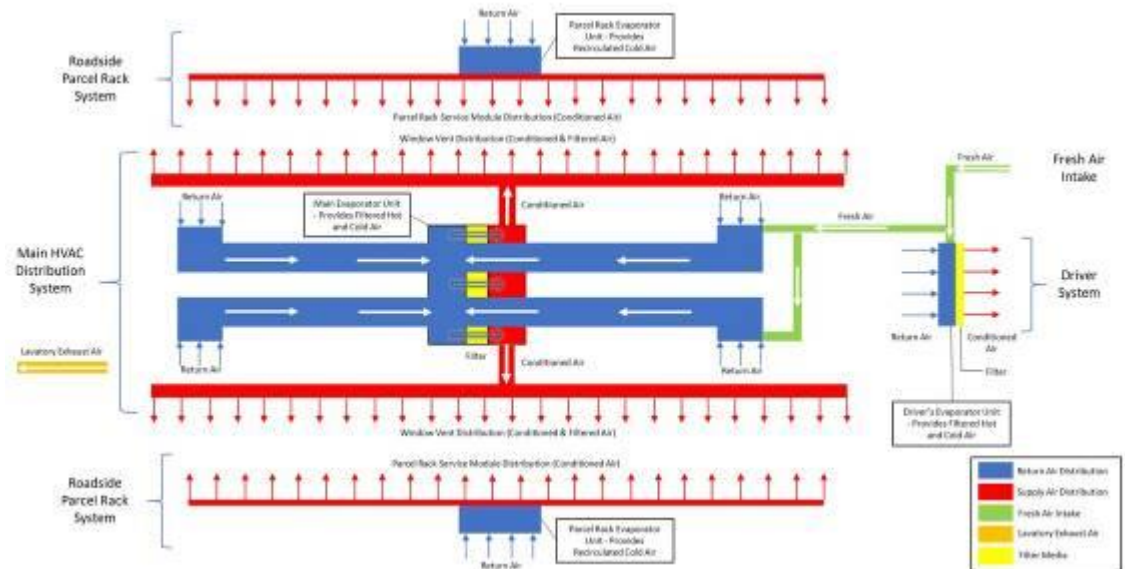
A primary goal of the District is the safety and security of its passengers and employees. To that end, a number of modifications have been made in our vehicles and in our communication methods. Those will be outlined in this section.

The District operates approximately 170 buses in provision of public transit service along the U.S. Highway 101 Corridor in the North Bay to and from San Francisco as well as basic local and regional transit services in Marin, Sonoma, and Contra Costa Counties.

### SYSTEM CAPABILITIES/MODIFICATIONS

1. All District transit buses and motor coaches are equipped HVAC systems that incorporate 20% fresh air intake mechanisms, as depicted below. These are state-of-the-art systems, similar to those found in the airline industry. As designed, these systems provide a minimum of seven (7) complete air exchanges per hour for motorcoaches and a minimum of twelve (12) complete air exchanges per hour for transit buses (at lowest fan speed). In operation, these systems are actually capable of as many as fifty (50) air exchanges per hour depending on such variables as blower fan speed, frequency and duration of door cycling, and air ingress during operation.





2. Plexiglas shields have been installed on all District buses and motorcoaches, protecting the Operator's work area from virus exposure.
3. Face mask and hand sanitizer dispensers have been installed at the entrance areas of each bus as added protective measures for customers and the operator.
4. Signage is properly posted throughout all vehicles and public passenger terminals and waiting areas informing passengers of the requirements for face masks and social distancing.
5. Alerts are also provided advising additional hygiene precautions to our most vulnerable paratransit passengers.
6. Cleaning personnel perform rapid cleaning and sanitation of the operator's area when a bus is exchanged in service between operators.
7. Fabric barriers (straps) have been used to block off seating as needed to maintain minimum physical distancing onboard buses.



## CLEANING AND SANITATION PROCESS

**Cleaning** refers to the removal of dirt and impurities, including germs, from surfaces. Cleaning alone does not kill germs. By removing the germs, it decreases their number and therefore any risk of spreading infection.

**Disinfecting** works by using chemicals, for example EPA-registered disinfectants, to kill germs on surfaces. This process does not necessarily clean dirty surfaces or remove germs. However, killing germs remaining on a surface after cleaning further reduces any risk of spreading infection.

**COVID-19** means severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2).





**Infectious Period** means the time a COVID-19-positive individual is infectious.

## CLEANING PROCEDURES

District maintenance staff have implemented strict cleaning and sanitation protocols for employees to follow when performing cleaning duties. These protocols include:

1. Cleaning staff are required to wear disposable gloves and don a face covering for all tasks in the cleaning process, including handling trash.
2. Personal Protective Equipment (PPE) must be compatible with the Environmental Protection Agency (EPA)-registered disinfectant product being used.
3. Ensuring proper ventilation is available before starting.
4. Eye protection is required when there is the potential for splash or splatter to the face.
5. Gloves and face covering must be removed carefully to avoid contamination of the wearer and the surrounding area. Employees must wash hands immediately after removal of PPE.
6. Employees are required to report breaches in PPE such as a tear in gloves or any other potential exposures to his/her supervisor before continuing with additional cleaning.
7. Employees are required to wash hands with soap and water for at least 20 seconds.



## TRAINING AND COMPLIANCE

Cleaning staff are trained on the hazards of the cleaning chemicals used in the workplace in accordance with OSHA’s Hazard Communication standard (29 CFR 1910.1200). The District is in compliance with OSHA’s standards for bloodborne pathogens (29 CFR 1910.1030), including proper disposal of regulated waste and PPE (29 CFR 1910.132).

## CLEANING AND DISINFECTION PROCEDURES FOR POSSIBLE COVID-19 CONTAMINATION

In addition to the daily, enhanced cleaning of frequently touched surfaces and workspaces during the COVID pandemic, the following procedures are utilized when an employee, contractor or visitor has reported ill or tested positive for COVID-19:

1. Surfaces that are dirty to sight or touch must first be cleaned using soap and water prior to disinfection.





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2. Disinfect using an EPA-approved disinfectant effective for use against the virus that causes COVID-19.
3. Use of electrostatic sprayers to disinfect large areas, vehicles and ferries.
4. More frequent cleaning and disinfection of high touch surfaces, such as tables, doorknobs, light switches, countertops, handles, desks, phones, keyboards, toilets, faucets, sinks, steering wheels, dashboards, control panels, etc. on vehicles and ferries.
5. Compliance with the manufacturer’s instructions for safe and effective use of all cleaning and disinfection products (e.g., dilution concentration, application method and contact time, required ventilation, and use of PPE).
6. Compliance with disinfectant concentrations and contact time critical for effective surface disinfection.
7. Ensuring that disinfectants are prepared in well-ventilated areas and handled safely, wearing the appropriate PPE to avoid chemical exposure.

## ADDITIONAL SAFETY PROCEDURES FOR SUSPECTED/CONFIRMED CONTAMINATION FROM COVID-19

1. The Division will post a COVID-19 Hazard Warning Sign on a building, room, shop, machine, equipment or vehicle/ferry possibly contaminated with COVID-19 and close off the area.
2. Once the area has been properly disinfected, it may be re-opened for use.
3. The COVID-19 Hazard Warning sign shall not be removed except by an authorized personnel after the area/equipment, vehicle/ferry is made safe.

Note – if it has been more than seven days since the person with suspected/confirmed COVID-19 visited or used the facility, additional cleaning and disinfection is not necessary and not required.

## BUS CAPACITY – 6’ v. 3’

The table below maps out passenger configuration to determine the planned capacity. In addition, a 6-foot radius is blocked off around the operator as required by CAL/OSHA. We block the seat located diagonal to the operator even if it exceeds the minimum social distance requirement.

Coach Quantity Type and Size	Maximum Riders without Social-Distancing	Coach Size (ft.)	Number of Seats	Maximum Riders with 6’ of Social-Distancing	Maximum Riders with Relaxed Social-Distancing (no less than 3’ between members of different household)	Bus Operator Maintaining 6’ Social-Distancing at all times
MCI Motor Coach	57	45’	57	11	25	Bus Operator will remain at minimum of 6ft.
Gillig Hybrid Bus	39	40’	39	9	17	Bus Operator will remain at minimum of 6ft.



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## PARATRANSIT CAPACITY – 6’ v. 3’

The table below maps out passenger configuration to determine the planned capacity. In addition, a 6-foot radius is blocked off around the operator as required by CAL/OSHA. We block the seat located diagonal to the operator even if exceeds the 6-foot social distance requirement.

Coach Quantity Type and Size	Number of Vehicles	Maximum Riders without Social-Distancing	Coach Size (ft.)	Number of Seats	Maximum Riders with 6’ of Social-Distancing	Maximum Riders with Relaxed Social-Distancing (no less than 3’ different household)
2020 FORD E350	17	8 Ambulatory	22’	8	2	4



## PASSENGER/EMPLOYEE PROTECTION – FERRY DIVISION

The District has seven ferry vessels in operation, providing service between San Francisco, Sausalito, Tiburon and Larkspur. The ferry also provides special service to events at AT&T Park and Chase Center.

### CLEANING AND DISINFECTING PROCESS FOR EMPLOYEES

We have implemented the following cleaning and disinfection measures for frequently touched surfaces:

1. Designated personnel perform daily and more frequent wipe-down of high touch surfaces with CDC approved virucide chemical agents.
2. Designated personnel perform daily and more frequent electrostatic fogging with CDC-approved chemical agents of occupied office spaces and common areas.
3. All offices and common areas are stocked with self-service virucide cleaning kits.
4. See attached *Disinfection and Safety Procedures for Possible COVID-19 Contamination and COVID-19 Prevention: Enhanced Cleaning and Disinfection Protocol* for further detail.



### PASSENGER PROTECTION

1. Signage is posted in the terminals and onboard vessels informing passengers of requirements, including face masks and social distancing. Policies are enforced by terminal and vessel staff.
2. Certain seats are marked with straps “unavailable” to ensure 6 feet of social distancing. Accommodations are made so families can be seated together.
3. Hand sanitizer dispensers are located throughout the terminals and onboard vessels.
4. Staff is subject to health screening at the start of each shift.
5. All high-touch surfaces onboard vessels and in terminals are disinfected multiple times per day, including handrails, seats, arm rests, tables, door handles, restrooms, and ticket vending machines. Activities are recorded in the log book. Utilizing electrostatic sprayers, all passenger areas are fogged with EPA-registered disinfectants.

### FERRY CAPACITY – 6’ v. 3’

The table following outlines the passenger configuration to determine the planned capacity on ferry vessels.





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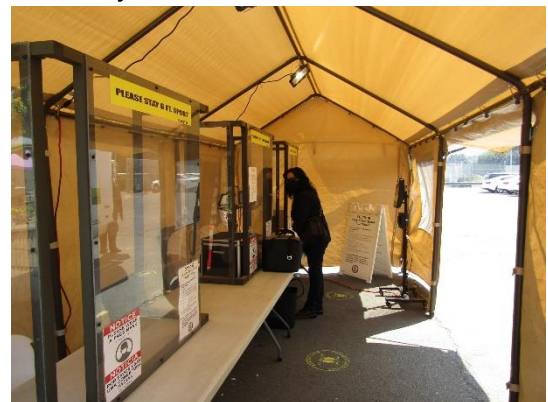


Vessel Quantity Type and Size	Maximum Riders without Social Distancing	Number of Seats	Maximum Riders with 6' of Social Distancing	Maximum Riders with Relaxed Social-Distancing (no less than 3' between members of different household)	Vessel Master - Maintaining 6' Social Distancing at all times
Spaulding (3)	750	511	235	470	Vessel Master 6'
Catamaran (2)	448	392	126	252	Vessel Master 6'
Catamaran (1)	400	347	107	213	Vessel Master 6'
Catamaran (1)	448	356	115	230	Vessel Master 6'

## EMPLOYEE PROTECTION AT THE WORKSITE

The District screens its employees daily:

1. Requiring employees to self-screen according to CDPH guidelines prior to leaving home.
2. Requiring employees to go through health screening station or self-screening procedure<sup>1</sup> when they arrive at work.
3. Employees using District-provided transportation are required to undergo health screening including body temperature check prior to entering the conveyance.
4. Face coverings are worn during screening by screeners and by employees.
5. Social distancing is required/maintained and barriers between screeners and employees are placed where possible.
6. Non-contact thermal scanners are in operation, and if a thermal scanner is not available, non-contact thermometers are used.
7. Requiring employees to go through health screening station or self-screening procedure<sup>2</sup> when they arrive at work.





8. Employees using District-provided transportation are required to undergo health screening including body temperature check prior to entering the conveyance.
9. Face coverings are worn during screening by screeners and by employees.
10. Social distancing is required/maintained and barriers between screeners and employees are placed where possible.
11. Non-contact thermal scanners are in operation, and if a thermal scanner is not available, non-contact thermometers are used.

## FACE COVERINGS

We provide clean, undamaged face coverings and ensure that they are properly worn by employees (over the nose and mouth when indoors, and when outdoors and less than 6 feet away from another person, including non-employees), and where required by orders from the California Department of Public Health (CDPH) or local health department.

In our storekeeping facilities, the District maintains supplies of a variety of cloth and disposable face masks. Additionally, the Emergency Operation Plan Annex provides guidance on maintaining minimum inventory levels and prioritization of N-95 respirators, and Storekeeper distribution of face masks.

Signage is posted in prominent locations to inform visitors of mandatory health screening and masking requirements

### **The following are exceptions to the use of face coverings in our workplace:**

- When an employee is alone in a room.
- While eating and drinking at the workplace, provided employees are at least 6 feet apart and outside air supply is available to the area. If indoors, the same provisions are in place to the extent possible.
- Employees wearing respiratory protection in accordance with CCR Title 8 Section 5144 or other safety orders.
- Employees who cannot wear face coverings due to a medical or mental health condition or disability, or who are hearing-impaired or communicating with a hearing-impaired person. Alternatives will be considered on a case-by-case basis.
- Specific tasks that are not able to be performed with a face covering, where employees will be kept at least 6 feet apart.

Any employee not wearing a face covering, face shield with a drape or other effective alternative, or respiratory protection, for any reason, shall be at least 6 feet apart from all other persons unless the unmasked employee is tested at least twice weekly for COVID-19.

## IDENTIFICATION AND EVALUATION OF COVID-19 HAZARDS

We will implement the following in our workplace:

1. Conduct workplace-specific evaluations using the Identification of COVID-19 Hazards form and employee feedback provided through Labor-Management Safety Committees.
2. Evaluate employees' potential workplace exposures to all persons in the workplace or who may enter our workplace.
3. Review applicable orders and general and industry-specific guidance from the State of California, Cal/OSHA, and the local public health department related to COVID-19 hazards and prevention.
4. Evaluate existing COVID-19 prevention controls in our workplace and the need for different or additional controls.
5. Conduct periodic inspections using the COVID-19 Inspections form as needed to identify unhealthy conditions, work practices, and work procedures related to COVID-19 and to ensure compliance with COVID-19 policies and procedures.



## DISTRICT'S POLICY, PROCEDURES, AND CHANGES

1. Attendance policies have been temporarily suspended for COVID-19-related cases, as employees are encouraged to stay home if they feel ill or do not pass the daily thermo-temperature self-screening process located at each of the District's facilities prior to beginning their workday.
2. Human Resources and Risk Management and Safety Departments continue to provide communications to update all employees, contractors, or vendors of any changes relating to COVID-19.
3. Personal Protective Equipment (PPE) including gloves, masks, sanitizing wipes, and hand sanitizer continue to be readily to all employees, and passengers.
4. On-site COVID-19 PCR testing is available to all employees on a weekly basis.
5. COVID-19 vaccination opportunities have been made available to all District employees who are currently reporting to work. Over 60% of Bus Division employees and over 80% of Ferry Division employees who are required to be on-site to support operations have received vaccination.
6. Transit employees are permitted to receive the COVID-19 vaccine during work hours with prior approval from and coordination with their supervisor.



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## SIGNAGE FOR HEALTH AND SAFETY PLAN – EXHIBIT A

The Golden Gate Bridge, Highway & Transportation District, will place the minimum signage messages (see chart below) prior to any shift in social-distancing from 6ft. to 3ft., on all of its Buses, Ferries, and Para-Transits.

MANDATORY	NOTES	BUS, FERRY, & PARA-TRANSIT SIGNAGE
MANDATORY	N/A	COVID-19 virus travels in the air and collects indoors and in enclosed spaces. Your risk is generally higher in these settings.
MANDATORY	All Messages Are Approved as an Option	Distance: Stay 6 feet or more from others if space allows. Avoid being closer than 3 feet at all times.
MANDATORY	All Messages Are Approved as an Option	Distance: Select a seat or place to stand as far away as possible from people you don't live with. Stay 6ft., or more from others if space allows.
MANDATORY	All Messages Are Approved as an Option	Distance: Select a seat or place to stand as far away as possible from people you don't live with. Don't get closer than 3ft. from others.
MANDATORY	N/A	If you are an unvaccinated with health risks, consider wearing a better-fitted mask or N-95; if you are 65+ get vaccinated.
MANDATORY	N/A	To keep everyone healthy give others space, especially those who are not in your household. Plan your trip and avoid crowded vehicles.
MANDATORY	N/A	Stay home when possible. People who don't have symptoms may still spread COVID-19.
MANDATORY	All Messages Are Approved as an Option	Ventilation: Leave windows open to keep everyone safer from the spread of COVID-19.
MANDATORY	All Messages Are Approved as an Option	Windows: Leave windows open to bring in fresh air. Keep everyone safer from the spread of COVID-19.
MANDATORY	All Messages Are Approved as an Option	Windows: Open windows bring in fresh air and keep everyone safer from the spread of COVID-19. Do not close windows.
MANDATORY	All Messages Are Approved as an Option	Windows: Don't close that window. We need fresh air to prevent the spread of COVID-19.
MANDATORY	N/A	Face Covering: To ride on this vehicle, you must properly wear a face covering at all times.
MANDATORY	All Messages Are Approved as an Option	A Quite Rider: Reduce the spread minimize talking when possible.
MANDATORY	All Messages Are Approved as an Option	Riders: Avoid unnecessary talking to prevent the spread of COVID-19.



## HEALTH & SAFETY TRANSIT PLAN – POINT OF CONTACT

Daniel Rodriguez  
Security and Emergency Management Specialist  
Golden Gate Bridge Highway & Transportation District  
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Email: [droduiguez@goldengate.org](mailto:droduiguez@goldengate.org)

## PLAN AVAILABLE FOR VIEWING

<https://www.goldengate.org/>



## Transit Health and Safety Plan Template

March 30, 2021

This health and safety plan template can be used in conjunction with transit agencies who agree to create, adopt and implement a written Health and Safety Plan in conjunction with easing social distancing requirements onboard transit vehicles. One of the foundational practices associated with reducing the risk of COVID-19 transmission in the community has been to encourage individuals to maintain maximum physical distance from people outside their household; the health agency has weighed available evidence and considered characteristics of transit and determined that it is likely that any increased risk associated with riding transit in closer proximity to others can be balanced through careful implementation of the elements of a below Health and Safety Plan.

Prior to operationalizing the relaxed social distance requirements in the system, the transit must complete a Health and Safety Plan that addresses all of the following elements. To enable the public to understand the critical elements of the plan, the signed and completed checkbox format of this template shall be posted in multiple locations and available at the transit agency website. The full plan and attachments should also be made available at the transit agency website.

Name, email and phone number for inquiries about this plan:

Date Submitted: May 11, 2021

### POINT OF CONTACT:

Daniel Rodriguez  
Security and Emergency Management Specialist  
Golden Gate Bridge Highway & Transportation District  
Cell Phone: (415) 629-9711  
Email: [droduiguez@goldengate.org](mailto:droduiguez@goldengate.org)

URL where the detailed plan and all attachments will be posted:

<https://www.goldengate.org/>

### Section 1 - Justification

- Summary of the reasons that the transit agency is not able to universally sustain a 6 foot standard for social distancing on its vehicles.

The Golden Gate Bridge, Highway & Transportation District (District) provides essential transportation services via Bus & Ferry was approximately (weekday average); 19,200 riders Pre-COVID-19; riders during COVID-19 was 2,080. As of April 2021, ridership was 2,500 residents and visitors throughout the counties of Marin, Sonoma County, Contra Costa, and San Francisco.

The original 6 ft. social distancing standard was established prior to the implementation of any of the current COVID-19 safety measures, including but not limited to mandatory mask wearing and District disinfection safety measures on all buses, para-transit, and vessels it owns and operate. This onboard 6 ft. social distancing severely reduces District transporting capacity.

The District is experiencing an increase in riders as counties throughout the Bay Area increase their vaccination rates, experience reduced COVID-19 infections and reopen their economic activity (i.e., schools, businesses, etc.). We are becoming unable to keep up with the anticipated continued demands of the general public who rely on public transportation as a form of their daily commuting to and from school and work.

Therefore, it is vital to shift the distancing protocol from 6 ft. to 3 ft. as a standard to allow more riders the ability to utilize public transit; rather than limiting, delaying, or displacing riders who are dependent upon public transportation. Furthermore, this request is in line with the World Health Organization (WHO) guidelines that 1m (~3 feet) is an adequate form of social-distancing when other measures are also in place.

**Section 2 - Vehicle Capacity**

The proposed vehicle capacities must provide for enough space to allow social distancing (i.e., at least three feet and ideally six or more feet of physical distance between individuals from different households while on the transit vehicle).

X Complete the following table for vehicle lengths or types summarizing the maximum riders under different circumstances, displaying the number of seats available and the open floor area: (SEE ATTACHED DIAGRAMS)

**BUS CAPACITY – 6’ v. 3’**

The table below maps out passenger configuration to determine the planned capacity. In addition, a 6-foot radius is blocked off around the operator as required by CAL/OSHA. We block the seat located diagonal to the operator even if it exceeds the minimum social distance requirement.

<b>Coach Quantity Type and Size</b>	<b>Maximum Riders without Social-Distancing</b>	<b>Coach Size (ft.)</b>	<b>Number of Seats</b>	<b>Maximum Riders with 6’ of Social-Distancing</b>	<b>Maximum Riders with Relaxed Social-Distancing (no less than 3’ between members of different household)</b>	<b>Bus Operator Maintaining 6’ Social-Distancing at all times</b>
MCI Motor Coach	57	45’	57	11	25	Bus Operator will remain at minimum of 6ft.
Gillig Hybrid Bus	39	40’	39	9	17	Bus Operator will remain at minimum of 6ft.

**FERRY CAPACITY – 6’ v. 3’**

The table following outlines the passenger configuration to determine the planned capacity on ferry vessels.

<b>Vessel Quantity Type and Size</b>	<b>Maximum Riders without Social Distancing</b>	<b>Number of Seats</b>	<b>Maximum Riders with 6’ of Social Distancing</b>	<b>Maximum Riders with Relaxed Social-Distancing (no less than 3’ between members of different household)</b>	<b>Vessel Master - Maintaining 6’ Social Distancing at all times</b>
Spaulding (3)	750	511	235	470	Vessel Master 6’
Catamaran (2)	448	392	126	252	Vessel Master 6’
Catamaran (1)	400	347	107	213	Vessel Master 6’
Catamaran (1)	448	356	115	230	Vessel Master 6’

**PARATRANSIT CAPACITY - 6' v. 3'**

The table below maps out passenger configuration to determine the planned capacity. In addition, a 6-foot radius is blocked off around the operator as required by CAL/OSHA. We block the seat located diagonal to the operator even if exceeds the 6-foot social distance requirement.

Coach Quantity Type and Size	Number of Vehicles	Maximum Riders without Social-Distancing	Coach Size (ft.)	Number of Seats	Maximum Riders with 6' of Social-Distancing	Maximum Riders with Relaxed Social-Distancing (no less than 3' different household)
2020 FORD E350	17	8 Ambulatory	22'	8	2	4

X Brief description of how Planned Occupancy at 6 ft and 3 ft is calculated.

Please see the vehicles and vessels diagrams (attached above). District staff has calculated and determined passenger configurations based by blocking off 6 ft. radius around the operator as required by CalOSHA, as well as blocking off the seat diagonal from the operator, even if it is greater than 6 ft. For the remainder of the vehicle, calculations were used to determine how many riders could board and still follow the 3-foot distancing protocol.

Evaluation and Monitoring. The following are included in the detailed Health and Safety Plan:

X Metrics the Transit Agency will use to assess whether occupancy limits are being exceeded system-wide, on specific routes, specific vehicles, and at particular times of day.

X Measures the Transit Agency will use to ensure vehicles do not go over the planned vehicle occupancy. Measures include the following if checked below:

- X Messaging to riders about when routes or vehicles are more or less crowded.
- X Adding vehicles to busy routes
- X Posting signage with vehicle occupancy limits
- X Deploying ambassadors to assist operators at stops and on vehicles
- X Others (Brief description): OPERATORS: May shift to DROP-OFF only mode in the event occupancy limits are being exceeded.

X Measures to be taken when there is evidence of occupancy exceedance, including thresholds and triggers for taking specific actions.

X Strategies to address frustration and anger among riders when buses pass by due to too many riders.

Section 3 - Signage and Messaging Requirements – SEE SIGNAGE LIST – EXHIBIT A (on page 6 of 6)

- X Post the agreed upon signage and deploy public messaging with specific content throughout the system
- X Complete a detailed plan describing:
- X Sign and messaging deployment, including timing and maintenance

- X Minimum signage that will be deployed before relaxed distancing is allowed.
- X Translation indicating languages and schedule for deployment of translated materials.

Check below to summarize where signs will be located:

X Website. Specify URL:

<https://www.goldengate.org/>

N/A Blog. Specify:

X Social media. Describe:

FACEBOOK

YOUTUBE

TWITTER

INSTAGRAM

X Ticket sales locations

X Onboard announcements

N/A Transit shelters

X On vehicles

Evaluation and Monitoring. The following are included in the detailed Health and Safety Plan:

- X Metrics to assess whether signage is maintained in good condition system-wide or on specific routes or specific vehicles
- X Measures to be taken when there is evidence of problems with signage, such as removal or vandalism, including thresholds and triggers for taking specific actions.

Section 4 – Face Coverings

Check the strategies the Transit Agency will use to ensure riders wear face coverings at all times, unless specifically exempted; describe in detail in an attachment.

Information:

N/A Dashboard. Note URL:

X Website

<https://www.goldengate.org/>

X Ticket sales locations

X Onboard announcements

N/A Signage at transit stops

X Clarify to vendors that they are subject to the same mask requirements as riders and personnel.

Materials:

N/A Face coverings for sale. Describe:

X Free face coverings. Describe: We offer mask and hand-sanitizers to District staff and, upon request, to our riders. For contracted service that we provide to Marin Transit, only hand-sanitizer is offered, no masks. We offer mask and hand-sanitizer to our staff and riders on our Ferries upon request.

Other. Describe:

### Evaluation and Monitoring:

Detailed plan for monitoring and ensuring continuous improvement in mask compliance includes:

- X Metrics to assess mask compliance system-wide, on specific routes, specific vehicles, and at particular times of day:
- X Measures to ensure mask compliance is maintained:
- X Measures to be taken when there is evidence of poor mask compliance, include thresholds and triggers for taking specific actions:
- X Established collaborations to improve mask compliance strategies, including specific milestones for implementation on.

### Section 5 - Ventilation systems

Increasing air flow is important to increasing safety in indoor spaces, including transit vehicles.

The Health and Safety Plan includes the following and provides additional detail.

- X Brief description of mechanical ventilation available in the fleet.
- X Guidance for operators to open all doors at each stop and circumstances where operators will be able to keep doors open for extra time while passengers are embarking or disembarking
- X Strategy for opening windows 6" at the beginning of each route
- X Plans for window ventilation for poor air quality or bad weather:
- X Ways that the Transit Agency will work to improve ventilation for COVID-19 prevention on the fleet, include:

PROCESSES IN PLACE: Specific plans for considering emerging technologies

PROCESSES IN PLACE: Description of thresholds or criteria to evaluate feasibility

PROCESSES IN PLACE: Budget planning for ventilation improvements, including specific milestones.

### Section 6 - Sanitation for high-touch surfaces and areas

The Health and Safety Plan shall include an attachment with details about sanitation practices including:

- X Identification of high touch surfaces
- X Frequency of cleaning
- X identify cleaning and disinfection products types and requirements for use
- X Personnel responsible for cleaning
- X Cleaning logs or tracking



**THE GOLDEN GATE BRIDGE HIGHWAY & TRANSPORTATION DISTRICT WILL COMPLY WITH THE MINIMUM REQUIRED SIGNAGE ON ALL BUSES, PARA-TRANSIT, AND VESSELS PRIOR IMPLEMENTING RELAXED DISTANCING FROM 6' TO 3'**

**SIGNAGE FOR HEALTH AND SAFETY PLAN – EXHIBIT A**

The Golden Gate Bridge, Highway & Transportation District, will place the minimum signage messages as required (see chart below) prior to any shift in social-distancing from 6ft. to 3ft.

<b>MANDATORY</b>	<b>NOTES</b>	<b>BUS, FERRY, &amp; PARA-TRANSIT SIGNAGE</b>
<b>MANDATORY</b>	<b>N/A</b>	COVID-19 virus travels in the air and collects indoors and in enclosed spaces. Your risk is generally higher in these settings.
<b>MANDATORY</b>	<b>All Messages Are Approved as an Option</b>	<b>Distance: Stay 6 feet or more from others if space allows. Avoid being closer than 3 feet at all times.</b>
<b>MANDATORY</b>	<b>All Messages Are Approved as an Option</b>	<b>Distance: Select a seat or place to stand as far away as possible from people you don't live with. Stay 6ft., or more from others if space allows.</b>
<b>MANDATORY</b>	<b>All Messages Are Approved as an Option</b>	<b>Distance: Select a seat or place to stand as far away as possible from people you don't live with. Don't get closer than 3ft. from others.</b>
<b>MANDATORY</b>	<b>N/A</b>	If you are an unvaccinated with health risks, consider wearing a better-fitted mask or N-95; if you are 65+ get vaccinated.
<b>MANDATORY</b>	<b>N/A</b>	To keep everyone healthy give others space, especially those who are not in your household. Plan your trip and avoid crowded vehicles.
<b>MANDATORY</b>	<b>N/A</b>	Stay home when possible. People who don't have symptoms may still spread COVID-19.
<b>MANDATORY</b>	<b>All Messages Are Approved as an Option</b>	<b>Ventilation: Leave windows open to keep everyone safer from the spread of COVID-19.</b>
<b>MANDATORY</b>	<b>All Messages Are Approved as an Option</b>	<b>Windows: Leave windows open to bring in fresh air. Keep everyone safer from the spread of COVID-19.</b>
<b>MANDATORY</b>	<b>All Messages Are Approved as an Option</b>	<b>Windows: Open windows bring in fresh air and keep everyone safer from the spread of COVID-19. Do not close windows.</b>
<b>MANDATORY</b>	<b>All Messages Are Approved as an Option</b>	<b>Windows: Don't close that window. We need fresh air to prevent the spread of COVID-19.</b>
<b>MANDATORY</b>	<b>N/A</b>	Face Covering: To ride on this vehicle, you must properly wear a face covering at all times.
<b>MANDATORY</b>	<b>All Messages Are Approved as an Option</b>	<b>A Quite Rider: Reduce the spread minimize talking when possible.</b>
<b>MANDATORY</b>	<b>All Messages Are Approved as an Option</b>	<b>Riders: Avoid unnecessary talking to prevent the spread of COVID-19.</b>