



(For Board Meeting of October 14, 2005)

**SUMMARY OF RECOMMENDATIONS**  
**MEETING OF THE FINANCE-AUDITING COMMITTEE**  
**THURSDAY, OCTOBER 13, 2005**  
**(ACTING CHAIR BARBARA L. PAHRE)**

**Item No. 1**

Authorize budget adjustment in the FY 05/06 Bridge, Bus, Ferry and District Operating Divisions' Budgets in the total amount of \$2,467,400, to correct the CalPERS pension rate, as outlined in the staff report.

**Action by the Board – Resolution**

**Item No. 2**

Authorize implementation of a regional bus and ferry fare restructure program, effective December 11, 2005; and, amend the Master Ordinance 2005 accordingly, as outlined in the staff report.

**Action by the Board – Ordinance**



Agenda Item No. 1.a.

To: Finance-Auditing Committee/Committee of the Whole  
Meeting of October 13, 2005

From: Joseph M. Wire, Auditor-Controller  
Celia G. Kupersmith, General Manager

Subject: **AUTHORIZE BUDGET ADJUSTMENT(S) AND/OR TRANSFER(S)**  
a) **BUDGET ADJUSTMENT TO CORRECT FY 05/06 OPERATING BUDGET**

### **Recommendation**

The Finance-Auditing Committee recommends that the Board of Directors approve the following budget adjustment actions relative to the Fiscal Year 05/06 Operating Budget:

Authorize the following budget adjustments to each Division's expenses:

- a) Increase in the Bridge Division of \$943,600;
- b) Increase in the Bus Division of \$622,100;
- c) Increase in the Ferry Division of \$208,200; and,
- d) Increase in the District Division of \$693,500.

The total amount added to the District's operating budget is \$2,467,400. All budget adjustments greater than \$50,000 are subject to Board approval.

This matter will be presented to the Board of Directors at its October 14, 2005, meeting for appropriate action.

### **Summary**

The Board adopted an operating budget on June 10, 2005, in the amount of \$142,298,122.

Unfortunately, due to a misinterpretation of the CalPERS pension rate in the actuarial document, the budget does not include sufficient funds for the CalPERS employee contribution. The CalPERS expense is determined by CalPERS and displayed as a percent of salary. The original rates in the FY 05/06 budget were 7% of salary for the employee contribution and 8.54% for the employer contribution for a total of 15.54%. The actual rates are 7% for the employee contribution and 15.544% for the employer contribution for a total of 22.544%. The difference in the overall operating budget is \$2.4 million.

Due to the significant size of this adjustment, we recommend including the corrected amount in the District's operating budget to allow for consistency in our forecasts and to facilitate tracking of expenses.

**Fiscal Impact**

The fiscal impact is to increase the FY 05/06 budget by \$2,467,400. The District's revised operating expense budget will be \$144,765,522.



Agenda Item No. 3

To: Finance-Auditing Committee/Committee of the Whole  
Meeting of October 13, 2005

From: Alan R. Zahradnik, Planning Director  
Joseph M. Wire, Auditor-Controller  
Celia G. Kupersmith, General Manager

Subject: **AUTHORIZE IMPLEMENTATION OF A REGIONAL BUS AND FERRY  
FARE RESTRUCTURE PROGRAM AND AMEND MASTER  
ORDINANCE 2005**

### **Recommendation**

The Finance-Auditing Committee recommends that the Board of Directors approve the staff proposal to simplify the District's regional transit fare system by implementing a regional bus and ferry fare restructure program consisting of the following changes to the District's current fare ordinance effective December 11, 2005, and amend the District's Master Ordinance 2005 accordingly:

- Consolidate regional bus fare zones 7 and 9 with zone 2; and consolidate regional bus fare zone 8 with zone 3. Eliminate zones 7, 8, and 9 from the regional bus fare matrix.
- Remove local Marin County bus fares from the regional zone fare matrix and establish a separate fare table for local Marin bus travel.
- Remove local East Bay and inter-county East Bay bus fares from the regional fare zone matrix and establish a separate table for East Bay bus travel. Set the inter-county bus fare from the East Bay to all points in the District's service area at the current zone 10 to zone 3 fare. Eliminate zone 10 from the regional bus fare matrix.
- Redefine the ferry youth fare category from ages 6 through 12, to ages 6 through 18, to be consistent with the current bus youth fare category definition.
- Increase the discount for the regional bus and ferry youth fare category to 50% of the adult cash fare from the current 25% to be consistent with discounts provided to seniors and persons with disabilities.
- Eliminate the weekend ferry family fare plan category.
- Eliminate the ferry children and senior group fare categories.
- Establish Translink<sup>®</sup> fares at the current discounted fare rates to position Translink as the Golden Gate Transit bus and Golden Gate Ferry regional fare card to eventually replace Bus Ride Value Tickets and Ferry Frequent Rider Tickets and to expand the convenience of pre-paid fares to youths, seniors and persons with disabilities.

This matter will be presented to the Board of Directors at its October 14, 2005, meeting for appropriate action.

## Summary

The District's transit fare system and policies incorporated in the District's Master Ordinance are inherently complex since they apply to four inter-related but somewhat distinct public transit services: Golden Gate Transit (GGT) regional bus, Golden Gate Ferry (GGF), Marin County Transit District (MCTD) local bus, and GGT bus service across the Richmond-San Rafael Bridge. As such, the current transit fare system may be viewed as potentially being a deterrent to increased public transit use, in particular to potential transit users unfamiliar with the array of public transit services operated by the District. After considerable deliberation, including peer comparison of the District's fare system and policies with those of other public transit operators, discussion at staff Service Review Committee, and outreach to the District's Bus and Ferry Passenger Advisory Committees, staff developed a program of proposed structural changes to the existing regional transit fare system and fare policies to simplify the transit fare system without significant changes to specific fares and fare revenue generation.

This fare restructure program was presented to the Finance-Auditing Committee on August 12, 2005, and was the subject of public outreach and a public hearing on September 22, 2005. During the public comment period, the District received a total of 16 comments: 12 emails, two letters and oral comments by two individuals at the hearing. These comments and staff responses are summarized as follows:

- Six comments supported the proposal. Two of these comments offered suggestions to further improve the program:
  - Consolidate fare zones 5 and 6, and fare zones 3, 4 and 8. – **Response:** This was considered by staff. The proposed fare program is designed to be relatively neutral to current riders and fare revenue generation. Further fare zone consolidation would result in fare changes affecting significant numbers of existing riders. To the extent that these changes result in fare increases, ridership would be negatively affected. To the extent that these changes result in fare reductions, revenue generation would be negatively affected.
  - Cut youth fare off at age 17 since an 18 year old is an adult. – **Response:** Transit operators in the Bay Area do not uniformly define youth. Besides Golden Gate, other operators in the GGT service area that include age 18 are BART and Sonoma County Transit. AC Transit and MUNI use 17 years of age. The District will work with other operators to develop a uniform regional youth definition. Further, many high school students are 18, and it is consistent to include these students in the covered category, given the emphasis placed on student riders in Marin County.
  - Round fares to 25 cents and only change fares by 25 cent increments. – **Response:** This will be considered during development of a five-year fare program.
  - Reduce local Marin fares and eliminate transfers. – **Response:** This will be referred to MCTD.
  - Remove San Francisco and Sonoma local fares from the regional fare matrix, and show all local fares separate from inter-county fares. – **Response:** Staff appreciates this suggestion. However, it is important for customers to understand that GGT is not a local bus service provider in San Francisco and Sonoma counties. No local bus service is provided by GGT in these counties. Limited local travel on regional bus services is permitted in SF and Sonoma counties and

- the GGT fare is set at a premium above the fares of local bus operators. The proposed fare matrix includes all regional bus fares.
- Show only half of the inter-county fare matrix to eliminate redundancy. – **Response:** This was done in the past. Staff found that it created confusion for some customers.
  - Provide the public with a full description of Translink. – **Response:** Staff agrees and will provide further information on Translink before Phase 2 is implemented and prior to a subsequent decision by the District on replacing ticket books.
- Two comments opposed replacing ticket books with Translink because tickets are more convenient. – **Response:** A decision to replace ticket books is not part of the proposed fare restructure program. Translink has the potential to be more convenient than regional ticket books. The proposed fare restructure includes a fare policy for Translink that would position it for possible future replacement of ticket books. That decision, however, would follow Translink implementation and a period of operation sufficient to prove its convenience to customers.
  - One comment suggested that Translink should be coordinated with pre-tax employee benefit programs before replacing ticket books. **Response:** The Translink program includes coordination with these programs. Successful coordination will be determined after Phase 2 implementation.
  - One comment asked about Translink availability for persons with disabilities and asked if fares for disabled persons would increase. **Response:** Translink cards will be available for persons with disabilities at the current 50% discount rate. The proposed fare restructure program includes some fare changes associated with proposed changes to bus fare zones. Most fares for disabled persons do not change. Some fares decrease. The only fare increase is for persons riding locally within the East Bay on the bus service across the Richmond Bridge.
  - One comment asked for ticket books for seniors. **Response:** The proposed fare restructure program does not include adding more ticket books. There are already 10 different denominations of ticket books for regional bus and ferry fares. Ten more ticket books would have to be created for seniors. Tickets programs are costly to administer and are limited to use on GGT. Instead staff proposes that Translink be available as a pre-paid fare card for seniors. Translink can be used throughout the Bay Area.
  - One comment asked if Translink would increase fares for commuters. **Response:** No. It is proposed that Translink be priced the same as existing commuter tickets.
  - Two comments asked if Translink would be coordinated with pre-tax employee benefit programs. **Response:** Translink is supposed to be coordinated with these programs.
  - Two comments were related to bus services. **Response:** The proposal does not affect bus services.

### **Recommended Fare Restructure Program**

#### ***Regional Bus Fare Zone Changes***

There are currently 10 regional bus fare zones. Zone 1 is San Francisco. Zones 2, 3, 4, 7, 8, and 9 are in Marin County. Zones 5 and 6 are in Sonoma County. Zone 10 represents the East Bay as accessed via the Richmond-San Rafael Bridge. Zones 1 through 6 are the GGT bus fare zones established in the 1970's along the 60-mile long, U.S. Highway 101 - Golden Gate Corridor that

support the District's distance-based regional fare policy. Zones 7, 8, 9 were created in the 1980's to further define areas to the west and east of U.S. Highway 101 served by GGT regional buses. Zone 10 was created in the early 1990's to allow District operation of Metropolitan Transportation Commission (MTC) sponsored bus service over the Richmond-San Rafael Bridge and outside the GGT service area linking up with East Bay bus and rail operators.

Staff proposes to restore the six regional fare zones along U.S. Highway 101 and their boundaries, eliminating zones 7, 8, and 9 by consolidating 7 and 9 with zone 2 and consolidating zone 8 with zone 3. Since current GGT regional bus services in zones 7, 8 and 9 are limited to small portions of three bus routes, this can be accomplished with insignificant system-wide impact on transit riders and fare revenues and yet retain the equity of charging customers a fare based on their distance traveled.

Staff further proposes to remove local Marin County bus fares from the regional fare zone matrix and establish a separate local Marin bus fare table since local bus fares are not zone and distance-based. Since over 50% of all GGT bus riders travel locally within Marin County, this will greatly simplify local bus riders' understanding of the bus system. Instead of having to select from a large matrix of zone fares, the local bus rider would choose between two cash fares: \$2.00 for adults and \$1.00 for youths, seniors and persons with disabilities. Separating local from regional fares also supports the Agreement between the District and MCTD that gives MCTD responsibility for setting fares for its local bus routes.

Finally, staff proposes to also separate the fares set for the Richmond-San Rafael Bridge bus service from the regional bus services along the Golden Gate Corridor. The Richmond-San Rafael Bridge bus service to and from the East Bay is now supported entirely by MTC through Regional Measure 2 funds. As such, it is not necessary to integrate these fares into the Golden Gate regional fare zone matrix and the separation provides an opportunity to establish fares that simplify use of the bus service. The majority of riders on the District's Richmond-San Rafael Bridge bus routes are East Bay residents traveling to/from work in Marin County. AC Transit is their local bus operator and charges a single fare for travel between the East Bay and San Francisco. Staff proposes to establish a single cash fare for travel across the Richmond-San Rafael Bridge between the East Bay and the District's Northbay service area. This would greatly simplify East Bay bus riders' understanding of the GGT bus system. To minimize impact to current riders and fare revenues supporting the Richmond-San Rafael Bridge bus service, staff proposes to set the cash fare of the current zone 10 to the zone 3 amount of \$3.25.

### ***Youth Fare Changes***

Currently, youths receive a 25% discount on the adult cash fare for regional travel on GGT buses and GGF. However, the definition of a youth is ages 6 through 12 on the ferry and ages 6 through 18 on the bus. The more restrictive youth definition on the ferry, combined with a higher ferry cash fare, led to the establishment of a weekend ferry family fare in the 1980s. The family fare plan allows up to two youths to ride free when accompanied by an adult paying the full cash fare.

Staff proposes to establish a youth fare policy that is uniform for bus and ferry. Staff peer operator review suggests that the District should increase the transit discount offered to youth to 50% of the adult cash fare and define youth to be ages 6 through 18. A 50% discount for youth would allow combination of youth with seniors and persons with disabilities, who already

receive 50% discount, in a single display of the regional fare zone matrix that would further simplify the presentation of fare information to the public. Independent of this regional fare proposal, MCTD and the District have jointly acted to increase the youth fare discount to 50% for local Marin travel on GGT buses. In addition, to offset possible revenue loss from this more liberal definition of youth for GGF, staff proposes to eliminate the family fare plan that is unique to the ferry and not offered to bus riders.

### ***Ferry Group Fares***

The District has historically provided a special reduced fare program for group travel on ferries. The Master Ordinance contains specific conditions that allow organized groups of children, through age 17, and groups of 10 or more seniors, age 62 or older, to ride the ferries for 10 cents per round trip. Staff views these special group rates as archaic, inequitable, and difficult to administer. No other public ferry services on the Bay offer similar deeply discounted programs. While staff will continue to encourage off-peak use of the ferry through special marketing promotions and will accommodate groups outside of peak periods through advance notice to the ferry manager, staff proposes to eliminate these special group fares and instead substitute the general 50% discount policy to both groups of and individual youths and seniors and the applicable ride value or ferry frequent rider ticket discount to groups of adults or adults accompanying these youth and senior groups.

### ***Translink***

Staff is working with MTC and the region's transit operators to implement Translink, the regional fare card. The District has formally participated in this major effort since 1999. GGF was fully equipped with Translink nearly three years ago as part of the successful Phase 1 program demonstration. Over 500 ferry riders are currently using Translink cards to automatically pay their ferry fare. By the end of the year, nearly 1,000 ferry riders will have Translink cards. Phase 2 of the Translink program will initiate full rollout of the system across all public transit operators in the region. GGT bus and AC Transit are the first Phase 2 operations to roll out, followed by MUNI, BART and Caltrain.

For the District, Translink represents a major improvement in transit fare collection not only for customers traveling across the various operators in the region, but also for customers who exclusively use GGT bus and GGF. As has been stated earlier, the inherent complexity of the District's services and regional fare structure lends itself to simplification via an automatic fare collection system such as Translink. With Translink, customers can enjoy seamless travel through and beyond the GGT system without the worry of having correct cash or ticket fare value. Staff anticipates most regular transit riders will experience a similar level of convenience that Fastrak users have on the Golden Gate Bridge and the other major bridges in the region.

Currently, for Phase 1, the District set Translink fare policy to replicate its discounted Ride Value Ticket and Frequent Rider programs and discounted youth, senior and disabled cash fares where ticket programs are not available. Staff proposes to continue this policy in Phase 2. Eventually, after a reasonable break-in period that demonstrates customer acceptance of Translink, staff would bring forward a proposal to establish Translink as the GGT bus and GGF regional fare card to replace Bus Ride Value Tickets and Ferry Frequent Rider Tickets and expand the convenience of pre-paid fares to youths, seniors and persons with disabilities, thus offering automatic fare collection to all District regional transit customers. Additional Translink

enabled regional fare policy changes to be considered in the future after further study and development include uniform inter-operator transfer credits, peak/off-peak fares, service value based fares, and special “institutional” fare programs.

In conclusion, staff recommends the Board of Directors approve this proposal and amend the District’s current Master Ordinance accordingly. The text of the Master Ordinance changes will be available at the meeting. Staff recommends that the Board consider taking action on the staff proposal at its October 14, 2005, meeting to allow implementation of the proposal on December 11, 2005, which is the next time public information materials will be issued to customers system-wide. The proposed fare restructure program is statutorily exempt from the California Environmental Quality Act since there is no possibility of significant impact to the environment and any fare increase included with this proposal is necessary to cover operating expenses.

### **Fiscal Impact**

Proposed changes to the regional bus fare zones would affect about 100,000 of approximately 3.3 million annual regional bus passenger trips, or about 3% of regional bus rides. Reducing the existing fares for travel to and from zones 7, 8, 9 and 10 would have a relatively small fiscal impact estimated at a decrease of less than \$50,000 in fare revenue annually.

Proposed changes to regional bus and ferry youth discount fares would affect about 90,000 of 5 million annual regional bus and ferry passenger trips, or less than 2% of regional bus and ferry rides. Reducing the existing fares for travel by riders in this discount category would have a relatively small fiscal impact estimated at a decrease of less than \$100,000 in fare revenue annually.

Proposed elimination of ferry family fare plan and ferry group fares would affect about 50,000 of 1.7 million annual ferry passenger trips, or less than 3% of ferry rides. Increasing existing fares for travel by riders in these discount categories would have a relatively small fiscal impact estimated at an increase of less than \$150,000 in fare revenue annually.

Proposed establishment of Translink as a regional GGT bus and GGF transit fare card and extending fare policy applied to Phase 1 of the program to Phase 2 full rollout would not directly affect existing fare revenues until Translink card use exceeds the current level of ticket use. This is not expected to occur during the first year of Translink implementation. Translink fare policy would be reconsidered in conjunction with a possible later Board decision to replace ticket books.

In summary, the staff proposal to restructure the existing regional fare system will improve customer convenience while having a minimal impact on existing District transit fare revenues.

**GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT**

**ORDINANCE NO. 2005-06**

**AN ORDINANCE TO AMEND MASTER ORDINANCE 2005, AS AMENDED,  
TO IMPLEMENT A REGIONAL BUS AND FERRY FARE RESTRUCTURE PROGRAM**

October 14, 2005

THIS ORDINANCE is adopted with reference to the following facts and circumstances which are found and declared by the Board of Directors:

1. On November 21, 2003, the Board of Directors approved Resolution No. 2003-115, directing staff to develop a comprehensive new transit fare program in conjunction with the adopted *Strategic Plan for Achieving Long-Term Financial Stability*, by adopting a fare structure that encourages transit use and that provides for reasonable cost recovery to help fund transit services, to include the following objectives:

- (a) Keep fares simple and equitable for customers;
- (b) Provide for reasonable cost recovery;
- (c) Hold down the administrative costs of the fare program; and,
- (d) Set fair and affordable prices.

2. In March 2005, staff presented a transit fare plan to the Board of Directors with three components, including:

- (a) Fare Restructure Program;
- (b) Fare Recovery Goals; and,
- (c) Five-Year Annual Fare Increase Program.

3. On August 12, 2005, the Board of Directors set a public hearing on September 22, 2005, to receive public comment on a proposal to simplify the District's transit fare system by implementing a regional bus and ferry fare restructure program.

4. Specifically, the components of the proposed regional bus and ferry fare restructure program include the following recommendations:

- (a) Consolidate regional bus fare zones 7 and 9 with zone 2 and consolidate regional bus fare zone 8 with zone 3. Eliminate zones 7, 8, and 9 from the regional bus fare matrix.

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(b) Remove local Marin County bus fares from the regional zone fare matrix and establish a separate fare table for local Marin bus travel.

(c) Remove local East Bay and inter-county East Bay bus fares from the regional fare zone matrix and establish a separate table for East Bay bus travel. Set the inter-county bus fare from the East Bay to all points in the District's service area at the current zone 10 to zone 3 fare. Eliminate zone 10 from the regional bus fare matrix.

(d) Redefine the ferry youth fare category from ages 6 through 12, to ages 6 through 18, to be consistent with the current bus youth fare category definition.

(e) Increase the discount for the regional bus and ferry youth fare category to 50% of the adult cash fare from the current 25% to be consistent with discounts provided to seniors and persons with disabilities.

(f) Eliminate the weekend ferry family fare plan category.

(g) Eliminate the ferry children and senior group fare categories.

(h) Establish Translink<sup>®</sup> fares at the current discounted fare rates to position Translink as the Golden Gate Transit bus and Golden Gate Ferry regional fare card to eventually replace Bus Ride Value Tickets and Ferry Frequent Rider Tickets and to expand the convenience of pre-paid fares to youths, seniors and persons with disabilities.

5. A public comment period on the proposed regional bus and ferry fare restructure program was initiated on August 23, 2005 and ended with a public hearing on September 22, 2005. During this period, 16 public comments were received. Staff reviewed and categorized all public comments, prepared written responses to the primary categories, which were contained in a report to the Finance-Auditing Committee for its October 13, 2005 meeting, and considered all public comments in developing the final proposal for transit fare increases.

6. The Finance-Auditing Committee, after considering the need to simplify the District's regional fare system and all public comments, recommended that the District implement a regional bus and ferry fare restructure program, to be effective December 11, 2005.

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7. The Board of Directors has carefully considered the staff proposal, reviewed all public comments and considered the recommendation of the General Manager and of the Finance-Auditing Committee. The Board finds that the recommended regional bus and ferry fare restructure program is consistent with the District’s mission and policy objectives, and is needed to simplify the District’s regional transit fare system.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT AS FOLLOWS:

Section 1. The Board hereby adopts the regional bus and ferry fare restructure program delineated below.

Section 2. Section I, “General Provisions,” Subsection A, “Definitions,” Paragraph 29, “Youth,” of Master Ordinance 2005, is replaced in its entirety with the following:

29. YOUTH. For Ferry transit and for Bus transit, a child from 6 through 18 years of age.

Section 3. Section III, “Golden Gate Transit – Bus and Ferry Systems,” Subsection B, “Transit Zone Boundaries,” of Master Ordinance 2005, as amended, is replaced in its entirety with the following:

**B. REGIONAL TRANSIT ZONE BOUNDARIES**

The following Golden Gate Transit Regional Transit Fare Zone boundaries are hereby established along the Highway 101 corridor, in the counties of San Francisco, Marin and Sonoma:

<b>Zone No.</b>	<b>Service Area</b>	<b>Zone Limits</b>	<b>Zone Limits</b>
1	San Francisco	South: San Francisco – San Mateo counties boundary	North: San Francisco – Marin counties boundary (Midspan Golden Gate Bridge)
2	Sausalito, Marin City, Tamalpais Valley, Strawberry, Mill Valley, Tiburon, Belvedere, Mt. Tamalpais, Muir Beach, Bolinas, Stinson Beach	South: Midspan Golden Gate Bridge	North: 3,000 feet north of Tiburon Interchange on Freeway 101

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<b>Zone No.</b>	<b>Service Area</b>	<b>Zone Limits</b>	<b>Zone Limits</b>
3	Corte Madera, Larkspur, San Rafael, Ross Valley, Lucas Valley, San Geronimo Olema, Point Reyes, Inverness	South: 3,000 feet north of Tiburon Interchange on Freeway 101	North: 1,000 feet north of Miller Creek Road Interchange on Freeway 101
4	Novato, Ignacio	South: 1,000 feet North of Miller Creek Road Interchange on Freeway 101	North: Marin – Sonoma Counties Boundary
5	Petaluma, Cotati, Rohnert Park	South: Marin – Sonoma Counties boundary	North: Freeway 101 at South Santa Rosa Avenue Interchange
6	Santa Rosa, Sebastopol, Sonoma	South: Freeway 101 at South Santa Rosa Avenue Interchange	North: Sonoma – Mendocino counties boundary

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Section 4. Section III, “Golden Gate Transit - Bus and Ferry Systems,” Subsection C, “Bus Transit Tariff Schedule,” of Master Ordinance 2005, as amended, is replaced in its entirety with the following:

**C. BUS AND FERRY TRANSIT CASH FARE TARIFF SCHEDULE**

The following one-way bus and ferry transit cash fare schedule is established, effective December 11, 2005:

1. REGIONAL TRANSIT ADULT CASH FARE TABLE

Bus Zone	<u>San Francisco</u>	<u>Marin County</u>			<u>Sonoma County</u>	
	1	2	3	4	5	6
1	\$2.85	\$3.25	\$3.95	\$4.80	\$6.90	\$7.60
2	\$3.25	<b>Refer to Marin Local Fares</b>			\$4.80	\$5.60
3	\$3.95				\$3.95	\$4.80
4	\$4.80				\$3.25	\$3.95
5	\$6.90	\$4.80	\$3.95	\$3.25	\$2.85	
6	\$7.60	\$5.60	\$4.80	\$3.95		
				Larkspur - SF Ferry	\$6.45	
				Sausalito - SF Ferry	\$6.45	

2. REGIONAL TRANSIT YOUTH, SENIOR AND DISABLED CASH FARE TABLE  
 – 50% DISCOUNT ROUNDED DOWN TO NEAREST 5 CENTS

Bus Zone	<u>San Francisco</u>	<u>Marin County</u>			<u>Sonoma County</u>	
	1	2	3	4	5	6
1	\$1.40	\$1.60	\$1.95	\$2.40	\$3.45	\$3.80
2	\$1.60	<b>Refer to Marin Local Fares</b>			\$2.40	\$2.80
3	\$1.95				\$1.95	\$2.40
4	\$2.40				\$1.60	\$1.95
5	\$3.45	\$2.40	\$1.95	\$1.60	\$1.40	
6	\$3.80	\$2.80	\$2.40	\$1.95		
				Larkspur - SF Ferry	\$3.20	
				Sausalito - SF Ferry	\$3.20	

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3. **MARIN LOCAL BUS CASH FARES – FOR TRAVEL ENTIRELY WITHIN MARIN COUNTY**

Adult = \$2.00  
 Youth, Senior, Disabled = \$1.00  
 Free transfers are provided for continuing travel within Marin County.

4. **RICHMOND BRIDGE BUS CASH FARES – FOR TRAVEL TO, FROM OR WITHIN THE EAST BAY**

Adult = \$3.25  
 Youth, Senior, Disabled = \$1.60  
 Free transfers are available for continuing travel within and through Marin County.

Section 5. Section III, “Golden Gate Transit - Bus and Ferry Systems,” Subsection D, “Ferry Transit Tariff Schedule,” of Master Ordinance 2005, as amended, is replaced in its entirety with the following:

**D. DISCOUNT FARES AND TRANSFERS**

1. **PREPAID DISCOUNT FARES**

a. Regional bus travel – Translink Cards and Ride Value Discount Ticket Books shall provide a discount of 20% from the basic adult cash one-way regional inter-county bus transit fares (set forth in Section III, “Golden Gate Transit – Bus and Ferry Systems,” Subsection C, “Bus and Ferry Transit Cash Fare Tariff Schedule,” Paragraph 1, “Regional Transit Adult Cash Fare Table”) per the following schedule. Adult cash fare discounts are not available for local SF and Sonoma Counties travel.

**PRICE OF TWENTY-TICKET REGIONAL INTER-COUNTY BUS RIDE VALUE TICKET BOOK OR TRANSLINK RIDE**

From Zone	1	2	3	4	5	6
1	Tickets not available, \$2.85 per ride	-	-	-	-	-
2	\$52.00 per book or \$2.60 per ride	See Marin local	-	-	-	-
3	\$63.20 per book or \$3.16 per ride	See Marin local	-	-	-	-
4	\$76.80 per book or \$3.84 per ride	See Marin local	See Marin local	See Marin local	-	-
5	\$110.40 per book or \$5.52 per ride	\$76.80 per book or \$3.84 per ride	\$63.20 per book or \$3.16 per ride	\$52.00 per book or \$2.60 per ride	Tickets not available, \$2.85 per ride	Tickets not available, \$2.85 per ride
6	\$121.60 per book or \$6.08 per ride	\$89.60 per book or \$4.48 per ride	\$76.80 per book or \$3.84 per ride	\$63.20 per book or \$3.16 per ride	Tickets not available, \$2.85 per ride	Tickets not available, \$2.85 per ride

Note: 50% discounted fares for Seniors, Persons With Disabilities and Youth are available with Translink or as cash fares, but are not available through purchase of transit ticket books and are not subject to further reduction.

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- b. Marin local bus travel - Marin local bus Translink fares and ticket books prices shall be as follows:

Adult Discount Ten-ticket Book = \$18.00  
Adult Discount Twenty-ticket Book = \$36.00  
Youth Discount Twenty-ticket Book = \$20.00  
Translink Adult = \$1.80 per ride  
Translink Youth, Senior, Disabled = \$1.00 per ride

- c. East Bay bus travel - Richmond Bridge bus Translink and ticket book prices shall be as follows:

Adult Discount Twenty-Ticket Book = \$52.00  
Translink Adult = \$2.60 per ride  
Translink Youth, Senior, Disabled = \$1.60 per ride

- d. Regional ferry travel - Ferry Translink fares and frequent rider twenty-ticket books prices shall be as follows:

Larkspur – SF = \$81.00 per book or \$4.05 per ride  
Sausalito – SF = \$69.00 per book or \$3.45 per ride  
Translink Youth, Senior, Disabled = \$3.20 per ride

2. INTER-OPERATOR TRANSFERS

- a. Passengers presenting a valid transfer from Alameda-Contra Costa County (AC) Transit District or Vallejo Transit or WestCat will be granted credit toward the payment of cash fare on Golden Gate Transit bus service across the Richmond Bridge from the East Bay to Marin in an amount equal to the AC Transit District local fare in effect at the time of transfer for the applicable class of rider (adult, youth, senior, or disabled).
- b. Passengers presenting valid transfers from other public transit operators within Sonoma County will be granted a \$0.10 discount off the applicable cash fare for local travel within Sonoma County on District bus services.

3. INTERNAL TRANSFERS. Free transfers are provided between all District buses and between District buses and ferries for passengers continuing travel in one direction within specified time limits and fare paid.

4. CHILD FARE. Children through age 5 are permitted free passage when accompanied by an adult. (Maximum of 2 children per adult.)

5. USE OF TRANSIT TICKET BOOKS ON BUSES AND FERRIES

- a. Bus transit ticket books (Ride Value Discount Ticket Books). Twenty-ticket bus transit ticket books usable on buses shall also be usable on the ferry. The applicable bus transit discount ticket price, rounded to the nearest five cents,

shall be credited and applied against the applicable ferry discount ticket price as set forth in Section III., "Golden Gate Transit – Bus and Ferry Systems," Subsection D, "Discount Fares and Transfers," Paragraph 1, "Prepaid Discount Fares," Subparagraphs a.–d. Any difference in price shall be rounded to the nearest five cents and collected in cash. Exact change is required and no cash back will be given for higher priced tickets applied to lower priced fares.

- b. Ferry transit ticket books (Frequent Rider Ticket Books). Twenty-ticket ferry transit ticket books usable on ferries shall also be usable on buses. The applicable Ferry transit discount ticket price shall be credited and applied against the applicable bus discount ticket price as set forth in Section III., "Golden Gate Transit – Bus and Ferry Systems," Subsection D, "Discount Fares and Transfers," Paragraph 1, "Prepaid Discount Fares," Subparagraphs a.–d. Any difference in price shall be rounded to the nearest five cents and collected in cash. Exact change is required and no cash back will be given for higher priced tickets applied to lower priced fares.

6. OTHER FARES

- a. Group fares. For travel to or from Sausalito or Larkspur on the ferry by groups of 20 or more, the following discounted fares apply:
  - (1) Adult Ferry Fare: as set forth in Section III., "Golden Gate Transit – Bus and Ferry Systems," Subsection D, "Discount Fares and Transfers," Paragraph 1, "Prepaid Discount Fares," Subparagraph d.
  - (2) Youth, Senior or Persons with Disabilities Ferry Fare: as set forth in Section III., "Golden Gate Transit – Bus and Ferry Systems," Subsection C, "Bus and Ferry Transit Cash Fare Tariff Schedule," Paragraph 2, "Regional Transit Youth, Senior and Disabled Cash Fare Table – 50% Discount Rounded Down to Nearest 5 Cents."

This group fare shall be in effect only during off-peak times when ferries have seats available and only if prior permission has been obtained from the Deputy General Manager/Ferry Division.

- b. Reduced Rates for Persons with Disabilities and Their Certified Attendants. A person with disabilities who possesses a valid Regional Transit Connection Discount Card is eligible for the disabled cash fare. Upon certification by a physician, State or Federal Agency designated representative that a disabled person must travel with an attendant, the attendant will be eligible for the discount fare applicable to the disabled person, but only while accompanying such disabled person. The Regional Transit Connection Discount Card of the disabled person will be marked with an attendant logo to indicate that an attendant will be traveling with the disabled person who is eligible for the discount fare. The attendant is not eligible for a discount fare while traveling alone and will not be issued a Discount Card.

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Section 6. Section III, “Golden Gate Transit - Bus and Ferry Systems,” Subsection H, “Paratransit Transit Tariff Schedule,” of Master Ordinance 2005, as amended, is replaced in its entirety with the following:

**E. REGIONAL PARATRANSIT TARIFF SCHEDULE**

1. **ADA REGIONAL PARATRANSIT SERVICE.** The following paratransit tariff schedule is established for regional paratransit service provided by the District pursuant to the Americans with Disabilities Act of 1990, effective December 11, 2005:

From Zone	1	2	3	4	5	6
1	Service provided by MUNI	\$5.35	\$6.60	\$8.05	\$11.10	\$12.50
2	\$5.35	<b>Service provided by MCTD</b>			\$8.05	\$9.45
3	\$6.60				\$6.60	\$8.05
4	\$8.05				\$5.35	\$6.60
5	\$11.10	\$8.05	\$6.60	\$5.35	\$4.75	
6	\$12.50	\$9.45	\$8.05	\$6.60		

Note: Regional paratransit fare for travel to or from the East Bay over the Richmond Bridge is \$5.35.

2. **MARIN EXTENDED INTER-COUNTY PARATRANSIT SERVICE.** The following paratransit tariff schedule is established for inter-county paratransit service that begins or ends beyond three-quarters of a mile of a Golden Gate Transit non-commute bus route or outside of the comparable non-commute bus service hours, effective December 11, 2005:

From Zone	1	2	3	4	5	6
1	Not applicable	\$5.85	\$7.10	\$8.55	Not applicable	
2	\$5.85	<b>Service provided by MCTD</b>			\$8.55	\$9.95
3	\$7.10				\$7.10	\$8.55
4	\$8.55				\$5.85	\$7.10
5	Not applicable	\$8.55	\$7.10	\$5.85	Not applicable	
6	applicable	\$9.95	\$8.55	\$7.10		

Note: Surcharge applies only to trips beginning or ending in the extended portions of Marin Fare Zones 2, 3, and 4.

Regional extended paratransit fare for travel to or from the East Bay over the Richmond Bridge is \$5.85.

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Section 7. Section III, "Golden Gate Transit - Bus and Ferry Systems," Subsection E, "Special Event Bus Service," of Master Ordinance 2005, as amended, is renumbered as Subsection F.

Section 8. Section III, "Golden Gate Transit - Bus and Ferry Systems," Subsection F, "Special Event Ferry Service," of Master Ordinance 2005, as amended, is renumbered as Subsection G.

Section 9. Section III, "Golden Gate Transit - Bus and Ferry Systems," Subsection G, "Local Ticket Books for Travel Within Marin County," of Master Ordinance 2005, as amended, is deleted in its entirety (see new Section III, Subsection D, "Discount Fares and Transfers").

Section 10. The Board finds that the regional bus and ferry fare restructure program effected by the Ordinance is exempt from the California Environmental Quality Act pursuant to Section 21080(b)(8) of the Public Resources Code because the transit fare system is being restructured in conjunction with District efforts to develop strategies for transit revenue generation, which are necessary for the purpose of: (a) meeting operating expenses, (b) purchasing or leasing supplies, equipment, or materials, (c) meeting financial reserve needs and requirements, and (d) obtaining funds for capital projects necessary to maintain service within existing service areas; and directs the District Secretary to file a Notice of Exemption in the offices of the county clerk of Sonoma, Marin, San Francisco and Contra Costa.

Section 11. The effective date of this Ordinance shall be December 11, 2005.

Section 12. If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect any other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this Ordinance are severable.

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**ADOPTED** this 14<sup>th</sup> day of October, 2005, by the following vote of the Golden Gate Bridge,  
Highway and Transportation District Board of Directors:

**AYES ():**  
**NOES ():**  
**ABSENT ():**

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**Maureen Middlebrook**  
**President of the Board of Directors**

**ATTEST:** \_\_\_\_\_  
**Janet S. Tarantino**  
**Secretary of the District**