

October 13, 2005
(For Board: October 28, 2005)



**REPORT OF THE FINANCE-AUDITING COMMITTEE/
COMMITTEE OF THE WHOLE**

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

Honorable Members:

A meeting of the Finance-Auditing Committee/Committee of the Whole was held in the Board Room, Administration Building, Toll Plaza, San Francisco, California, on Thursday, October 13, 2005, at 10:30 a.m., Acting Chair Pahre presiding.

Committee Members Present (8): Vice Chair Pahre; Directors Boro, Cochran, Eddie, Murray, Reilly and Shahum; President Middlebrook (Ex Officio)

Committee Members Absent (1): Chair Stroeh

Other Directors Present (2): Directors Kerns and Moylan

Committee of the Whole Members Present (10): Directors Cochran, Eddie, Kerns, Murray, Pahre, Reilly and Shahum; Second Vice President Boro; First Vice President Moylan; President Middlebrook

Committee of the Whole Members Absent (8): Directors Ammiano, Brown, Dufty, Hernández, Martini, McGoldrick, Sandoval and Stroeh

[On this date, there was one vacancy on the Board of Directors.]

Staff Present: General Manager Celia G. Kupersmith; District Engineer Denis J. Mulligan; Auditor-Controller Joseph M. Wire; Secretary of the District Janet S. Tarantino; Attorney David J. Miller; Deputy General Manager/Bridge Division Kary H. Witt; Deputy General Manager/Bus Division Susan C. Chiaroni; Deputy General Manager/Ferry Division James P. Swindler; Deputy General Manager/Administration and Development Teri W. Mantony; Public Affairs Director Mary C. Currie; Planning Director Alan Zahradnik; Director of Risk Management and Safety Bill Stafford; Executive Assistant to the General Manager Amorette Ko; Assistant Clerk of the Board Patsy Whala

Visitors Present: Anthony R. Withington, President, Amalgamated Transit Union, Local No. 1575

1. **Authorize Budget Adjustments in the FY 05/06 Bridge, Bus, Ferry and District Divisions' Operating Budgets to Correct the CalPERS Pension Rate**

In a memorandum to Committee, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith reported on staff's recommendation to authorize budget adjustments in the FY 05/06 Bridge, Bus, Ferry and District Divisions' Operating Budgets, in the total amount of \$2,467,400, to correct the California Public Employees' Retirement System (CalPERS) Pension Rate.

The report stated that the Board of Directors, by Resolution No. 2005-050 at its meeting of June 10, 2005, adopted the FY 05/06 Operating Budget in the amount of \$142,298,122. Following adoption, it was discovered that, due to a misinterpretation of the CalPERS pension rate in the actuarial document, the Operating Budget did 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 adopted Operating 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.

The report also stated that due to the significant size of this adjustment, staff recommends including the corrected amount in the FY 05/06 District's Operating Budget to allow for consistency in forecasts and to facilitate tracking of expenses. The fiscal impact will increase the FY 05/06 Operating Budget by \$2,467,400, resulting in a revised Operating Budget of \$144,765,522. A copy of the report is available in the Office of the District Secretary and on the District's web site.

Staff recommended and the Committee concurred by motion made and seconded by **Directors EDDIE/MIDDLEBROOK** to forward the following recommendation to the Board of Directors for its consideration:

RECOMMENDATION

The Finance-Auditing Committee recommends that the Board of Directors authorize budget adjustments in the FY 05/06 Bridge, Bus, Ferry and District Divisions' Operating Budgets, in the total amount of \$2,467,400, to correct the CalPERS Pension Rate, as follows:

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

Action by the Board - Resolution
NON-CONSENT CALANDAR

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AYES (10): Directors Cochran, Eddie, Kerns, Murray, Pahre, Reilly and Shahum;
Second Vice President Boro; First Vice President Moylan; President
Middlebrook

NOES (0): None

[Note: The above recommendation was forwarded to the Board of Directors meeting of October 14, 2005, for action.]

2. Discussion Regarding a Revised Five and Ten-Year Financial Projection

[NOTE: The following item was taken out of Agenda Item order.]

In a memorandum to Committee, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith presented a revised report on the District's financial projection for the five- and ten-year period from FY 06/07 through FY 15/16, to correctly reflect the District's contribution rates for the CalPERS Pension Plan. This revision to the original projection increases overall operating expenses. As a result, the revised five-year deficit is \$89 million, and the ten-year deficit is \$295 million, compared to the original projection of \$76 million and \$270 million respectively.

The report reiterated information provided to the Committee at its meeting of August 25, 2005, as part of the agenda item entitled, *Discussion Regarding Updates to the Five- and Ten-Year Financial Projection*. The report included the following sections, as well as a detailed narrative on each of these sections: *Introduction: What is a Projection? Why is a Projection Essential; Fiscal Strength of the District; Projection Findings; Assumptions;* and, *Next Steps;* as well as the following Appendices: Appendix A, *Projection;* Appendix B, *Assumptions;* Appendix C, *Ten-Year Capital Plan Projection;* Appendix D, *Capital Contribution Calculation;* and, Appendix E, *Reserve Structure*. The report incorporated the material change in the five- and ten-year projection figures, noting that the projected ten-year deficit of \$295 million is approximately \$28 million less than last year's \$323 million estimate. The projected five-year deficit is \$89 million, \$19 million less than last year's \$108 million estimate. The report also noted that the new five-year deficit is an 80% reduction of the original \$441 million five-year deficit. Information supporting these numbers was included in the report and was further detailed in Appendix A, "Revised Operating Budget Projection – With PERS Adjustment." A copy of the report is available in the Office of the District Secretary and on the District's web site.

At the meeting, Joseph Wire summarized the staff report, stating that the revised projection reflects changes in the dollar figures to include CalPERS contributions which will assist staff in analyzing the District's actual spending and planning efforts throughout the fiscal year. In addition, Mr. Wire reported that the paychecks for a number of Bus Operators for the last pay period did not properly reflect payroll contributions. Mr. Wire stated that staff is working with the Amalgamated Transit Union to make them aware of the many steps necessary to execute in order to complete a Bus Driver payroll and to find ways to simplify these steps. In addition, Staff reported that due to the implementation of the new payroll system, it is necessary that staff develop a plan, including the cross training of Payroll Department staff, to prevent any delay in the processing of paychecks.

Discussion ensued, including the following:

- Director Murray inquired if the District has business contingency plans in the event of an interruption. In response, Ms. Kupersmith stated that the District has contingency plans in place in some areas of the District, but will work with staff to ensure that these plans are in place Districtwide.
- President Middlebrook recognized that the processing of paychecks can be complicated to implement due to the various terms as set forth in the Bus Operator Memorandum of Understanding and suggested that the District and the Union consider options to make timekeeping less complicated. In response, Ms. Kupersmith stated that the District and the Union are working collaboratively to explore ways to simplify paycheck processing.

Action by the Board – None Required

3. Authorize Implementation of a Regional Bus And Ferry Fare Restructure Program and Amend the Master Ordinance 2005

In a memorandum to Committee, Planning Director Alan Zahradnik, Auditor-Controller Joseph Wire and General Manager Celia Kupersmith provided staff's recommendation to simplify the District's regional transit fare system by implementing a regional bus and ferry fare restructure program, changing the District's current fare ordinance effective December 11, 2005, and amending the Master Ordinance 2005 accordingly.

The report stated that the District's current fare structure is complex and difficult to understand, with 300 possible cash fares to choose from in the fare zone matrix. The fare system and associated policies 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. The report described how staff developed the fare restructure program, which entailed peer comparison of the fare programs of other public transit operators, staff discussion by the Service Review Committee and outreach to the District's Bus and Ferry Advisory committees.

The Board of Directors, by Resolution No. 2005-072 at its meeting of August 12, 2005, set a public hearing to receive public comment on staff's proposal to simplify the District's transit fare system. The report described, in detail, the history of the District fare structure, and staff's proposal consisting of the following changes to the fare program:

- Consolidate regional bus fare zones 7 and 9 with zone 2; consolidate regional bus fare zone 8 with zone 3; and, 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.

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- Remove local East Bay and inter-county East Bay bus fares from the regional fare zone matrix; 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; and, 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[®] fares at the current discounted fares 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.

The report briefly described the public comments received during the public comment period that was initiated on August 23, 2005, and ended with a public hearing on September 22, 2005. During this period, the District received 12 e-mails, two letters and oral comments by two individuals at the hearing, for a total of 16 comments. The report included a detailed list of comments and staff responses. The report noted that this 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 the program is necessary to cover operating expenses.

The report provided a detailed description of the recommended fare restructure program regarding the regional bus fare zone changes, the youth fare changes, the ferry group fares and Translink[®]. The report further explained the fiscal impacts of the fare restructure program. The report further stated that restructure of the existing regional fare system will improve customer convenience while having a minimal impact on existing District transit fare revenues. A copy of the staff report is available in the Office of the District Secretary and on the District's web site.

Discussion ensued, including the following:

- Director Shahum requested clarification regarding the ferry group fares. In response, Alan Zahradnik stated that staff will manage any special group travel during pre-arranged times and that the established discounted ferry fares will be applied.

Staff recommended and the Committee concurred by motion made and seconded by **Directors SHAHUM/REILLY** to forward the following recommendation to the Board of Directors for its consideration:

RECOMMENDATION

The Finance-Auditing Committee recommends the Board of Directors authorize implementation of a regional bus and ferry fare restructure program, changing the District's current fare ordinance effective December 11, 2005, and amending the Master Ordinance 2005 accordingly, as outlined in the attached Ordinance.

**Action by the Board - Ordinance
NON-CONSENT CALANDAR**

AYES (10): Directors Cochran, Eddie, Kerns, Murray, Pahre, Reilly and Shahum;
Second Vice President Boro; First Vice President Moylan; President
Middlebrook

NOES (0): None

[Note: The above recommendation was forwarded to the Board of Directors meeting of October 14, 2005, for action.]

4. Closed Session

Attorney David Miller, at the request of Acting Chair Pahre, stated that the Committee would convene in closed session to discuss one matter of pending litigation listed on the agenda as Item No. 5.a.1., *Carl Schoelles vs. Golden Gate Bridge, Highway and Transportation District (District)*.

After closed session, Acting Chair Pahre called the meeting to order in open session with a quorum present. Attorney Miller reported that the Committee met in closed session, as permitted by the Brown Act, to discuss the item of pending litigation, as listed above. Mr. Miller stated that the Committee provided settlement authority for disposition of this matter.

Action by the Board – None Required

5. Public Comment

There was no public comment.

6. Adjournment

All business having been concluded, the meeting was adjourned at 10:45 a.m.

Respectfully submitted,

Barbara L. Pahre, Acting Chair
Finance-Auditing Committee

BLP:JST:PLW:plw

Attachment: Ordinance Relative to Authorize Implementation of a Regional Bus and Ferry Fare Restructure Program and Amend the Master Ordinance 2005

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[®] 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:

Zone No.	Service Area	Zone Limits	Zone Limits
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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Zone No.	Service Area	Zone Limits	Zone Limits
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

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	Refer to Marin Local Fares			\$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		

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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	Refer to Marin Local Fares			\$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		

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.

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**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.

- 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.

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:

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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	Service provided by MCTD			\$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.

- 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	Service provided by MCTD			\$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.

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”).

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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.

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

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

Maureen Middlebrook
President of the Board of Directors

ATTEST: _____
Janet S. Tarantino
Secretary of the District