ATTACHMENT

2024 TITLE VI PROGRAM

Golden Gate Bridge, Highway and Transportation District
1011 Andersen Drive
San Rafael, CA 94901

Submitted to the
Federal Transit Administration
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I. Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. A combination of statutes, Executive Orders, regulations and published guidance further define populations that are protected under the umbrella of, and requirements related to, Title VI.

Each federal agency that provides financial assistance for any program is authorized and directed by the United States Department of Justice to apply provisions of Title VI, Executive Order 12898, and Executive Order 13166 to each program by issuing applicable rules, regulations, or requirements. The Federal Transit Administration (FTA) of the United States Department of Transportation (DOT) issued a circular on May 13, 2007, FTA C 4702.1A, that provided guidance to recipients of FTA financial assistance for carrying out the DOT's Title VI regulations (49 CFR part 21) and integrating the DOT's Order on Environmental Justice (Order 5610.2) and Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons (70 FR 74087) into their programs and activities. This circular was later superseded by FTA Circular 4702.1B, published August 28, 2012 and effective October 1, 2012.

This 2024 Title VI Program, organized in accordance with Chapters III and IV of FTA Circular 4702.1B, sets forth the Title VI compliance activities of the Golden Gate Bridge, Highway and Transportation District (District), including the bus and ferry transit services operated under the names Golden Gate Transit (GGT) and Golden Gate Ferry (GGF), respectively, during the July 2021 through June 2024 reporting period.

A. Service Summary

GGF provides ferry service between Marin and San Francisco counties. GGT provides bus service between Sonoma, Marin, San Francisco, and Contra Costa counties. For GGT, most passengers travel within Marin County or from Marin and Sonoma counties to San Francisco for work-related trips. While some San Francisco and East Bay residents use these transit services, the predominant use is by North Bay residents.

Local bus service in Marin County is the responsibility of the Marin County Transit District (MCTD), whose staff make all service decisions regarding these routes. GGT is one of several operators who provide a portion of this service under contract to MCTD. GGT has no role other than being a contract operator; therefore, this Title VI Program update does not include information on MCTD service operated by GGT. That service is covered in MCTD's Title VI program.

Golden Gate Transit Service Area

B. Service Area and Minority and Low-Income Communities

Twelve exhibits provide an understanding of the GGF and GGT service area. Exhibits 1-8 contain service area maps and population information:

- **Exhibit 1**, Golden Gate Transit Service Area Overview (map)
- **Exhibit 2**, Snapshot of Minority Population in Marin, Sonoma, San Francisco, and Contra Costa Counties
- **Exhibit 3**, Southern Marin County 2018-2022 ACS Census Tracts with GGT Bus Routes (map)
- **Exhibit 4**, Northern Marin County 2018-2022 ACS Census Tracts with GGT Bus Routes (map)
- **Exhibit 5**, Southern Sonoma County 2018-2022 ACS Census Tracts with GGT Bus Routes (map)
- **Exhibit 6**, Northern Sonoma County 2018-2022 ACS Census Tracts with GGT Bus Routes (map)
- **Exhibit 7**, Contra Costa 2018-2022 ACS Census Tracts with GGT Bus Routes (map)
- **Exhibit 8**, San Francisco 2018-2022 ACS Census Tracts with GGT Bus Routes (map)

Exhibits 9-12 provide the racial and ethnic composition of census tracts in the GGT service area:

- **Exhibit 9**, Marin County Minority and Low-Income Census Tracts
- **Exhibit 10** Sonoma County (GGT Service Area) Minority and Low-Income Census Tracts
- **Exhibit 11**, San Francisco (GGT Service Area) Minority and Low-Income Census Tracts
- **Exhibit 12**, Contra Costa County (GGT Service Area) Minority and Low-Income Census Tracts

Minority census tracts are defined as those where the percentage of minority population equals or exceeds the average percentage minority population for the entire county. These tables also include household median income data. Census tracts whose household median income is 10 percent or more below the median for the county are indicated as low-income tracts.

The District's enabling legislation authorizes the District to provide any and all modes of transportation within or partly outside the District, with the stipulation that if intra-county services are provided, local transit districts or counties are required to contribute to the system for benefits derived from such intra-county services.

The District's mission is to provide safe and reliable operation, maintenance and enhancement of the Golden Gate Bridge and to provide transportation services, as resources allow, for customers within the U.S. Highway 101 Golden Gate Corridor. Thus, the District's regional inter-county service area is defined as the U.S. Highway 101 Golden Gate Corridor extending from Sonoma County, to Marin County, and San Francisco County.

Commute routes, which operate in the morning and evening peaks, do serve some neighborhoods in Marin and Sonoma, where there are enough riders to justify such service. For midday and off-

peak service, including weekends, residents of Marin and Sonoma counties must take their local transit operators' buses to their cities' hubs, where they can transfer to GGT service.

Until April of 2020, GGT's service in San Francisco was limited to pick up northbound and drop off southbound only, except at the Golden Gate Bridge Toll Plaza and the intersection of Richardson and Francisco streets, which are both stops that serve as transfer points for GGT passengers wishing to transfer from one GGT bus to another. San Francisco residents are primarily served by the San Francisco Municipal Transportation Agency and by the Bay Area Rapid Transit District. However, in April 2020, at the request of the San Francisco Municipal Transit Authority, the District agreed to allow boardings and alightings at all San Francisco stops to relieve some of the burden on local Muni service during the COVID-19 pandemic. As of 2024, Golden Gate Transit continues to allow, and has allowed throughout the current reporting period, both boardings and alightings at all San Francisco stops.

The District provides bus service in Sonoma County. Specifically, the District serves regional customers as far north as Santa Rosa in Sonoma County, connecting them to Marin and San Francisco, and in the attached maps and tables, the area of Sonoma County from Santa Rosa south to the Marin County border is taken into account.

Legislation prohibits the use of Golden Gate Bridge tolls for transit across the Richmond-San Rafael Bridge, so the District provides limited service between Marin and Contra Costa Counties, funded by the Metropolitan Transportation commission (MTC). This service is the only regional public transit link between these two counties and provides commute opportunities for those living on both sides of the Richmond-San Rafael Bridge.

As in San Francisco, Sonoma and Contra Costa Counties also have local bus operators, in addition to GGT regional bus service. This report provides demographic information for census tracts in Contra Costa and San Francisco Counties that fall within one quarter mile of GGT routes. Of the minority and low-income tracts within the GGT service area included in this analysis, the tracts with the highest concentration of minority and low-income residents are Marin City and San Rafael's Canal neighborhood in Marin County, the area north of the fairgrounds in Santa Rosa (Sonoma County), some of the downtown and South of Market tracts in San Francisco, and the South of Cutting Boulevard tracts in Contra Costa County.

C. Title VI Review Process for Service and Fare Changes

In June of 2013, the District established a major service change policy to determine which service changes are considered major and require an equity analysis. The policy is as follows:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any 24-month period.

In addition, certain service changes are exempted from a Title VI Equity Analysis even if they meet the above standard:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.
- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

As required by the FTA, all fare changes are subject to equity analysis.

During the three-year period covered by this report (July 1, 2021 through June 30, 2024), there were two major service changes to GGT bus service, two major service changes to GGF ferry service, and two fare changes. GGT major service changes included COVID-19 pandemic-related service reductions and the establishment of Route 114 as a regular service. The GGF major service changes included COVID-19 pandemic-related service reductions and the assumption of Angel Island Ferry Service. The fare for this new service was also analyzed along with the assumption of the service. The other fare change consisted of incremental increases to bus and ferry fares in the form of a Five-Year Fare Program. Copies of the District's Title VI analyses relative to each of these changes are included in Appendix D. The major service changes and fare changes that occurred during the current reporting period are as follows:

- COVID-19 pandemic-related GGT service reductions—Routes 2, 4, 8, 18, 24, 25, 38, 56X, 58, 74, 76, and 92 were eliminated, and frequency was reduced on Routes 27, 54, and 72 because of reduced ridership due to the pandemic.

- Establishment of Route 114 as a regular service—After ridership began to increase again, and based on public demand, a new Route 114 was introduced to provide morning and evening commute service to Southern Marin again.

- COVID-19 pandemic-related GGF service reductions—Ferry service was reduced as the result of a drastic drop in ridership during the pandemic. Frequency of ferry trips on Larkspur, Sausalito, and Tiburon routes was reduced.

- Assumption of Angel Island Ferry service—The private provider of this popular recreational service proposed to discontinue it, and the District assumed provision of the service.

- Five-Year Fare Program—As it has for some decades, the District established a new Five-Year Fare Program that planned fare increases in advance so patrons would be prepared for them.

The pandemic-related service reductions to bus and ferry service did not constitute a disparate impact on minority riders or a disproportionate burden on low-income riders. Similarly, the Five-Year Fare Program did not constitute a disparate impact on minority riders or a disproportionate burden on low-income riders of bus, ferry, and paratransit services, which were all analyzed separately.

Analysis demonstrated that the assumption of the Angel Island ferry service did not create a disparate impact on minority riders. However, it provided a disproportionately lower benefit to low-income riders compared to non-low-income riders such that it constituted a disproportionate burden under the District's Title VI policies. Despite this disproportionate benefit, the District determined that continuing to provide the service served greater equity goals, as the Angel Island ferry service represents an important means of access to a major historical site in the Bay Area, with particular relevance for disenfranchised populations, as the site was home to a former immigration station that processed immigrants from all over the world, predominantly from China and other Asian countries during the early 20th century. Additionally, the adjusted fares on the Angel Island service constituted a slight disproportionate burden to low-income riders but did not disparately impact minority riders.

The establishment of Route 114 as regular service could be perceived as having a disparate impact on minority riders and a disproportionate burden to low-income riders, as these populations use the service at disproportionately lower rates. However, the analysis that led to this conclusion was based on demographic and ridership data with limited predictive value. Unlike Route 4, on which the statistical analysis was based, Route 114 is available to minority and low-income riders via the Marin City Hub at Donahue Street and Terners Drive. Despite the apparent disparate impact and disproportionate burden findings, the District has a legitimate business justification for continuing to provide Route 114 service as it supports the organization’s goal of managing traffic in the Golden Gate Corridor and providing regional mobility by offering commuters in Mill Valley an alternative to single occupancy vehicles. Further, continuation of Route 114 service supports public interest, as requests for commute service from Mill Valley to San Francisco were higher than for any other city in Marin and Sonoma counties. Finally, the inclusion of Marin City in the Route 114 routing, with its large minority and low-income populations, illustrates the District’s commitment to enhancing transit services to more equitably serve disadvantaged populations within its service area.

II. GENERAL REQUIREMENTS

This chapter responds to the general reporting information required of all Federal Transit Administration (FTA) grantees on a triennial basis. The information is required under U.S. Department of Transportation (DOT) regulations.

A. Provide Annual Title VI Certification and Assurance

Current operative certifications and assurances are the Federal Fiscal Year 2024 FTA Certifications and Assurances, authorized by the District Board of Directors and executed by the General Manager by the District’s Attorney on March 22, 2024. Federal Fiscal Year 2025 FTA Certifications and Assurances are in the midst of preparation.

B. Title VI Notice to Public

The District provides a notice to the public indicating that the agency complies with Title VI in English, with language offering access to additional information in Spanish, Vietnamese, and Chinese. Notices are posted on all buses and ferries; ferry terminals; and in the lobbies of the San Rafael Transit Center, the Golden Gate Bridge Toll Plaza, the Administration Building at 1011 Andersen Drive; and on the District's "Title VI" webpage. A copy of the District's notice to the public is shown below.

GOLDEN GATE BRIDGE®
HIGHWAY & TRANSPORTATION DISTRICT

Title VI Notice to the Public

The Golden Gate Bridge, Highway and Transportation District operates its programs and services without regard to race, color or national origin in accordance with *Title VI of the Civil Rights Act of 1964*, which provides that no person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in the provision of public transit services.

For more information on the Golden Gate Bridge, Highway and Transportation District's civil rights programs, or for information on procedures to file a complaint or obtain information in another language, please contact:

GOLDEN GATE BRIDGE DISTRICT EEO OFFICE
1011 Andersen Drive
San Rafael, CA 94901-5318
Phone: 511 (say "Golden Gate Transit")
Fax: (415) 257-4555
Email: TitleVIComplaints@goldengate.org

If information is needed in another language, call (415) 455-2000

Si se necesita información en otro idioma, llame (415) 455-2000

Nếu thông tin là cần thiết trong một ngôn ngữ khác, hãy gọi (415) 455-2000

如果信息是需要以另一種語言，呼叫 (415) 455-2000

C. Title VI Complaint Procedures

The District responds to any and all lawsuits or complaints that allege discrimination on the basis of race, color, or national origin with respect to service or other transit benefits. The District's procedures for filing a complaint are available to the public on the District's website and in the District's Transit Guide. Below is an overview of the District's Title VI Complaint Process.

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the Golden Gate Bridge, Highway and Transportation District, including Golden Gate Transit and Golden Gate Ferry, may file a Title VI Complaint by completing and submitting the District's Title VI Complaint Form. Samples of the District's Title VI Complaint Forms can be found below in English and Spanish and are accessible on the "Title VI" page of the District's website.

The District will review and investigate Title VI complaints received no more than 180 days after an alleged incident. Reasonable measures will be taken to preserve any information that is confidential. The investigation may include a review of all relevant documents, practices and procedures as well as discussion(s) of the complaint with all affected parties to determine the nature of the problem. If more information is needed to resolve the case, the District may contact the complainant. The complainant must provide additional requested information within fifteen (15) business days of the date of receipt of a request for additional information. If the investigator is not contacted by the complainant or does not receive the additional information within fifteen (15) business days, the District can close the case administratively. A case also may be closed administratively if the complainant no longer wishes to pursue their case. The investigation will be conducted and generally completed within sixty (60) days of receipt of a formal complaint.

Based upon the information received, an investigation report will be prepared for submittal to the Deputy General Manager of Administration and Development, who has oversight for all Title VI-related matters. After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. A LOF summarizes the allegations and information obtained through the investigation of the alleged discrimination, and explains whether any disciplinary action, additional training of the staff member or other action will occur. If the complainant wishes to appeal the decision, she/he can appeal directly to the United States Department of Transportation, FTA Office of Civil Rights. A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

The District shall maintain a log of Title VI complaints received which shall include the date the complaint was filed, a summary of the allegations, the status of the complaint and actions taken by the District in response to the complaint.

If requested, documents describing the District's Title VI Policy Statement and Complaint Procedures can be translated into languages other than English by calling 511 (say "Golden Gate Transit") or 415-455-2000 for assistance.

If the complainant is unable to write because of a disability and needs assistance in completing the form, District staff will assist by scribing the complaint by phone. If requested by the complainant, the District will provide a language or sign interpreter or other accessible format. Requests for assistance can be made by email to jgaffney@goldengate.org or by phone at (415) 257-4416.

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

TITLE VI COMPLAINT FORM

Section I:				
Name:				
Address:				
Telephone (Home):		Telephone (Work):		
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II:				
Are you filing this complaint on your own behalf?		Yes*	No	
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.		Yes	No	
Section III:				
I believe the discrimination I experienced was based on (check all that apply): [ ] Race [ ] Color [ ] National Origin Date of Alleged Discrimination (Month, Day, Year): _____ Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of any witnesses.				
Section IV				
Have you previously filed a Title VI complaint with this agency?		Yes	No	

Section V
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court? [ ] Yes [ ] No If yes, check all that apply: [ ] Federal Agency: _____ [ ] Federal Court_____ [ ] State Agency _____ [ ] State Court_____ [ ] Local Agency _____
Please provide information about a contact person at the agency/court where the complaint was filed.
Name:
Title:
Agency:
Address:
Telephone:

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date are required below.

_____ _____
Signature Date

Please submit this form in person at the address below, or fax, mail or email to

Golden Gate Transit EEO Office
1011 Andersen Drive
San Rafael, CA 94901-5318
Fax: (415) 257-4555
Email: TitleVIComplaints@goldengate.org

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

FORMULARIO DE QUEJA CONFORME AL TÍTULO VI

Sección I:				
Nombre:				
Dirección:				
Teléfono (Casa):		Teléfono (Trabajo):		
Dirección de correo electrónico:				
¿Requiere formatos accesibles?	Letra grande		Audiocasete	
	TDD		Otro	
Sección II:				
¿Está presentando esta queja en su propio nombre?			Sí*	No
*Si contestó "Sí" a esta pregunta, vaya a la Sección III.				
Si no es así, escriba el nombre y la relación de la persona en cuyo nombre presenta la queja:				
Por favor explique por qué ha presentado una queja en nombre de un tercero:				
Por favor confirme que ha obtenido el permiso de la parte agraviada si usted está presentando en nombre de un tercero.			Sí	No
Sección III:				
Creo que la discriminación que yo sentí fue basada en (marque todos los que apliquen): [ ] Raza [ ] Color [ ] Origen nacional Fecha de la presunta discriminación (mes, día, año):_____ Explique lo más claramente que pueda lo que pasó y por qué cree usted que le discriminaron. Describa todas las personas que estaban involucradas. Incluya el nombre y la información de contacto de la(s) persona(s) que le discriminaron (si se los sabe) así como los nombres y la información de contacto de los testigos que hubiera. Si necesita más espacio, por favor utilice el dorso de este formulario. _____ _____ _____ _____				
Sección IV:				
¿Ha presentado una queja conforme al Título VI anteriormente con esta agencia?			Sí	No

Sección V:
¿Ha presentado esta queja con otra agencia federal, estatal o local, o ante algún corte federal o estatal? [ ] Sí [ ] No Si es así, marque todas las que apliquen: [ ] Agencia federal: _____ [ ] Corte federal: _____ [ ] Agencia estatal: _____ [ ] Corte estatal: _____ [ ] Agencia local: _____
Por favor proporcione la información de contacto de una persona en la agencia o corte donde se presentó la queja.
Nombre:
Puesto:
Agencia:
Dirección:
Teléfono:

Puede adjuntar cualquier material escrito u otra información que crea pertinente para su queja.

Se requiere su firma y la fecha a continuación

_____ _____
Firma Fecha

Por favor presente este formulario en persona en la siguiente dirección, o envíelo por fax, correo electrónico o correo postal a:

Golden Gate Transit EEO Office
1011 Andersen Drive
San Rafael, CA 94901-5318
Fax: (415) 257-4555
Correo electrónico: TitleVIComplaints@goldengate.org

D. List of Investigations, Complaints, or Lawsuits

There were no Title VI investigations, complaints or lawsuits, naming the District that alleged discrimination on the basis of race, color, or nation origin in the current reporting period of July 2022 through June 2024.

E. Public Participation Plan

A summary of public outreach and involvement activities undertaken during the review period in last three years, and a description of steps taken to ensure that minority and low-income persons had meaningful access to these activities is contained in various portions of this Compliance Report, including the District's Public Participation Plan in Appendix A, the Language Implementation Plan in Appendix B, and within the outreach summary portion of the District's recent Fare and Service Equity Analyses contained in Appendix D. In addition, a summary of outreach activities for the reporting period is included as Appendix C.

F. Language Implementation Plan

The District's current Language Implementation Plan for providing language assistance for persons with Limited English Proficiency based on the DOT LEP Guidance is contained in Appendix B.

Data from ACIS 2018-2022 Table S1601 have been added to the LIP to bring it up to date with current conditions.

In the current reporting period, the District has improved and expanded training for front-line employees for successful interactions with customers with limited English proficiency.

The Customer Service Department has been trained for many years to assist LEP customers by using the AT&T language line. Each Customer Service Representative is provided with an informational sheet with clear instructions to follow.

Front-line employees in the Bus Division are now trained using a slide show that includes tips about interacting with LEP customers, including the illustration of a card to be handed to customers with instructions for using the AT&T language line. The Language Line cards are currently under development. Cards will be distributed to bus drivers and bus supervisors as required. This training is provided during the initial driver training period and then repeated periodically during the drivers' annual VTT (Verification of Transit Training) session. A list of drivers who have been trained on LEP issues is maintained on an annual basis.

In the Ferry Division, new employees are instructed on successful interactions with LEP customers and are provided a hand-out with helpful tips. Language Line cards will also be made available to front-line Ferry staff. Refresher training is provided when deemed necessary. Staff are working together to establish annual tracking of LEP training.

G. Membership of Non-elected Committees

The District relies on four passenger advisory committees to evaluate and give input on its plans and services. Members meet regularly to provide input and express the preferences of fellow passengers to transit managers and staff on a regular and ongoing basis. All meetings are open to the public.

The Bus Passenger Advisory Committee (BPAC) provides input on the needs of transit users and how well the District is meeting them. BPAC meets on the third Wednesday of every other month from 6:15 to 8:10 pm. The 11-seat committee is composed of members who reside or work in a variety of locations within the Golden Gate Transit service area, including Marin, San Francisco, and Sonoma Counties and the East Bay. Members should be regular bus riders who represent a variety of travel behaviors, such as:

- Traditional commute passenger
- Reverse commute passenger
- Non-commute passenger
- Transit-dependent passenger

Individuals interested in joining the committee are required to submit an application, indicating their eligibility by meeting the above criteria, and must attend two meetings to become a member.

The Ferry Passenger Advisory Committee (FPAC) performs the same function for ferry users and ferry service. FPAC meets on the first Thursday of selected months from 12:00 Noon to 1:15 p.m. The committee ideally shall be composed of nine or more members who reside in Southern Marin, Central Marin, Northern Main, San Francisco or Sonoma County. Members are required to be a frequent user of Golden Gate Ferry.

Committee members are selected based on a consistently applied set of factors:

- Experience as a transit user in general and the ferry system in particular
- Ideally representative of the following types of ferry passengers:
  - Peak-period commuter to San Francisco
  - Early/late commuter
  - Recreational passenger
  - Transit-dependent passenger
  - Bicycle commuter
  - Ferry feeder user

Individuals interested in joining the committee are required to submit an application, indicating their eligibility by meeting the above criteria, and must attend two meetings to become a member.

The Advisory Committee on Accessibility (ACA) reviews and gives feedback on the District's accessible services, including ferry, bus, and paratransit service. ACA meets quarterly on the third Thursday of the month from 1:30 to 3:00 p.m.

Each member is required to (1) qualify for a Regional Transit Connection Discount Card; (2) represent an organization that serves the elderly or persons with disabilities; (3) qualify for

Americans with Disabilities ACT (ADA) paratransit services; or (4) have an interest in the provision of transportation services to the elderly and persons with disabilities. To qualify to vote, an individual must also be a user of Golden Gate Transit or Marin County Transit District bus service, paratransit, or Golden Gate Ferry services.

The Pedestrian and Bicycle Advisory Committee **(PBAC)** advises the District on bicycle and pedestrian issues for the Golden Gate Bridge and its approaches, within the District's transit facilities, and on board GGT buses and GGF vessels. PBAC meets on the second Wednesday evening of selected months. PBAC is the newest advisory committee at the District. The Board of Directors authorized the establishment of a Pedestrian and Bicycle Advisory Committee (PBAC) on November 18, 2021.

The Committee is composed of no fewer than six (6) and no more than sixteen (16) members of the bicyclist and pedestrian communities within the District service area, including Marin, San Francisco, and Sonoma Counties.

Reports are submitted monthly to the Board of Directors on the advisory committees' activities.

The District's goal is to have at least eleven members on BPAC, nine on FPAC, nine on ACA, and 16 on PBAC. When numbers fall below 75% of goal, Marketing staff initiates recruitment for new members, which includes the following strategies:

- An article in the Golden Gate Gazette, our on-board newsletter for both ferry and bus customers.
- A notice in the District's Transit Guide, which is available on board buses and ferries, in ferry terminals, and at many locations around our service areas, including libraries and colleges
- Announcement at the appropriate advisory committee meeting
- News releases to local newspapers and radio stations
- Notices on buses and ferries
- Eblasts to customers

Racial Breakdown Table of Non-Elected Committees:

Committee	Total Members	White	Latino/Hispanic	White and American Indian/Alaska Native	Multiracial	Declined to Respond
ACA	5	2	1	1	1	0
BPAC	6	6	0	0	0	0
FPAC	6	5	0	0	0	1
PBAC	12	10	0	0	0	2

District staff reaches out to community organizations that represent minorities in the service area with recruitment notices and information about the advisory committees. Notifications include language specifying that the District encourages applications and will evaluate them without

consideration of race, ethnicity, or national origin, and that language assistance will be available to participants with limited English proficiency.

H. Sub-recipient Monitoring

The Golden Gate Bridge District had two sub-recipients during the reporting period: the Metropolitan Transportation Commission (MTC), the District's regional metropolitan planning organization (MPO), and the City of Sausalito.

MTC is a sub-recipient to allow the District to receive formula funding to support implementation of the electronic fare (Clipper) program. MTC's most recent Title VI program was adopted in October of 2023. This will be MTC's closeout review, as they will no longer be a sub-recipient after this review is completed.

The City of Sausalito is not equipped to receive federal funds directly; therefore, the District passes FTA funding through to Sausalito for landside improvements at the Sausalito Ferry Terminal. Sausalito's most recent Title VI program was adopted in 2021.

District staff reviews sub-recipients every one to two years (depending on their level of risk) across all applicable review areas of the twenty-three areas stipulated in FTA's Contractor's Manual. In addition to the full review, we review each sub-recipient's fiscal audit annually and provide proactive technical support on their contracting and human rights compliance, as needed.

For Title VI, District staff reviews the sub-recipient's Title VI Program using the Subrecipient Information Request Checklist developed by the District's Capital and Grants department, as well as the checklist from Appendix A of the circular FTA C 4702.1b, ensuring that each required element is present and correctly completed. Staff is also available to discuss any questions the sub-recipient may have regarding Title VI compliance.

If any deficiencies are found, staff communicates with the sub-recipient and offers assistance in bringing the program into compliance by referencing the appropriate sections of Circular FTA C 4702.1b and by providing examples.

District staff has recently received the current Title VI Programs from both sub-recipients and is currently beginning the review and comment process.

I. Determination of Site or Location of Facilities

During the reporting period, the District has not constructed a facility or performed construction that required identifying a site or location. The District's construction projects only included renovations and refurbishments of existing facilities. For any District construction project that requires documentation under Title VI Circular 4702.1B, an environmental justice analysis will be prepared and submitted separately as allowed under the circular.

J. Additional Information upon Request

At the discretion of FTA, information other than that required by the circular may be requested. FTA has not requested such information, and none has been provided at this time.

K. Evidence of Board of Directors' Approval of the Title VI Program

The Resolution demonstrating that the Board of Directors has reviewed and approved the District's Title VI Program prior to its submission to the FTA is provided in Appendix F.

III. Requirements for Fixed-Route Transit Providers

This chapter responds to the specific reporting information required of all transit operators who are Federal Transit Administration (FTA) grantees on a triennial basis. The information is required under U.S. Department of Transportation (DOT) regulations.

A. Set System-Wide Service Standards and Policies

1. Service Standards and Policies

Service Standards and Policies were adopted by the District's board on February 22, 2013. Prior to adoption, District staff conducted a thorough outreach process, comprised of:

- Printed materials and website information were provided in Spanish, and community meetings in LEP areas were conducted in Spanish;
- Advertisements in local publications announcing the Public Hearing/Community Meetings;
- Posters on board buses advertising Public Hearing/Community Meetings;
- Press Release;
- Social Media Postings on Facebook and Twitter; and,
- Email blast to customers and community-based organizations.

Documentation of the Service Standards and Policies and of their adoption follow.

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2013-014

APPROVE SERVICE STANDARDS AND POLICIES FOR GOLDEN GATE TRANSIT BUS AND GOLDEN GATE FERRY SERVICE, AS REQUIRED BY TITLE VI GUIDELINES

February 22, 2013

WHEREAS, on October 1, 2012, the Federal Transit Administration (FTA) issued a new circular to guide transit agencies and other aid recipients in complying with Title VI of the Civil Rights Act of 1964 (Title VI), which ensures that public services, including transportation, are provided in a nondiscriminatory manner; and,

WHEREAS, in order to comply with the requirements of Title VI, the Golden Gate Bridge, Highway and Transportation District (District) must adopt service standards and policies by March 31, 2013; and,

WHEREAS, once adopted, the service standards and policies will be used to monitor the District's provision of services to minority and non-minority riders and residents of its service area in a non-discriminatory fashion; and,

WHEREAS, the Transportation Committee, at its meeting of February 21, 2013, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby adopts the service standards and policies for Golden Gate Transit bus service and Golden Gate Transit Ferry service, as required under Federal Transit Administration Circular 4702.IB Title VI Requirements and Guidelines for Direct Federal Recipients, as outlined in Attachment A.

ADOPTED this 22nd day of February 2013, by the following vote of the Board of Directors:

AYES (15): Directors Arnold, Campos, Chu, Cochran, Fredericks, Mar, Moylan, Pahre, Rabbitt, Sears, Snyder, Sobel and Theriault; Second Vice President Stroeh; President Eddie
NOES (0): None
ABSENT (2): Director Reilly; First Vice President Grosboll

James C. Eddie

James C. Eddie
President, Board of Directors

ATTEST: Janet S. Tarantino

Janet S. Tarantino
Secretary of the District

Attachment

Attachment: February 21, 2013 Approve Service Standards and Policies for Golden Gate Transit Bus and Golden Gate Ferry Service, As Required by Title VI Guidelines

Agenda Item No. 3

To: Transportation Committee/Committee of the Whole
Meeting of February 21, 2013

From: Ron Downing, Director of Planning
Kellee Hopper, Deputy General Manager, Administration & Development
Denis J. Mulligan, General Manager

Subject: **APPROVE SERVICE STANDARDS AND POLICIES FOR GOLDEN GATE TRANSIT BUS AND GOLDEN GATE FERRY SERVICE, AS REQUIRED BY TITLE VI GUIDELINES**

Recommendation

Adopt the service standards and policies described below for Golden Gate Transit bus service and Golden Gate Ferry service, as required under FTA Circular 4702.1B Title VI Requirements and Guidelines for Direct Federal Recipients.

Background

The FTA (Federal Transit Administration) issued new guidance to federal aid recipients in the form of a new circular on October 1, 2012. The circular guides transit agencies and other aid recipients on how to comply with Title VI of the Civil Rights Act of 1964, which ensures that public services, including transportation, are provided in a nondiscriminatory manner.

On October 12, 2012, staff briefed the Transportation Committee on what is required by FTA for the District's transit programs to comply with the Title VI requirements, and the specific new actions mandated by the October 1, 2012 circular. Staff indicated that there were several actions that the Board would need to take to comply with the new requirements. The adoption of service standards and policies is the first of those actions, and the FTA requires that it be completed by March 31, 2013. Other new program requirements will be brought to the Board during the next one to two years, as appropriate, before the District's next Title VI triennial program submittal in 2015.

Once adopted, the service standards and policies will be used to monitor whether the District is providing its services to minority and non-minority riders and residents of its service area in a non-discriminatory fashion. Staff will analyze how our services perform according to each of these standards and policies for minority and non-minority populations. Staff will present its findings to the Board, and the board will be required to give input on mitigations for any negative findings. The policies, monitoring results and evidence of Board input will be submitted to the FTA as part of the District's Title VI Program submittal every three years.

Attachment: February 21, 2013 Approve Service Standards and Policies for Golden Gate Transit Bus and Golden Gate Ferry Service, As Required by Title VI Guidelines

Discussion

Several standards required by the FTA have been formally adopted previously by the District and are published in the District's Short-Range Transit Plan (SRTP). Other standards and policies have been applied informally. The new guidance from the FTA has given the District an opportunity to review existing standards and policies and to adopt new ones that will assist us in providing service in a nondiscriminatory way. While the Title VI service standards and policies do not replace the standards and policies in the existing SRTP, they will be incorporated into future versions of the SRTP and other reports that address the topics covered by the Title VI service standards and policies.

Planning Department staff met with staff from both Bus and Ferry divisions to review existing standards and policies and developed the following proposed standards and policies:

For Golden Gate Transit, these standards and policies apply only to regional bus service under the District's control. Local bus service, which operates under contract with Marin Transit, is subject to the Title VI standards and policies developed by Marin Transit.

Service Standards

1. Vehicle load

The vehicle load standard is designed to ensure that the passenger seats or space on board transit vehicles is provided in an equitable manner. Vehicle loads are measured using an average maximum load factor, which is the ratio of passengers to seats (buses) or vessel capacity (ferries) at the busiest point on a trip. For example, a bus with 20 passengers and 40 seats has a load factor of 0.5 (20/40), and a ferry with 300 passengers and a listed capacity of 400 has a load factor of 0.75 (300/400).

Recommended standards:

- Bus – Average maximum load factor for regional service should be 1.0, as measured by total seats on board buses.
- Ferry – Average maximum load factor should be set to 1.0, as measured by the maximum load permitted by the Coast Guard in consultation with the District for each vessel.

Buses in Golden Gate Transit's fleet currently used in regional service have seating capacities of:

Length	Make	Model	Seats
40 ft.	Nova	82VN	39
	Orion	V	41
45 ft.	MCI	102DL3	57
	MCI	D4500	57

Attachment: February 21, 2013 Approve Service Standards and Policies for Golden Gate Transit Bus and Golden Gate Ferry Service, As Required by Title VI Guidelines

As determined jointly by the District and the Coast Guard, Golden Gate Ferry's vessels have maximum capacities of:

Vessel(s)	Capacity
Del Norte	400
Golden Gate, Napa, Mendocino	450
San Francisco, Sonoma	634
Marin	750

2. Vehicle headway

The vehicle headway standard is designed to ensure that passengers have equitable wait times for transit vehicles. Vehicle headways are measured as the amount of time between the departure of two subsequent buses or ferries along the same route or service corridor.

The District differentiates between two types of bus service: Basic routes generally provide bi-directional service all day while Commute routes generally provide service during peak periods in the commute direction only. A breakdown of existing bus routes is listed below.

Service Type	Bus Routes
Basic	10, 40, 42, 70, 80, 101
Commute	2, 4, 8, 18, 24, 27, 38, 44, 54, 56, 58, 72, 74, 76, 92, 93, 97

Recommended standards:

- Bus – The standard should be a maximum headway of 60 minutes during peak and off-peak periods along all Basic service corridors. Headway standard should be 60 minutes during peak periods only and in the commute direction only along all Commute service corridors. A service corridor is defined as a primary street and any parallel roadway facilities within one-half mile, which can be served by any number of bus routes. Improved headways will be considered along Basic service corridors in cases where the maximum load factor is exceeded and resources are available to improve service. Commute bus service will be considered in the commute and/or reverse-commute directions along service corridors with a demonstrated or projected daily ridership that supports at least two round-trips carrying 30 passengers per trip on average (120 passengers per day) when resources are available to improve service.
- Ferry – The standard should be a maximum headway of 120 minutes during peak and off-peak periods on all routes. Improved headways will be considered in cases where the maximum load factor is exceeded and resources are available to improve service.

Attachment: February 21, 2013 Approve Service Standards and Policies for Golden Gate Transit Bus and Golden Gate Ferry Service, As Required by Title VI Guidelines

Thresholds for adding Commute bus service are higher than they are for Basic bus service because of the substantial expense associated with service during peak commute periods. Note that the headway standard does not apply to special event services, such as ferry service that operates to/from San Francisco Giants home games.

3. On-time performance

The on-time performance standard is designed to ensure that the reliability of transit service is equitable for passengers. On-time performance is measured as the percentage of trips that depart timepoints within a certain number of minutes of published schedules.

Recommended standards:

- Bus – Standard for regional bus service should be 90%. Buses are considered on time if they are no more than 5 minutes late or 1 minute early.
- Ferry – Standard should be 95%. Ferries are considered on time if they are no more than 5 minutes late during peak periods and 10 minutes late during off-peak periods. Ferries that depart even 1 minute early are not considered on time.

The on-time performance standard for bus service for Title VI purposes differs from the standard identified in the SRTP. The SRTP standard applies to all bus service operated by Golden Gate Transit, including service operated under contract with Marin Transit. The Title VI standard applies only to service under the control of Golden Gate Transit; Marin Transit sets its own Title VI standards.

4. Service availability

The service availability standard is a broadly defined measure of geographic access to transit services. The District proposes measuring availability of bus service in a manner that reflects the ability of bus service to be modified, while ferry service availability would be measured in a manner that acknowledges (a) that ferry terminals are at fixed locations, and (b) that the District has minimal discretion to alter service availability in areas around the ferry terminals.

Attachment: February 21, 2013 Approve Service Standards and Policies for Golden Gate Transit Bus and Golden Gate Ferry Service, As Required by Title VI Guidelines

Recommended standards:

- Bus – Golden Gate Transit regional bus service should be provided to communities within the U.S. Highway 101 corridor between Santa Rosa and San Francisco on the following basis: At least one bus stop will be served in each city that touches U.S. Highway 101 if a bus stop exists (1) at a highway interchange or (2) within three blocks of a highway interchange, so long as the travel time associated with using such stop is no more than five minutes longer than it would be if the stop were located on the highway. Additionally, service will be provided to transit hubs located within three-quarters of a mile of a highway interchange. A transit hub is defined as a bus stop that provides scheduled connections to at least two local bus routes and has passenger amenities (i.e., signage, seating, and/or shelter).
- Ferry – Multimodal access to Golden Gate Ferry service should be provided to communities within two miles of each ferry terminal. Multimodal access is defined as public transit service or bicycle facilities (paths or bicycle lanes). For communities located within three quarters of a mile of a ferry terminal, multimodal access also includes pedestrian facilities (paths or sidewalks). The District will be responsible for the provision of multimodal access only on its own property. In situations where the District does not have control over property within two miles of a ferry terminal, the District should work with the responsible local agency to develop multimodal access to the best ability of the local agency.

Service Policies

1. Distribution of transit amenities for each mode

The transit amenities policy is designed to provide the framework for the distribution of bus stop and ferry terminal amenities equitably throughout the system. The District does not have a formal policy regarding the distribution of transit amenities in the SRTP or elsewhere. Informally, the District's practice is to install amenities at locations with the highest number of boarding passengers. The District also weighs other factors, such as transfers between routes and access to surrounding land uses. Formalization of this policy would allow the District to quantify the factors that go into siting amenities.

Recommended policy: In situations where the District has the authority and available resources to site new amenities at multiple bus stops or ferry terminals, amenities will be programmed for placement at those stops or terminals based on a ranked score. Amenities may include, but are not limited to, shelters, seating, trash receptacles, and transit information displays. Rankings are based on total scores assigned to each candidate stop or terminal and are based on weighted factors, including passenger boardings, transfer opportunities, and access to major activity nodes. While the District will use rankings to program the installation of amenities, external factors (e.g., site limitations, regulations of local jurisdictions, etc.) may dictate that amenities be installed out of order or not at all. Maintenance and replacement of existing amenities will not be subject to ranked scoring.

Attachment: February 21, 2013 Approve Service Standards and Policies for Golden Gate Transit Bus and Golden Gate Ferry Service, As Required by Title VI Guidelines

2. Vehicle assignment for each mode

The vehicle assignment policy is designed to provide the framework for the distribution of buses and ferries in an equitable fashion throughout the system. This policy is complementary to the preceding policy and allows the District to demonstrate equitable provision of amenities throughout the entire passenger experience, both before and during a trip. The District currently has a policy on the assignment of higher capacity buses to trips that average 35 or more passengers, which has been incorporated into this policy.

Recommended policies:

- Bus – All trips on regional routes will be assigned 40-foot buses of similar age with air conditioning, reclining seats, luggage racks, overhead reading lights, and bicycle racks. For trips that average 35 or more passengers, comparably equipped 45-foot buses of similar age will be assigned instead. In the event that the District acquires new or refurbishes existing buses, the buses will be distributed equitably throughout the system so long as the distribution does not have a negative impact to load factors.
- Ferry – All trips will be assigned vessels with air conditioning, upholstered indoor seating, bicycle racks, restrooms, and snack bar service. Vessels will be assigned to routes based on infrastructure and environmental limitations, and vessels of similar age will be assigned to routes in situations where there are no external limiting factors. Limitations include but are not limited to the inability of some vessels to dock at the Sausalito Ferry Terminal, and the need for higher speed vessels to operate to/from Larkspur during peak periods to provide faster vessel turnaround, which results in increased service capacity. In the event that the District acquires new or refurbishes existing vessels, the vessels will be distributed equitably throughout the system in situations where there are no external limiting factors.

Fiscal Impact

There will be no financial impact as a result of adopting these service standards and policies.

2. Major Service Change, Disparate Impact, and Disproportionate Burden Policies

On August 9, 2013, the District's Board of Directors adopted Major Service Change, Disproportionate Burden, and Disparate Impact policies to be used in complying with Title VI. The text of those policies follows:

Major Service Change Policy

The District must ensure that its services are provided equitably, without discrimination based on race, color, national origin or socio-economic status. To that end, the District must evaluate potential "major" service changes and all fare changes (except for those specifically exempt in the Circular, e.g., Spare-the-Air Days and short-term promotional service demonstrations or fare decreases) for their impact on low-income and minority populations in its service area. Before this can occur, the District must adopt a Major Service Change policy to provide a concrete basis for determining which service changes need to be analyzed for equity.

Staff proposes the following for the District's Major Service Change Policy:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any 24- month period.

Staff further proposes that the following exemptions such that these changes would not be subject to a Title VI Equity Analysis:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major", as long as the service will be/has been operated for no more than twelve months.
- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major".

The following examples will assist the public in understanding the impact of the proposed policy.

- Example 1: If Route 11 has 20 trips a day, and the District proposes to cancel six of those trips (30%) in January 2014, then that is a major service change, and a Title VI equity Analysis must be completed. However, if only four trips are proposed for cancellation (20%), then no analysis is required. If the District cancels these four trips and then wants to cancel two more trips in January 2015 on this same Route 11, then the percentage will again be 30% over a 24-month period, and an analysis will be required.
- Example 2: If Route 12 has eight trips a day, and four trips are proposed for cancellation, then under the proposed policy, a Title VI Analysis is not required, because the route has fewer than ten total trips a day. However, if the entire route is proposed for cancellation, then an analysis is required.
- Example 3: If Route 13 was introduced in January 1, 2014 as a demonstration service, and the District proposes to discontinue it effective December 31, 2015, then no analysis

is required when the service is introduced or discontinued. However, if the District proposes to continue the service beyond January 1, 2015, then an analysis is required for it to continue, and for it to be discontinued thereafter.

- Example 4: If Route 14 operated four times a day from Corte Madera to Petaluma, and the District planned to cease operating this trip while another transit system planned to operate the same route four times a day at the same times, with the same or better fares and transfer options, then no analysis would be required.

Disparate Impact and Disproportionate Burden Policies

When a fare change or major service change is proposed, the District must analyze whether the change will result in a fair distribution of both negative effects (e.g., service cuts or fare increases) and positive effects (service expansions or fare reductions, such as new discounts).

In the case of the Disparate Impact Policy, the analysis focuses on whether minority riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-minority riders or residents.

Similarly, in the case of the Disproportionate Burden Policy, the analysis focuses on whether low-income riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-low-income riders or residents.

Disparate Impact Policy

In conducting equity analyses, the Disparate Impact policy provides the threshold used to determine whether greater negative impacts – or lesser positive impacts – on **minority** riders and residents are significant.

If a proposed action would have a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or a benefit that would be available to non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. If no option with a less disparate effect exists, the District must take measures to mitigate the impact of the proposed action on the affected minority population **and** demonstrate that a legitimate business purpose cannot otherwise be accomplished.

Staff proposes the following for the District's Disparate Impact Policy:

- The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The question that must be answered for every major service change and every fare change is: are minority riders more negatively affected (or less positively affected) by this change than riders as a whole? This is determined primarily by calculating the percentage of minority riders on Golden

Gate buses (or ferries, for a ferry service or fare change) and by calculating the percentage of minority riders affected by the change. If minorities represent a higher percentage in the impacted group than in the general ridership, as a whole, the question is, how much higher? If the difference is ten percent or higher, then there is a disparate impact. As a secondary aspect of, and important precursor to, this comparative analysis, the District must define the adverse effects and/or benefits being measured for the change in question.

Some hypothetical examples of how the policy could be applied follow:

- Example 1: The District proposes to discontinue Route 16. Fifty percent of Route 16's riders belong to a minority group. If ridership on the District's bus service as a whole is 35% minority, the difference in the percentage of affected riders who are minorities and the percentage of all bus riders who are minorities is 15 percentage points. That indicates that there is a disparate impact on minority riders, and in this situation, the District would be required to evaluate whether there is an alternative with a less disparate impact on minority riders. If there is no other alternative, the District would need to mitigate the negative impact of the service cancellation on minority riders **and** demonstrate that the service reduction serves a legitimate business purpose that cannot be accomplished with less impact on minority riders.

- Example 2: The District proposes to raise fares from Zone 4 to Zone 1 by 10% and the rest of the fares only 5%. Whereas the overall ridership is 35% minority, if Zone 4 to Zone 1 riders is, for example, 46% minority, then the difference between the two groups is 11 percentage points, exceeding the 10% threshold, and there would be a disparate impact. The District would have to seek alternatives with a more equitable impact. If no such alternatives are available, then the District would have to mitigate the impact on minority riders **and** demonstrate that this fare increase serves a legitimate business purpose that cannot be accomplished in another less-discriminatory way.

Disproportionate Burden Policy

As with the Disparate Impact Policy, the Disproportionate Burden Policy comes into play when a fare change or major service change is analyzed for its equity. In this case, staff determines whether **low-income** riders and residents bear a disproportionate burden of the negative effects of – or enjoy a disproportionately low benefit from – the proposed change.

The proposed Disproportionate Burden Policy is very similar to the proposed Disparate Impact Policy and reads as follow:

- The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

If, in the course of performing a Title VI Equity Analysis, the District finds that a proposed fare or major service change has a negative impact that affects low-income riders as compared to non-low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, or that benefits non-low-income riders more than low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. Otherwise, the District must take measures to mitigate the impact of the proposed action on the affected low-income population.

Again, illustrative examples can make the uses of the policy more transparent:

- Example 1: The District proposes to discontinue Route 16. The ridership of Route 16 is 66% low-income. If ridership on the District's bus service, as a whole, is 50% low-income, then the difference between the low-income ridership of the Route 16 and the overall bus ridership is 16 percentage points, which means this change exceeds the threshold for disproportionate burden, or in other words, that low-income riders are bearing a disproportionate burden of this service change. In this situation, the District would be required to take measures to mitigate or lessen the impact of this change on the low-income riders of Route 16.

- Example 2: The District proposes to cut four trips on Route 21. The ridership of Route 21 is 45% low-income. If the ridership on the District's bus service, as a whole, is 50% low-income, then the difference is negative five percentage points (meaning the affected ridership is five percent less low-income than the overall ridership), and the burden of this change does not fall more on low-income riders than on riders as a whole.

- Example 3: The District proposes to add a new route. The residents of the areas served are 25% low-income. If the District's ridership, as a whole, is 50% low-income, those benefiting from the service addition are 25% less low-income than the overall ridership. There is a disproportionate benefit, and the District would be required to consider options for mitigating this disproportion.

Public Outreach

Staff plans to conduct a thorough outreach on the policy proposals, meeting with the public in all three counties in the District's service area and specifically meeting in communities affected by these policies. Emphasis will be placed on providing accessible explanations of the equity analysis process and how the policies are used to ensure equitable service distribution. Concrete examples such as the ones contained in this report will be highlighted when meeting with the public.

Public outreach activities will comprise:

- Translation of printed materials, website information, and community meetings in LEP areas can be conducted in Spanish;
- Advertisements in local publications announcing the Public Hearing/Community Meetings;
- Posters on board buses advertising Public Hearing/Community Meetings;
- Press Release;

- Social Media Postings on Facebook and Twitter; and,
- Email blast to customers and community-based organizations.

B. Collect and Report Demographic Data

Service Area Demographic Profile

The District regularly evaluates demographic information, including as part of any proposed service or fare change, as required by the FTA. A service area overview, tabular data describing minority and low-income census tracts within the District's service area, and maps of the low-income and minority census tracts in the service area can be found in Exhibits 1 through 8 on the following pages.

Ridership Demographic Profile

A survey of systemwide demographic characteristics was conducted in late spring and early fall of 2023 on both buses and ferries by Corey, Canapary and Galanis. A summary of the key demographic results is presented in the pages following the service area exhibits.

EXHIBIT 1: 2021-2024 GOLDEN GATE TRANSIT SERVICE AREA OVERVIEW

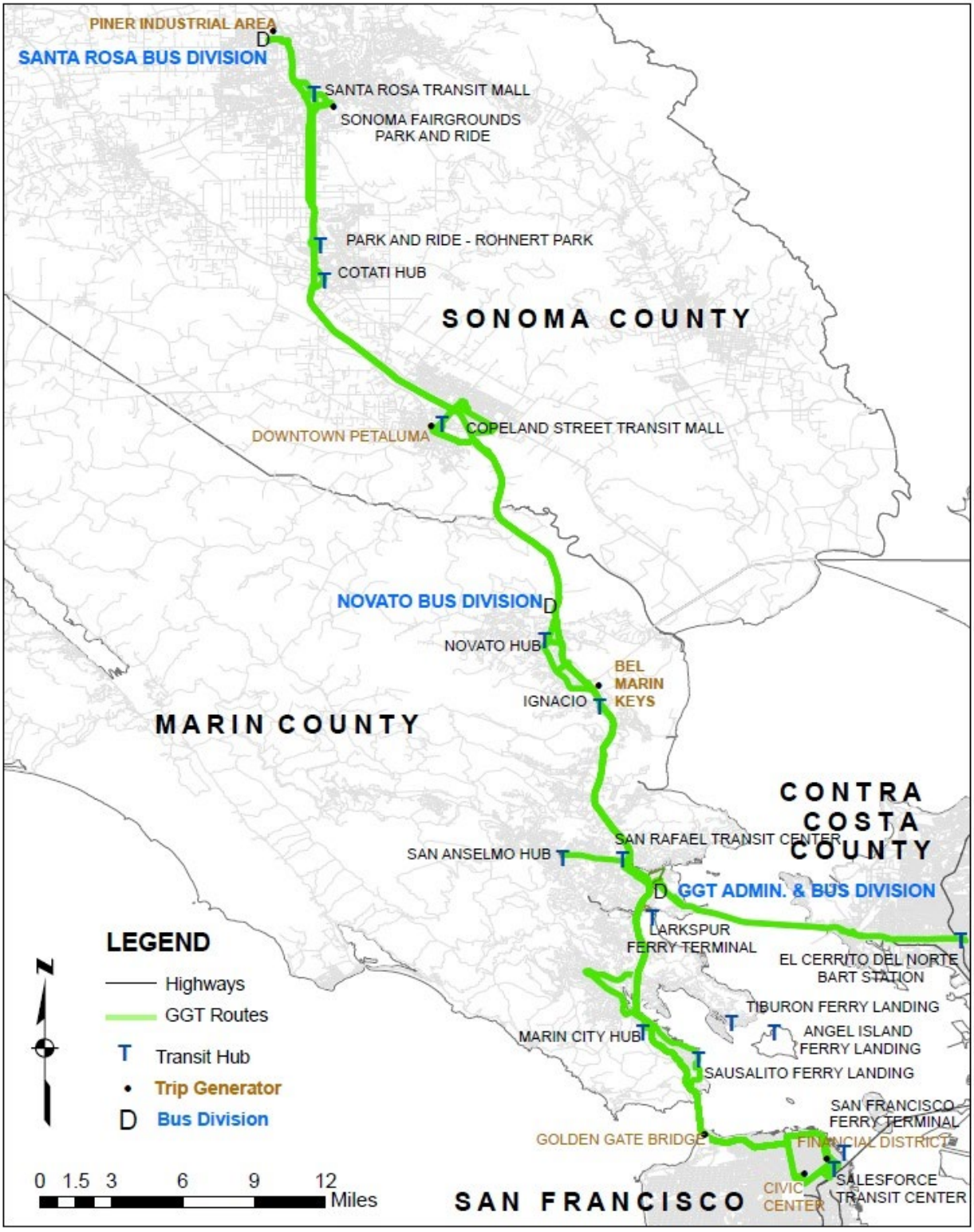


Exhibit 2

Snapshot of Minority Population in Marin County						**2018-2022 ACS Census**		
Total:	260,485			**Minority:**	80,145	~or~	30.8%	
Census Tracts with Highest Proportion of Minorities (>50%)								
Tract No.	Total Pop.	Minority	Share	White*	Share	Location		
1122.03	2498	2,466	98.7%	32	1.28%	S Central Canal		
1122.04	4266	4,127	96.7%	139	3.26%	N Central Canal		
1122.02	5808	4,953	85.3%	855	14.72%	Canal east (San Rafael)		
1290	2922	1911	65.4%	1011	34.60%	Marin City		
1041.02	5274	3231	61.3%	2043	38.74%	Novato, S of Rowland, W of 101		
1050.01	4324	2649	61.3%	1675	38.74%	Novato/Hamilton, S of Main Gate		
1082.01	2365	1351	57.1%	1014	42.88%	N San Rafael, Los Ranchitos		
Census Tracts with Minority Population >25%								
Tract No.	Total Pop.	Minority	Share	White*	Share	Location		
1060.01	5466	2528	46.20%	2938	54%	Smith Ranch (San Rafael)		
1022.03	5486	2505	45.70%	2981	54%	Central Novato		
1090.01	3864	1695	43.90%	2169	56%	San Rafael nw. of 4th St.		
1060.02	5991	2538	42.40%	3453	58%	Santa Venetia (San Rafael)		
1041.04	5173	1959	37.90%	3214	62%	Novato, N of Ignacio		
1041.03	2884	1021	35.40%	1863	65%	Novato, NW of Ignacio		
1262	4180	1470	35.20%	2710	65%	East Mill Valley		
1012	2770	972	35.10%	1798	65%	Black Point – Not Incl.		
1082.02	4777	1668	34.90%	3109	65%	South Terra Linda		
1192.01	3812	1325	34.80%	2487	65%	Greenbrae, s. of Drake		
1032	7457	2542	34.10%	4915	66%	Novato, south of Novato Bl.		
1121	4352	1453	33.40%	2899	67%	Woodland-Bret Harte		
1042	5668	1865	32.90%	3803	67%	Novato, S of Ignacio Boulevard		
1050.02	3030	976	32.20%	2054	68%	East Hamilton (Novato)		
1250	4534	1449	32.00%	3085	68%	Strawberry		
1021	2105	627	29.80%	1478	70%			
1022.02	5393	1474	27.30%	3919	73%	W Novato, south of San Marin		
1011	2496	676	27.10%	1820	73%			
1212	6256	1693	27.10%	4563	73%			
1101	5703	1543	27.10%	4160	73%	Montecito/Dominican (San Rafael)		
Census Tract with Greatest Hispanic Population								
Tract No.	Total Pop.	Hispanic	Share	White*	Share	Location		
1122.03	2498	2,334	93.43%	32	1.28%	S Central Canal		
Census Tract with Greatest Black Population								
Tract No.	Total Pop.	Black	Share	White*	Share	Location		
1290	2,922	802	27.45%	1011	34.60%	Marin City		
Census Tract with Greatest Asian Population								
Tract No.	Total Pop.	Asian	Share	White*	Share	Location		
1011	2496	496	19.9%	1820	72.9%	E. Novato, Bahia		

Exhibit 2, cont.

Snapshot of Minority Population in Sonoma County (GGT Service Area)						**2018-2022 ACS Census**
Total:	**247,248**			**Minority:**	**117,694**	**~or~** **47.6%**
Census Tracts with Highest Proportion of Minorities (>50%)						
Tract No.	Total Pop.	Minority	Share	White*	Share	Location
1514.04	3190	2827	88.6%	363	11.4%	S.R. Fairgrounds - North
1531.02	6000	5164	86.1%	836	13.9%	Southeast Roseland (S.R.)
1531.04	3888	2925	75.2%	963	24.8%	North Roseland (S.R.)
1531.03	4834	3435	71.1%	1399	28.9%	Southwest Roseland (S.R.)
1528.03	4785	3339	69.8%	1446	30.2%	S.R. s. of Piner, w. of 101 - West
1532.02	3299	2281	69.1%	1018	30.9%	S.R. s. of Hearn - South
1532.01	4195	2853	68.0%	1342	32.0%	S.R. s. of Hearn - North
1514.05	7271	4743	65.2%	2528	34.8%	S.R. s. btw. 101 & Pet. Hill - South
1529.03	4,967	3,225	64.9%	1742	35.1%	S.R. s. of Piner, w. of RR
1533.02	5594	3597	64.3%	1997	35.7%	S.R. w. of Stony Pt., s. of 12 - East
1530.02	7218	4541	62.9%	2677	37.1%	S.R. s. of College, w. of 101
1513.01	4,176	2462	59.0%	1714	41.0%	South Rohnert Park
1513.05	6385	3779	59.2%	2606	40.8%	R. Pk. n. of SW, w. of RR
1521	3057	1816	59.4%	1241	40.6%	S.R. e. of 101 w. of Mendocino
1514.03	4,604	2611	56.7%	1993	43.3%	S.R. Fairgrounds - South
1520	2345	1345	57.4%	1000	42.6%	S.R. e. of 101 s. of College
1530.01	7215	4105	56.9%	3110	43.1%	S.R. s. of G'ville, w. of 101
1530.03	5449	3060	56.2%	2389	43.8%	S.R. btw. 12 & ck., w. of 101
1513.08	5055	2731	54.0%	2324	46.0%	R. Pk. n. of RPE, w. of 101
1533.01	6584	3394	51.5%	3190	48.5%	S.R. w. of Stony Pt., s. of 12 - West
1513.1	5838	2995	51.3%	2843	48.7%	S of RPE - east of Cotati
Census Tract with Greatest Hispanic Population						
Tract No.	Total Pop.	Hispanic	Share	White*	Share	Location
1531.02	6,000	4,765	79.42%	836	13.93%	Southeast Roseland (S.R.)
Census Tract with Greatest Black Population						
Tract No.	Total Pop.	Black	Share	White*	Share	Location
1521	3,057	356	11.65%	1,241	40.60%	S.R. e. of 101 w. of Mendocino
Census Tract with Greatest Asian Population						
Tract No.	Total Pop.	Asian	Share	White*	Share	Location
1514.03	4,604	963	20.92%	1,993	43.29%	S.R. Fairgrounds - South

Exhibit 2, cont.

Snapshot of Minority Population in San Francisco County (GGT Service Area) - Block 2018-2022 ACS Census

Total:	77317			Minority:	40588	~or~	52.5%

Census Tract Block Groups with Highest Proportion of Minorities (>50%)

Tract No. + Block Group No.	Total Pop.	Minorit	Share	White*	Share	Location
Tract 17801 Block Group 1	1126	1082	96.1%	44	3.9%	Harrison btwn 3rd and 4th
Tract 61101 Block Group 2	1117	1072	96.0%	45	4.0%	Washington/Sansome
Tract 17602 Block Group 2	1058	937	88.6%	121	11.4%	Mission btwn 5th and 6th Area
Tract 12403 Block Group 2	949	786	82.8%	163	17.2%	N Golden Gate btwen Larkin/Hyde
Tract 17603 Block Group 3	963	790	82.0%	173	18.0%	Mission and 9th, SW Area
Tract 61507 Block Group 1	1772	1398	78.9%	374	21.1%	East of Beale St
Tract 12405 Block Group 1	1210	939	77.6%	271	22.4%	Larkin/Leavenworth/Gold. Gate/Mrkt
Tract 17801 Block Group 2	1413	1087	76.9%	326	23.1%	Folsom/4th
Tract 17604 Block Group 2	1119	853	76.2%	266	23.8%	Mission and 8th, NE Corner
Tract 18000 Block Group 2	1068	806	75.5%	262	24.5%	6th/7th/Mission/Howard
Tract 17602 Block Group 1	1655	1242	75.0%	413	25.0%	Harrison and 5th Area
Tract 17603 Block Group 1	1014	750	74.0%	264	26.0%	9th/8th/Market/Howard Area
Tract 17801 Block Group 3	1043	765	73.3%	278	26.7%	Harrison btwn 3rd and 4th
Tract 17604 Block Group 3	809	582	71.9%	227	28.1%	Mission btwn 6th and 7th
Tract 12404 Block Group 3	519	363	69.9%	156	30.1%	Hyde/Golden Gate - NE Corner
Tract 10101 Block Group 2	1326	907	68.4%	419	31.6%	Fisherman's Wharf S
Tract 11101 Block Group 1	975	665	68.2%	310	31.8%	E Van Ness, Clay
Tract 61503 Block Group 2	603	400	66.3%	203	33.7%	Bush, W of Van Ness
Tract 61506 Block Group 3	1276	843	66.1%	433	33.9%	Folsom/2nd St
Tract 15100 Block Group 3	710	467	65.8%	243	34.2%	Fremont/Folsom - Southwest
Tract 12001 Block Group 1	1015	664	65.4%	351	34.6%	Sansome/Washington - West
Tract 16000 Block Group 2	1391	907	65.2%	484	34.8%	E Van Ness, Sutter
Tract 61501 Block Group 2	694	452	65.1%	242	34.9%	W Van Ness, N McAllister
Tract 10600 Block Group 2	920	594	64.6%	326	35.4%	1st/Mission Area
Tract 10101 Block Group 1	795	509	64.0%	286	36.0%	Fisherman's Wharf
Tract 61503 Block Group 3	554	351	63.4%	203	36.6%	Folsom/3rd St
Tract 11700 Block Group 2	393	243	61.8%	150	38.2%	Sacramento/Sansome
Tract 12406 Block Group 2	823	502	61.0%	321	39.0%	E Van Ness/Eddy
Tract 11700 Block Group 4	968	585	60.4%	383	39.6%	Pine/Sansome
Tract 17604 Block Group 1	1218	732	60.1%	486	39.9%	Mission and 7th, SW Corner
Tract 10500 Block Group 1	1244	736	59.2%	508	40.8%	Bay/Embarcadero
Tract 11102 Block Group 1	1331	782	58.8%	549	41.2%	E Van Ness, Sacramento
Tract 61503 Block Group 1	2048	1183	57.8%	865	42.2%	E Van Ness, Geary
Tract 12202 Block Group 2	1630	938	57.5%	692	42.5%	Howard/2nd St
Tract 11102 Block Group 2	887	509	57.4%	378	42.6%	E Van Ness, California
Tract 15100 Block Group 1	926	511	55.2%	415	44.8%	Post, W of Van Ness
Tract 17603 Block Group 2	715	391	54.7%	324	45.3%	Mission btwn 7th and 8th, S
Tract 10500 Block Group 3	924	502	54.3%	422	45.7%	Washington/Battery
Tract 61501 Block Group 1	664	354	53.3%	310	46.7%	S. of Market, W. of Beale
Tract 11001 Block Group 2	1472	769	52.2%	703	47.8%	E Van Ness, Washington

Census Tract Block Group with Greatest Hispanic Population

Tract No. + Block Group No.	Total Pop.	Hispani	Share	White*	Share	Location
Tract 12404 Block Group 3	519	302	58.2%	156	30.1%	Hyde/Golden Gate - NE Corner

Census Tract Block Group with Greatest Black Population

Tract No. + Block Group No.	Total Pop.	Black	Share	White*	Share	Location
Tract 17604 Block Group 3	809	296	36.6%	413	51.1%	Mission btwn 6th and 7th

Census Tract Block Group with Greatest Asian Population

Tract No. + Block Group No.	Total Pop.	Asian	Share	White*	Share	Location
Tract 61101 Block Group 2	1,117	992	88.8%	45	4.0%	Washington/Sansome

Exhibit 2, cont.

Snapshot of Minority Population in Contra Costa County (GGT Service Area)

Total:	39917			Minority:	30979	~or~	77.6%

Census Tracts with Highest Proportion of Minorities (>50%)

Tract No.	Total Pop.	Minorit	Share	White*	Share	Location
3790	8383	8206	97.9%	177	2.1%	N. of Cutting West End
3810	6703	6396	95.4%	307	4.6%	N. of Cutting East End
3820	8477	7268	85.7%	1209	14.3%	S. of Cutting East End
3800.02	3470	2696	77.7%	774	22.3%	S. of Cutting West End
3860	3758	2705	72.0%	1053	28.0%	S. of Del Norte BART
3852	1413	812	57.5%	601	42.5%	E. of Del Norte BART

Census Tract Block Group with Greatest Hispanic Population

Tract No.	Total Pop.	Hispani	Share	White*	Share	Location
3810	6703	5972	89.1%	307	4.6%	N. of Cutting East End

Census Tract Block Group with Greatest Black Population

Tract No.	Total Pop.	Black	Share	White*	Share	Location
3820	8477	3521	41.5%	1209	14.26%	S. of Cutting East End

Census Tract Block Group with Greatest Asian Population

Tract No.	Total Pop.	Asian	Share	White*	Share	Location
3860	3,758	1590	42.3%	1053	28.0%	S. of Del Norte BART

EXHIBIT 3: SOUTHERN MARIN COUNTY 2018-2022 ACS CENSUS TRACTS WITH GOLDEN GATE TRANSIT BUS ROUTES
MINORITY TRACTS ABOVE THE COUNTY MEAN
LOW INCOME TRACTS BELOW 90% OF THE COUNTY MEAN

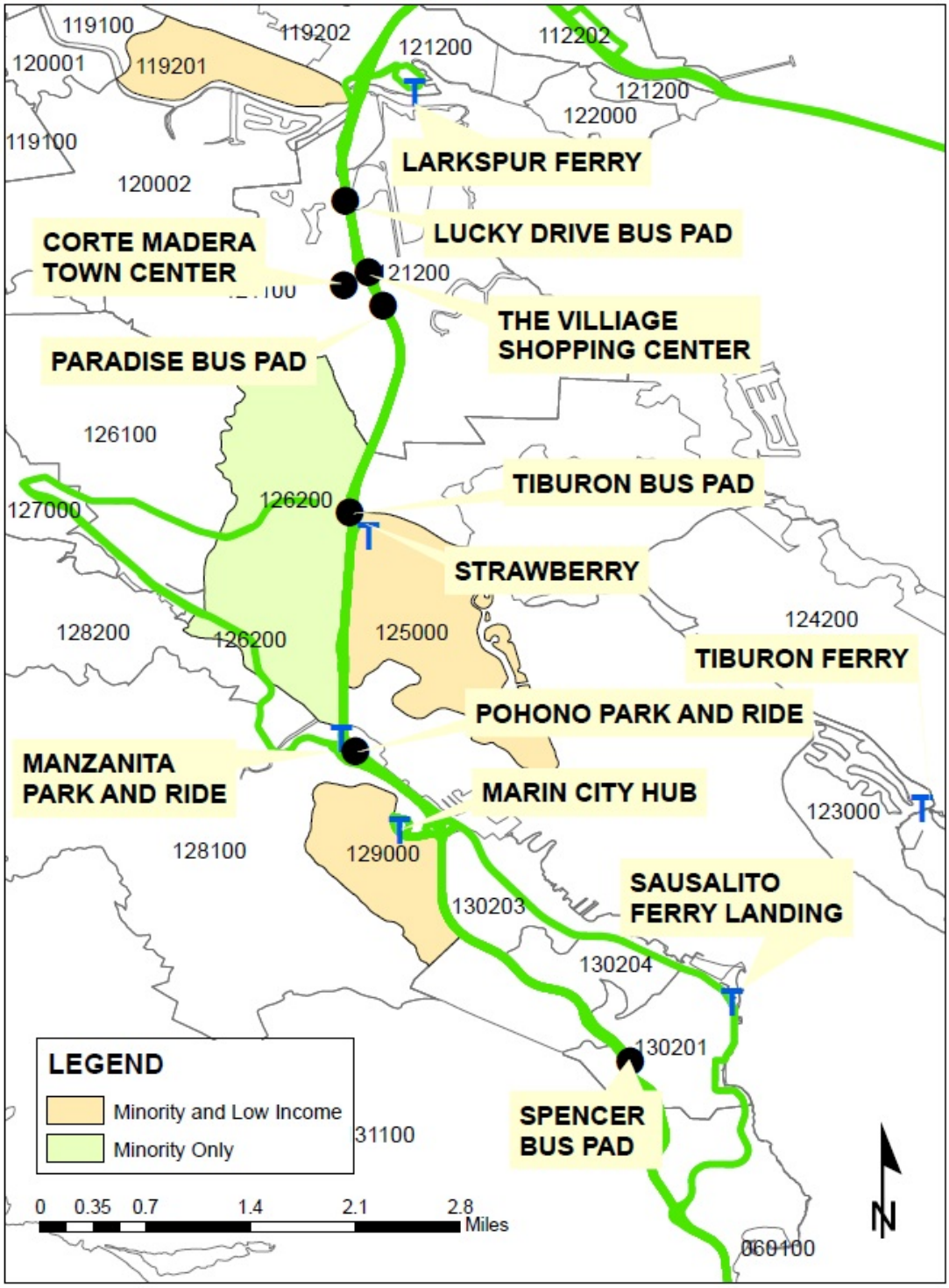


EXHIBIT 4 - NORTHERN MARIN COUNTY ACS 2018-2022 CENSUS TRACTS WITH GOLDEN GATE TRANSIT BUS ROUTES
MINORITY TRACTS ABOVE THE COUNTY MEAN
LOW INCOME TRACTS BELOW 90% OF THE COUNTY MEAN

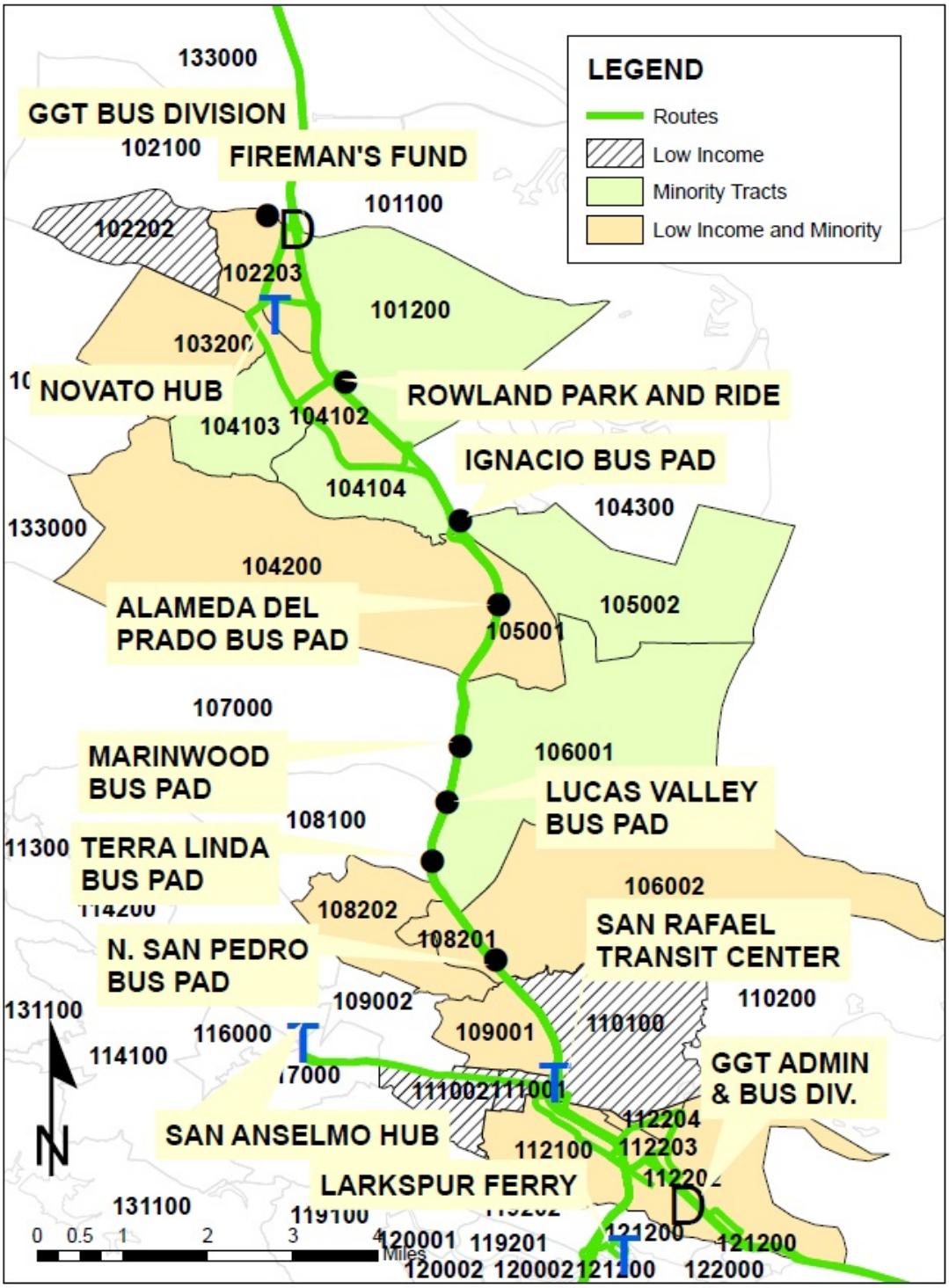


EXHIBIT 5: SOUTHERN SONOMA COUNTY 2018-2022 ACS CENSUS TRACTS WITH GOLDEN GATE TRANSIT BUS ROUTES
MINORITY TRACTS WITH PERCENTAGES ABOVE THE MEAN
LOW INCOME TRACTS BELOW 99% OF THE MEAN

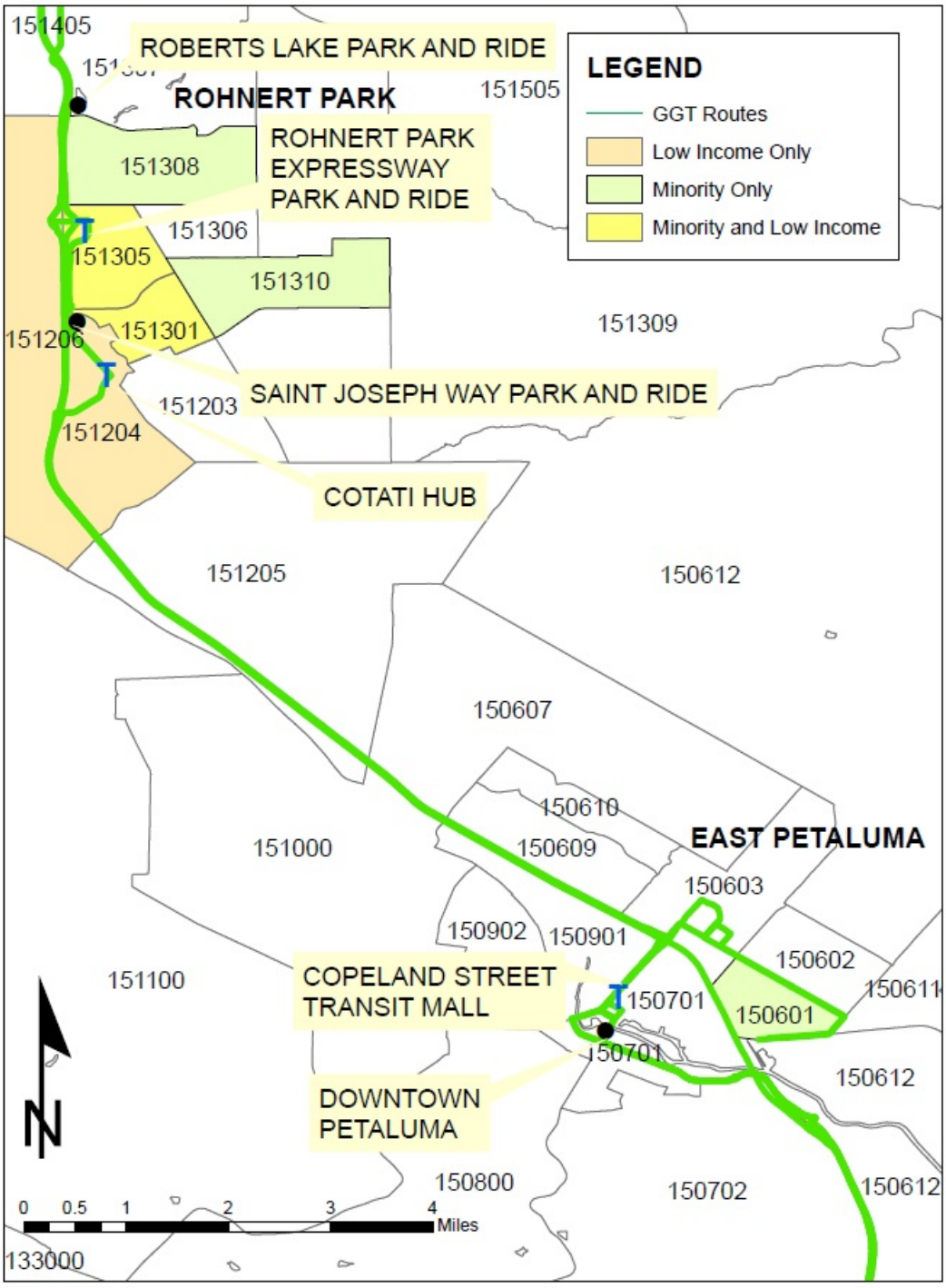


EXHIBIT 6: NORTHERN SONOMA COUNTY 2018-2022 ACS CENSUS TRACTS WITH GOLDEN GATE TRANSIT BUS ROUTES
MINORITY TRACTS WITH PERCENTAGES ABOVE THE MEAN
LOW INCOME TRACTS BELOW 99% OF THE MEAN

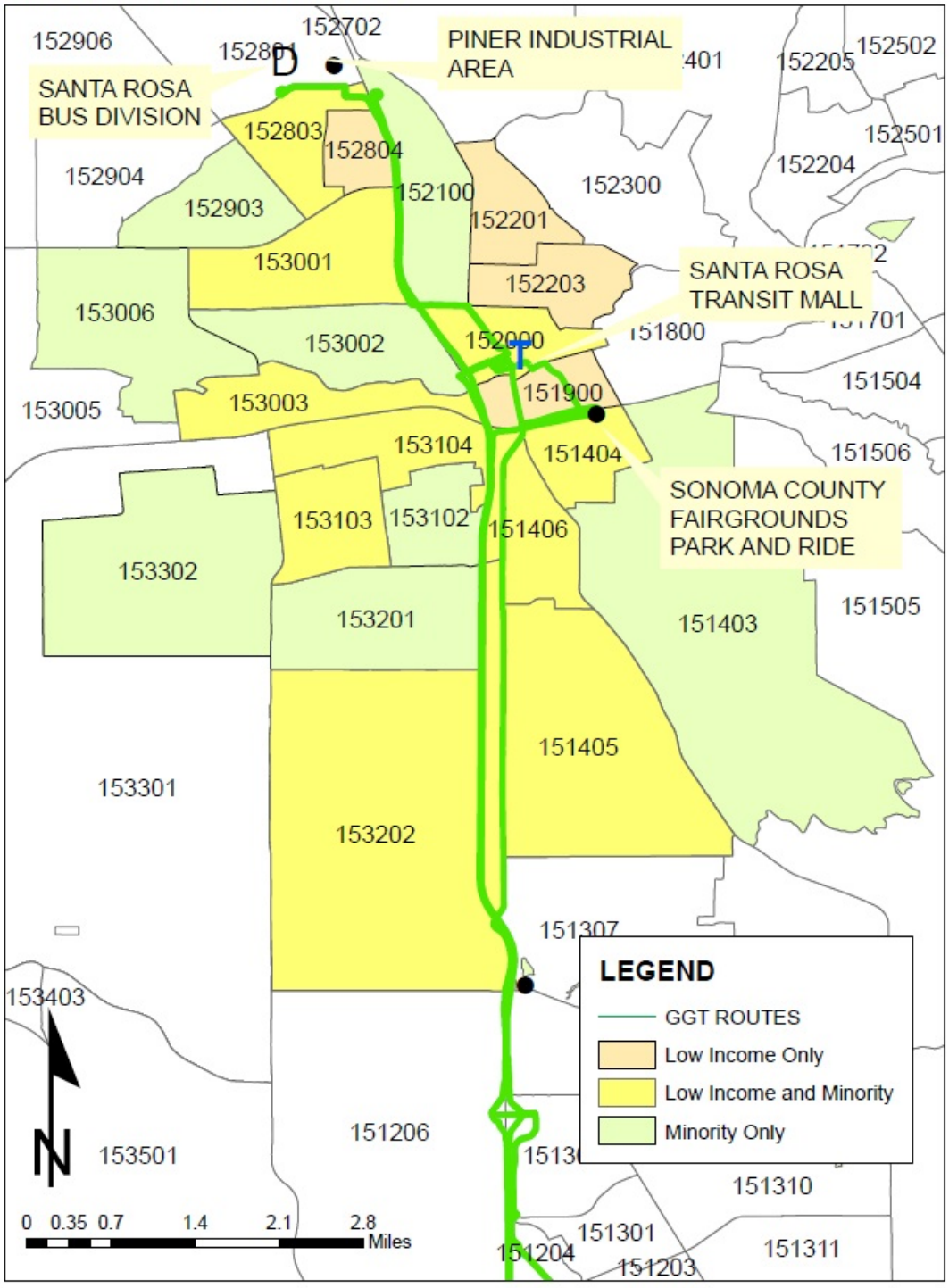


EXHIBIT 7: CONTRA COSTA COUNTY 2018-2022 ACS CENSUS TRACTS WITH GOLDEN GATE TRANSIT BUS ROUTES
MINORITY TRACTS ABOVE MEAN
LOW INCOME TRACTS BELOW 90% OF MEAN

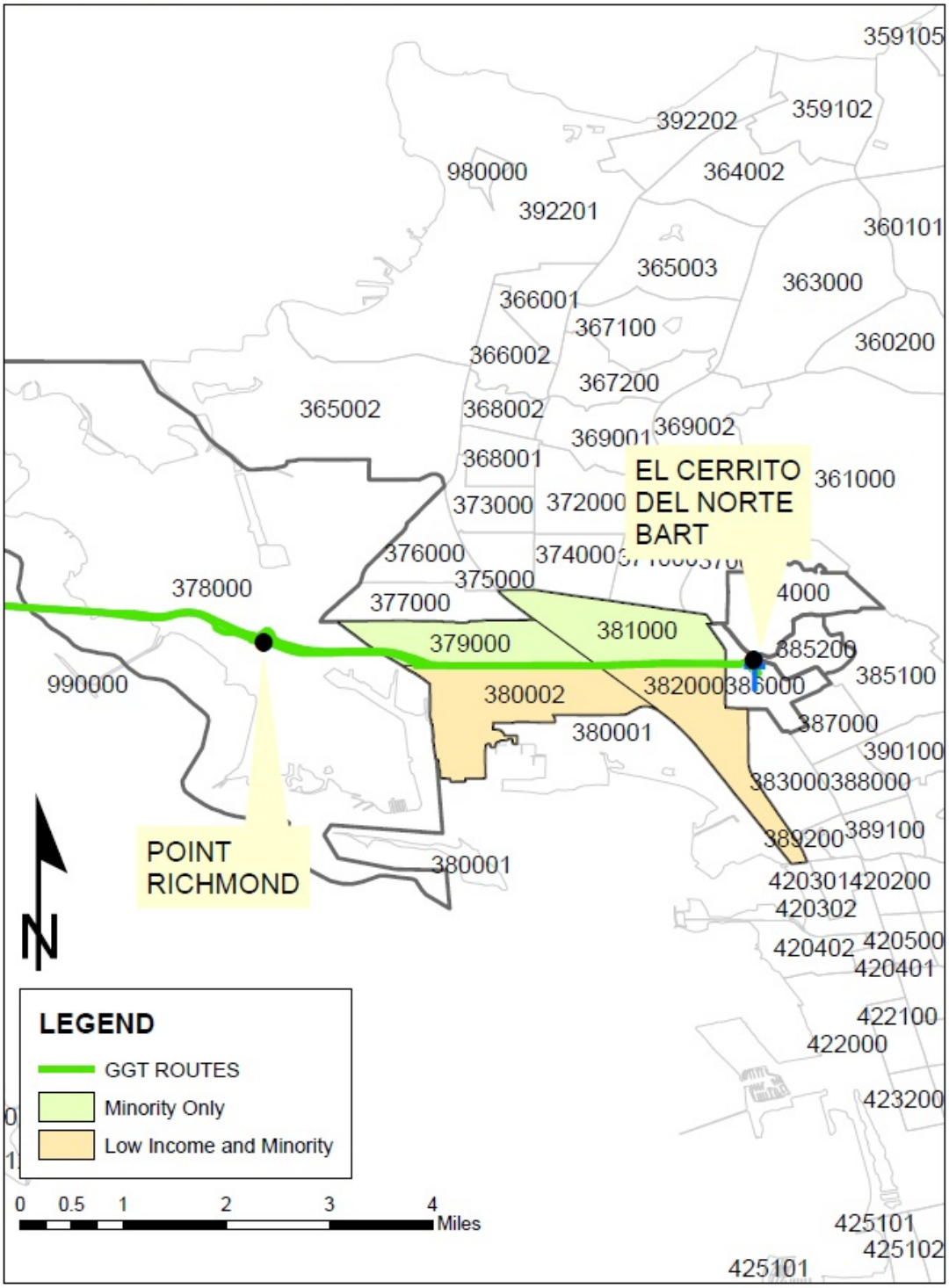


EXHIBIT 8: SAN FRANCISCO COUNTY 2018-2022 ACS CENSUS TRACT BLOCK GROUPS WITH GG TRANSIT BUS ROUTES
MINORITY TRACTS WITH PERCENTAGES ABOVE THE MEAN
LOW INCOME TRACTS BELOW 99% OF THE MEAN

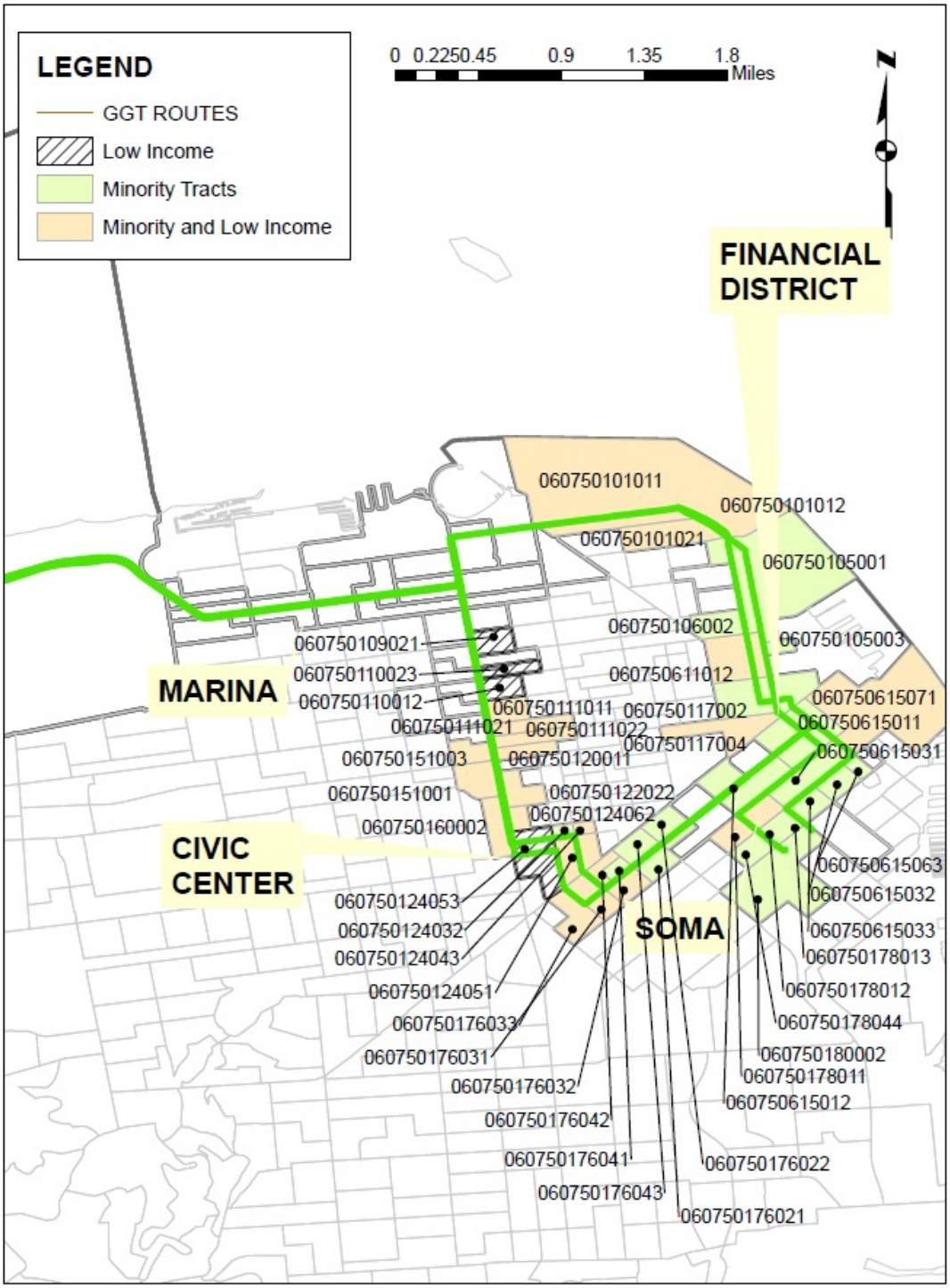


Exhibit 9: Marin County

Tract No.	Total Pop.	Non-Minority White	Share	Minority	Share	Minority Tract?	ACS Median Income	Low Income?	Location
1011	2496	1820	73%	676	27%		$ 165,938		
1012	2770	1798	65%	972	35%	Yes	$ 153,500		Black Point – Not Incl.
1021	2105	1478	70%	627	30%		$ 121,845		
1022.02	5393	3919	73%	1474	27%		$ 116,483	Yes	W Novato, south of San Marin
1022.03	5486	2981	54%	2505	46%	Yes	$ 78,704	Yes	Central Novato
1031	7228	5486	76%	1742	24%		$ 158,977		
1032	7457	4915	66%	2542	34%	Yes	$ 96,731	Yes	Novato, south of Novato Bl.
1041.02	5274	2043	39%	3231	61%	Yes	$ 99,174	Yes	Novato, S of Rowland, W of 101
1041.03	2884	1863	65%	1021	35%	Yes	$ 135,341		Novato, NW of Ignacio
1041.04	5173	3214	62%	1959	38%	Yes	$ 145,995		Novato, N of Ignacio
1042	5668	3803	67%	1865	33%	Yes	$ 105,741	Yes	Novato, S of Ignacio Boulevard
1043	1742	1426	82%	316	18%		$ 161,923		
1050.01	4324	1675	39%	2649	61%	Yes	$ 90,804	Yes	Novato/Hamilton, S of Main Gate
1050.02	3030	2054	68%	976	32%	Yes	$ 125,169		East Hamilton (Novato)
1060.01	5466	2938	54%	2528	46%	Yes	$ 132,379		Smith Ranch (San Rafael)
1060.02	5991	3453	58%	2538	42%	Yes	$ 119,600	Yes	Santa Venetia (San Rafael)
1070	6334	4898	77%	1436	23%		$ 216,524		
1081	6701	5249	78%	1452	22%		$ 136,970		
1082.01	2365	1014	43%	1351	57%	Yes	$ 88,750	Yes	N San Rafael, Los Ranchitos
1082.02	4777	3109	65%	1668	35%	Yes	$ 109,958	Yes	South Terra Linda
1090.01	3864	2169	56%	1695	44%	Yes	$ 96,486	Yes	San Rafael nw. of 4th St.
1090.02	4345	3374	78%	971	22%		$ 144,043		
1101	5703	4160	73%	1543	27%		$ 116,122	Yes	Montecito/Dominican (San Rafael)
1102	5261	4553	87%	708	13%		$ 212,411		
1110.01	850	663	78%	187	22%		$ 92,339	Yes	Central San Rafael
1110.02	4018	3156	79%	862	21%		$ 87,349	Yes	W Central San Rafael
1121	4352	2899	67%	1453	33%	Yes	$ 113,558	Yes	Woodland-Bret Harte
1122.02	5808	855	15%	4953	85%	Yes	$ 102,944	Yes	Canal east (San Rafael) - Not Incl.
1122.03	2498	32	1%	2466	99%	Yes	$ 94,038	Yes	S Central Canal - Not Incl.
1122.04	4266	139	3%	4127	97%	Yes	$ 71,210	Yes	N Central Canal - Not Incl.
1130	3612	2919	81%	693	19%		$ 135,491		
1141	5031	4104	82%	927	18%		$ 131,566		
1142	3352	2887	86%	465	14%		$ 120,121	Yes	Fairfax, n. of Drake
1150	7965	6162	77%	1803	23%		$ 167,306		
1160	3143	2778	88%	365	12%		$ 178,705		
1170	4452	3615	81%	837	19%		$ 172,891		
1181	2537	2188	86%	349	14%		$250,000		
1191	5149	4279	83%	870	17%		$ 197,847		
1192.01	3812	2487	65%	1325	35%	Yes	$ 85,739	Yes	Greenbrae, s. of Drake
1192.02	3704	2819	76%	885	24%		$250,000		
1200.01	1615	1285	80%	330	20%		$ 127,396		
1200.02	4780	3698	77%	1082	23%		$203,393		
1211	5749	4535	79%	1214	21%		$ 177,754		
1212	6256	4563	73%	1693	27%		$ 211,083		
1220	1559	357	23%	1202	77%	-----	-	-----	San Quentin – Not Incl.
1230	2312	2024	88%	288	12%		$250,000		
1241	5430	4302	79%	1128	21%		$ 202,153		
1242	5703	4554	80%	1149	20%		$ 205,179		
1250	4534	3085	68%	1449	32%	Yes	$ 119,069	Yes	Strawberry
1261	6105	5648	93%	457	7%		$230,057		
1262	4180	2710	65%	1470	35%	Yes	$ 164,615		East Mill Valley
1270	4588	3944	86%	644	14%		$ 210,865		
1281	7360	5636	77%	1724	23%		$228,652		
1282	5297	4302	81%	995	19%		$239,625		
1290	2922	1011	35%	1911	65%	Yes	$ 70,147	Yes	Marin City
1302.01	3367	2816	84%	551	16%		$ 184,814		
1302.03	2100	1636	78%	464	22%		$ 141,172		
1302.04	2448	2134	87%	314	13%		$ 126,694		
1311	1286	1101	86%	185	14%	-----	$ 191,042	-----	West Marin – Not Incl.
1321	1742	1447	83%	295	17%	-----	$ 96,875	-----	West Marin – Not Incl.
1322	1806	1603	89%	203	11%	-----	$ 76,088	-----	West Marin – Not Incl.
1330	2960	2575	87%	385	13%	-----	$ 132,500	-----	West Marin – Not Incl.
Total	260485	180340	69.2%	80145	30.8%	19	$ 135,341	18	
Sources:					90% of median:		$ 121,807		
Non Hispanic White - ACS 2018-20122 B03002									
Income - ACS 2018-2022 S1903									

Exhibit 10 Sonoma County

Tract No.	Total Pop.	Non-Minority White	Share	Minority	Share	Minority Tract?	ACS Median Income	Low Income?	Location
1506	3857	2014	52%	1843	48%	Yes	$ 94,167		East Petaluma - south
1506	4841	3384	70%	1457	30%		$ 127,632		
1506	7048	5148	73%	1900	27%		$ 91,333		
1506.1	4562	3255	71%	1307	29%		$ 147,857		
1506.1	5040	3242	64%	1798	36%		$ 86,932		
1506.1	3819	2411	63%	1408	37%		$ 130,671		
1506.1	4522	2829	63%	1693	37%		$ 118,866		
1507	4903	3632	74%	1271	26%		$ 107,610		
1507	4593	4037	88%	556	12%		$ 132,378		
1508	4550	3047	67%	1503	33%		$ 101,192		
1509	5130	3273	64%	1857	36%		$ 103,101		
1509	3668	2847	78%	821	22%		$ 123,529		
1510	3353	2387	71%	966	29%		$ 104,432		
1512	4753	3262	69%	1491	31%		$ 102,292		
1512	3180	2075	65%	1105	35%		$ 78,094	Yes	SW Cotati
1512.1	2410	1619	67%	791	33%		$ 92,869		
1512.1	5403	3118	58%	2285	42%		$ 75,781	Yes	West Cotati
1513	4176	1714	41%	2462	59%	Yes	$ 73,953	Yes	South Rohnert Park
1513.1	6385	2606	41%	3779	59%	Yes	$ 76,780	Yes	R. Pk. n. of SW, w. of RR
1513.1	3804	2104	55%	1700	45%		$ 97,630		
1513.1	5254	3658	70%	1596	30%		$ 127,708		
1513.1	5055	2324	46%	2731	54%	Yes	$ 106,593		R. Pk. n. of RPE, w. of 101
1513.1	5838	2843	49%	2995	51%	Yes	$ 89,631		S of RPE - east of Cotati
1513.1	7364	4312	59%	3052	41%		$ 113,654		
1514	4604	1993	43%	2611	57%	Yes	$ 88,973		S.R. Fairgrounds - South
1514	3190	363	11%	2827	89%	Yes	$ 66,522	Yes	S.R. Fairgrounds - North
1514.1	7271	2528	35%	4743	65%	Yes	$ 62,696	Yes	S.R. s. btw. 101 & Pet. Hill - South
1514.1	2963	1553	52%	1410	48%	Yes	$ 50,417	Yes	S.R. s. btw. 101 & Pet. Hill - North
1518	4786	3741	78%	1045	22%		$ 121,456		
1519	2881	2090	73%	791	27%		69643	Yes	S.R. n. of 12, e. of 101
1520	2345	1000	43%	1345	57%	Yes	69375	Yes	S.R. e. of 101 s. of College
1521	3057	1241	41%	1816	59%	Yes	86250		S.R. e. of 101 w. of Mendocino
1522.01	4315	2671	62%	1644	38%		75625	Yes	S.R. n.e. of Jr. College
1522.03	3362	2295	68%	1067	32%		67750	Yes	S.R. e. of Jr. College
1528.01	3965	2206	56%	1759	44%		$ 84,744		
1528.03	4785	1446	30%	3339	70%	Yes	74894	Yes	S.R. s. of Piner, w. of 101 - West
1528.04	3118	1689	54%	1429	46%		63482	Yes	S.R. s. of Piner, w. of 101 - East
1529.03	4967	1742	35%	3225	65%	Yes	102500		S.R. s. of Piner, w. of RR
1529.04	5594	2958	53%	2636	47%		$ 123,935		
1529.05	4138	2426	59%	1712	41%		$ 119,526		
1530.01	7215	3110	43%	4105	57%	Yes	$ 69,243	Yes	S.R. s. of G'ville, w. of 101
1530.02	7218	2677	37%	4541	63%	Yes	$ 81,504		S.R. s. of College, w. of 101
1530.03	5449	2389	44%	3060	56%	Yes	$ 65,458	Yes	S.R. btw. 12 & ck., w. of 101
1530.05	6471	3578	55%	2893	45%		$ 114,740		
1530.06	7652	3972	52%	3680	48%	Yes	$ 88,909		S.R. s. of G'ville, w. of Marlow
1531.02	6000	836	14%	5164	86%	Yes	$ 90,849		Southeast Roseland (S.R.)
1531.03	4834	1399	29%	3435	71%	Yes	$ 70,724	Yes	Southwest Roseland (S.R.)
1531.04	3888	963	25%	2925	75%	Yes	$ 65,938	Yes	North Roseland (S.R.)
1532	4195	1342	32%	2853	68%	Yes	$ 107,985		S.R. s. of Hearn - North
1532	3299	1018	31%	2281	69%	Yes	$ 69,592	Yes	S.R. s. of Hearn - South
1533	6584	3190	48%	3394	52%	Yes	$ 92,635		S.R. w. of Stony Pt., s. of 12 - West
1533	5594	1997	36%	3597	64%	Yes	$ 86,294		S.R. w. of Stony Pt., s. of 12 - East
Total	247248	129554	52%	117,694	47.6%	24	$ 90,240	18	
Sources:									
Non Hispanic White - ACS 2018-2022 B03002					90% of median:		$81,216.00		
Income - ACS 2018-2022 S1903									

Exhibit 11 San Francisco County

Tract No.	Block Group	Total Pop.	Non-Minority White	Share	Minority	Share	Minority Tract?	ACS Median Income	Low Income?	Location
10101	1	795	286	36%	509	64%	Yes	$ 115,962	Yes	Fisherman's Wharf
10101	2	1326	419	32%	907	68%	Yes	$ 47,431	Yes	Fisherman's Wharf S
10201	1	1219	801	66%	418	34%		$ 166,023		
10201	2	1254	958	76%	296	24%		$ 146,711		
10202	1	905	516	57%	389	43%		$ 192,396		
10202	2	954	663	69%	291	31%		$ 211,625		
10300	1	1424	737	52%	687	48%		$ 153,109		
10402	2	822	471	57%	351	43%		$ 191,375		
10402	3	538	408	76%	130	24%		$ 226,667		
10500	1	1244	508	41%	736	59%	Yes	$ 170,048		Bay/Embarcadero
10500	2	940	608	65%	332	35%		$ 232,853		
10500	3	924	422	46%	502	54%	Yes	$ 170,875		Washington/Battery
10600	2	920	326	35%	594	65%	Yes	-		Sansome/Washington - West
10902	1	1132	706	62%	426	38%		$ 118,167	Yes	E Van Ness, Vallejo
10902	2	1370	967	71%	403	29%		$ 176,205		
11001	2	1472	703	48%	769	52.2%		$ 135,313	Yes	E Van Ness, Washington
11002	1	675	394	58%	281	42%		-		
11002	3	788	478	61%	310	39%		$ 139,453	Yes	E Van Ness, Jackson
11101	1	975	310	32%	665	68%	Yes	$ 105,288	Yes	E Van Ness, Clay
11102	1	1331	549	41%	782	59%	Yes	$ 128,603	Yes	E Van Ness, Sacramento
11102	2	887	378	43%	509	57%	Yes	$ 83,531	Yes	E Van Ness, California
11700	2	393	150	38%	243	62%	Yes	-		Sacramento/Sansome
11700	4	968	383	40%	585	60%	Yes	$ 112,059	Yes	Pine/Sansome
12001	1	1015	351	35%	664	65%	Yes	$ 128,095	Yes	E Van Ness, Sutter
12202	2	1630	692	42%	938	58%	Yes	$ 58,940	Yes	E Van Ness, Geary
12403	2	949	163	17%	786	83%	Yes	-		N Golden Gate btwen Larkin/Hyde
12404	3	519	156	30%	363	70%	Yes	$ 50,095	Yes	Hyde/Golden Gate - NE Corner
12405	1	1210	271	22%	939	78%	Yes	$ 46,961	Yes	Larkin/Leavenworth/Golden Gate/Market
12405	3	601	412	69%	189	31%		$ 106,017	Yes	Van Ness/Larkin/Turk/Market
12406	2	823	321	39%	502	61%	Yes	$ 25,458	Yes	E Van Ness/Eddy
12602	2	1366	1027	75%	339	25%		$ 171,621		
12700	3	745	506	68%	239	32%		$ 154,107		
12801	2	958	754	79%	204	21%		$ 250,000		
12801	3	678	571	84%	107	16%		$ 202,889		
12802	1	852	741	87%	111	13%		$ 169,808		
12901	1	1270	746	59%	524	41%		$ 201,339		
12902	1	1186	782	66%	404	34%		$ 201,850		
12902	2	1520	1203	79%	317	21%		$ 225,333		
12902	3	616	488	79%	128	21%		$ 156,797		
13001	1	757	551	73%	206	27%		$ 224,306		
13101	1	1147	721	63%	426	37%		$ 246,898		
13101	2	981	682	70%	299	30%		$ 206,287		
13101	3	1164	718	62%	446	38%		$ 178,929		
13101	4	977	647	66%	330	34%		$ 150,069		
13102	1	1270	921	73%	349	27%		$ 176,528		
15100	1	926	415	45%	511	55%	Yes	$ 137,045	Yes	Post, W of Van Ness
15100	2	1163	797	69%	366	31%		$ 192,198		
15100	3	710	243	34%	467	66%	Yes	$ 99,750	Yes	Bush, W of Van Ness
16000	2	1391	484	35%	907	65%	Yes	$ 136,403	Yes	W Van Ness, N McAllister
17602	1	1655	413	25%	1242	75%	Yes	$ 145,883		6th/7th/Mission/Howard
17602	2	1058	121	11%	937	89%	Yes	-		Mission btwn 5th and 6th Area
17602	3	486	404	83%	82	17%		-		
17603	1	1014	264	26%	750	74%	Yes	$ 81,334	Yes	9th/8th/Market/Howard Area
17603	2	715	324	45%	391	55%	Yes	$ 77,766	Yes	Mission btwn 7th and 8th, S
17603	3	963	173	18%	790	82%	Yes	$ 14,710	Yes	Mission and 9th, SW Area
17604	1	1218	486	40%	732	60%	Yes	$ 179,138		Mission and 7th, SW Corner
17604	2	1119	266	24%	853	76%	Yes	$ 72,137	Yes	Mission and 8th, NE Corner
17604	3	809	227	28%	582	72%	Yes	-		Mission btwn 6th and 7th
17801	1	1126	44	4%	1082	96%	Yes	$ 14,677	Yes	Howard btwn 4th and 5th, S
17801	2	1413	326	23%	1087	77%	Yes	$ 146,205		Folsom/4th
17801	3	1043	278	27%	765	73%	Yes	-		Harrison btwn 3rd and 4th
18000	2	1068	262	25%	806	75%	Yes	$ 184,514		Harrison and 5th Area
60100	1	2425	1294	53%	1131	47%		$ 226,513		
60100	2	1527	916	60%	611	40%		$ 250,000		
61101	2	1117	45	4%	1072	96%	Yes	$ 14,722	Yes	Washington/Sansome
61501	1	664	310	47%	354	53%	Yes	-		S. of Market, W. of Beale
61501	2	694	242	35%	452	65%	Yes	$ 250,000		1st/Mission Area
61501	3	298	215	72%	83	28%		-		
61503	1	2048	865	42%	1183	58%	Yes	$ 250,000		Howard/2nd St
61503	2	603	203	34%	400	66%	Yes	$ 250,000		Folsom/2nd St
61503	3	554	203	37%	351	63%	Yes	$ 157,969		Folsom/3rd St
61506	2	972	537	55%	435	45%		$ 230,054		
61506	3	1276	433	34%	843	66%	Yes	$ 250,000		Fremont/Folsom - Southwest
61507	1	1772	374	21%	1398	79%	Yes	$ 118,370	Yes	East of Beale St
Total		77317	36729	48%	40588	52.5%		$ 157,383		
Sources:							90% Media	$ 141,645		
Non Hispanic White - ACS 2018-2022 B03002 - Block Group										
Income - ACS 2018-2022 B19013 - Block Group										

Exhibit 12 Contra Costa County

Tract No.	Total Pop.	Non-Minority White	Share	Minority	Share	Minority Tract?	ACS Median Income	Low Income?	Location
3780	3887	2548	66%	1339	34%		$ 129,870		Point Richmond/W Richmond
3790	8383	177	2%	8206	98%	Yes	$ 64,518		N. of Cutting West End
3800.02	3470	774	22%	2696	77.7%	Yes	$ 58,571	Yes	S. of Cutting West End
3810	6703	307	5%	6396	95%	Yes	$ 70,687		N. of Cutting East End
3820	8477	1209	14%	7268	86%	Yes	$ 56,378	Yes	S. of Cutting East End
3840	3826	2269	59%	1557	41%		$ 171,645		N.E. of Del Norte BART
3852	1413	601	43%	812	57%		$ 130,804		E. of Del Norte BART
3860	3758	1053	28%	2705	72%		$ 64,201		S. of Del Norte BART
Total	39917	8938	22%	30979	77.6%		$ 67,603		
Sources:						90% Median	$ 60,842.25		
Non Hispanic White - ACS 2018-2022 B03002									
Income - ACS 2018-2022 B19013									

Summary of Key Results from 2023 Demographic Survey

The following shows only the key demographic information collected. Other questions asked included trip characteristics, fare payment media and fare type, and trip purpose.

Bus Service

How many people are in your household?

		Route Type		Residency	
	TOTAL	**Commute**	**Basic**	**Live in Bay Area**	**Visiting Bay Area**
Base: (All Respondents)	**1,762**	**433**	**1,329**	**1,325**	**334**
1	**28%**	18%	31%	30%	24%
2	**33%**	40%	30%	32%	35%
3	**16%**	20%	14%	16%	17%
4	**15%**	19%	13%	15%	13%
5	**5%**	2%	7%	5%	6%
6+	**4%**	2%	5%	3%	6%
Blank/multiple responses (#)	70	5	65	47	12
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**
Average # people in household	**2.5**	**2.5**	**2.5**	**2.4**	**2.6**

What languages do you regularly speak at home? (Multiple responses accepted)

		Route Type		Residency	
	TOTAL	**Commute**	**Basic**	**Live in Bay Area**	**Visiting Bay Area**
Base: (All Respondents)	**1,762**	**433**	**1,329**	**1,325**	**334**
English	**82%**	96%	78%	88%	66%
Spanish	**23%**	8%	28%	19%	32%
Chinese	**2%**	3%	2%	2%	2%
Filipino	**2%**	<1%	2%	1%	6%
French	**1%**	-	2%	<1%	5%
Polish	**1%**	1%	1%	1%	1%
Swedish	**1%**	-	1%	1%	1%
Italian	**1%**	1%	1%	<1%	1%
Portuguese	**1%**	1%	<1%	1%	<1%
Blank/multiple responses (#)	45	7	38	36	7
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

*This table only shows languages cited by at least 1% of respondents. See tables for a complete list. In addition, note that the survey was available in English and Spanish.

How well do you speak English?

		Route Type		Residency	
	TOTAL	**Commute**	**Basic**	**Live in Bay Area**	**Visiting Bay Area**
Base: (All Respondents)	**1,762**	**433**	**1,329**	**1,325**	**334**
Very well	76%	93%	71%	83%	59%
Well	11%	5%	13%	8%	21%
Not well	10%	2%	13%	8%	15%
Not at all	3%	<1%	4%	2%	5%
Blank/multiple responses (#)	23	3	20	12	4
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

Gender

		Route Type		Residency	
	TOTAL	**Commute**	**Basic**	**Live in Bay Area**	**Visiting Bay Area**
Base: (All Respondents)	**1,762**	**433**	**1,329**	**1,325**	**334**
Male	**50%**	47%	51%	50%	50%
Female	**48%**	52%	46%	48%	48%
Non-binary	**2%**	1%	2%	2%	2%
Other (Unspecified)	**<1%**	-	<1%	<1%	-
Blank/multiple responses (#)	101	14	87	68	21
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

Race/Ethnicity (Multiple Responses Accepted)

		Route Type		Residency	
	TOTAL	**Commute**	**Basic**	**Live in Bay Area**	**Visiting Bay Area**
Base: (All Respondents)	**1,762**	**433**	**1,329**	**1,325**	**334**
Caucasian/White	**54%**	73%	48%	59%	44%
Hispanic/Latino	**28%**	14%	33%	24%	36%
Asian American/Pacific Islander	**15%**	18%	14%	15%	15%
African American/Black	**7%**	3%	8%	7%	6%
Native American	**2%**	2%	2%	2%	1%
Other (Unspecified)	**1%**	<1%	1%	1%	1%
Blank/multiple responses (#)	112	19	93	80	24
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

Age

		Route Type		Residency	
	TOTAL	**Commute**	**Basic**	**Live in Bay Area**	**Visiting Bay Area**
Base: (All Respondents)	**1,762**	**433**	**1,329**	**1,325**	**334**
Under 18 [15.5]*	**3%**	1%	3%	3%	3%
18-24 [21.5]	**13%**	5%	15%	11%	19%
25-34 [29.5]	**28%**	31%	27%	28%	33%
35-44 [39.5]	**17%**	17%	17%	17%	18%
45-54 [49.5]	**14%**	17%	13%	15%	10%
55-64 [59.5]	**14%**	18%	12%	14%	11%
65 or older [70]	**12%**	12%	12%	12%	7%
Blank/multiple responses (#)	80	16	64	57	11
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**
Average Age (In Years)	**41.5**	**44.3**	**40.6**	**42.2**	**37.6**

*This survey was conducted among passengers who appeared to be at least 13 years of age; thus, this age bracket may be understated.

Annual household income

		Route Type		Residency	
	TOTAL	**Commute**	**Basic**	**Live in Bay Area**	**Visiting Bay Area**
Base: (All Respondents)	1,762	433	1,329	1,325	334
Under $10,000 [$5,000]	**14%**	1%	19%	11%	24%
$10,000 - $24,999 [$17,499.5]	**11%**	1%	14%	10%	14%
$25,000 - $34,999 [$29,999.5]	**8%**	2%	10%	7%	9%
$35,000 - $49,999 [$42,499.5]	**8%**	3%	10%	7%	13%
$50,000 - $74,999 [$62,499.5]	**11%**	6%	13%	11%	14%
$75,000 - $99,999 [$87,499.5]	**9%**	7%	10%	9%	10%
$100,000 - $149,999 [$124,999.5]	**12%**	18%	10%	13%	7%
$150,000 - $199,999 [$174,999.5]	**8%**	15%	6%	9%	6%
$200,000 and above [$250,000]	**19%**	47%	9%	23%	5%
Blank/multiple responses (#)	315	57	258	209	74
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**
Average household income ($)	**$98,846**	**$178,158**	**$71,001**	**$111,328**	**$59,163**

Ferry Service

How many people are in your household?

		By Route				
	TOTAL	**Angel Island**	**Larkspur**	**Sausalito**	**Tiburon**	**Special Event**
Base: (All Respondents)	1,162	78	421	353	109	201
1	**18%**	23%	17%	23%	14%	11%
2	**39%**	44%	35%	45%	35%	41%
3	**16%**	11%	18%	12%	14%	20%
4	**19%**	13%	21%	15%	27%	21%
5	**6%**	5%	8%	4%	10%	6%
6+	**2%**	4%	2%	2%	1%	1%
Multiple resp/blank (#)	54	3	13	21	5	12
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Average # people in household	**2.6**	**2.5**	**2.7**	**2.4**	**2.9**	**2.7**

What languages do you regularly speak at home? (Multiple respondents accepted)

		By Route				
	TOTAL	**Angel Island**	**Larkspur**	**Sausalito**	**Tiburon**	**Special Event**
Base: (All Respondents)	**1,162**	**78**	**421**	**353**	**109**	**201**
English	**93%**	91%	97%	85%	96%	97%
Spanish	**7.7%**	9%	8%	11%	5%	3%
Chinese	**2%**	13%	1%	2%	1%	2%
French	**2%**	4%	1%	2%	3%	-
German	**1%**	3%	1%	2%	1%	1%
Italian	**1%**	1%	<1%	2%	1%	1%
Korean	**1%**	1%	1%	2%	1%	-
Portuguese	**1%**	=	-	2%	-	-
Dutch	**1%**	-	<1%	1%	1%	-
Blank (#)	**28**	**-**	12	10	1	5

*Only responses with at least 1% response shown above (see tables for full list). It should be noted this survey was offered in English, and Spanish.

How well do you speak English?

		By Route				
	TOTAL	**Angel Island**	**Larkspur**	**Sausalito**	**Tiburon**	**Special Event**
Base: (All Respondents)	**1,162**	**78**	**421**	**353**	**109**	**201**
Very Well	**93%**	92%	96%	90%	91%	97%
Well	**5%**	8%	3%	7%	8%	2%
Not Well	**1%**	-	1%	3%	1%	1%
Not at all	**<1%**	-	1%	<1%	-	1%
Multiple resp/blank (#)	**30**	-	13	11	2	4
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Gender

	TOTAL	By Route				Special Event
		Angel Island	Larkspur	Sausalito	Tiburon	
Base: (All Respondents)	1,162	78	421	353	109	201
Female	**50%**	43%	49%	55%	31%	55%
Male	**49%**	53%	50%	43%	68%	44%
Non-binary	**1%**	4%	1%	2%	-	2%
Other (Unspecified)	**<1%**	-	-	-	1%	-
Multiple resp/blank (#)	46	-	17	13	6	10
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Race/Ethnicity (multiple responses accepted)

	TOTAL	By Route				Special Event
		Angel Island	Larkspur	Sausalito	Tiburon	
Base: (All Respondents)	1,162	78	421	353	109	201
Caucasian/White	**80%**	67%	79%	74%	84%	94%
Asian American/Pacific Islander	**11%**	33%	10%	12%	11%	3%
Hispanic/Latino	**9%**	8%	10%	13%	6%	4%
African American/Black	**4%**	-	4%	6%	2%	1%
Native American	**1%**	-	1%	1%	-	1%
Other (Unspecified)	**1%**	-	1%	1%	2%	1%
Blank (#)	74	3	27	22	8	14

Age

	TOTAL	By Route				Special Event
		Angel Island	Larkspur	Sausalito	Tiburon	
Base: (All Respondents)	1,162	78	421	353	109	201
Under 18 [15.5]*	**4%**	16%	2%	2%	-	9%
18-24 [21.5]	**7%**	9%	7%	8%	2%	6%
25-34 [29.5]	**20%**	39%	16%	29%	19%	7%
35-44 [39.5]	**20%**	16%	23%	19%	31%	12%
45-54 [49.5]	**19%**	4%	21%	19%	25%	20%
55-64 [59.5]	**15%**	8%	19%	10%	17%	20%
65 or older [70]	**15%**	8%	13%	14%	6%	27%
Multiple resp/blank (#)	56	3	19	18	5	11
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Average age (# years)	**44.8**	**34.6**	**46.0**	**42.9**	**45.0**	**49.6**

*This survey was distributed to passengers who appeared to be at least 13 years of age. Thus, passengers under 18 are likely to be under-represented.

Annual Household Income

	TOTAL	By Route				Special Event
		Angel Island	Larkspur	Sausalito	Tiburon	
Base: (All Respondents)	1,162	78	421	353	109	201
Under $10,000 [$5,000]	**3%**	4%	3%	4%	-	3%
$10,000 - $24,999 [$17,499.5]	**2%**	6%	2%	2%	1%	3%
$25,000 - $34,999 [$29,999.5]	**2%**	3%	2%	4%	-	1%
$35,000 - $49,999 [$42,499.5]	**3%**	2%	3%	4%	3%	3%
$50,000 - $74,999 [$62,499.5]	**6%**	3%	4%	8%	3%	11%
$75,000 - $99,999 [$87,499.5]	**10%**	2%	9%	11%	9%	12%
$100,000 - $149,999 [$124,999.5]	**18%**	19%	20%	18%	12%	19%
$150,000 - $199,999 [$174,999.5]	**12%**	19%	12%	10%	10%	14%
$200,000 and above [$250,000]	**43%**	43%	45%	39%	61%	35%
Multiple resp/blank (#)	201	9	64	63	20	45
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Average income ($)	165,825	169,853	170,091	155,664	196,432	155,737

C. Monitor Transit Service

The results of the District's most recent analysis of service provision versus the standards and policies adopted in February 2013 follows.

SYSTEM-WIDE SERVICE STANDARDS

Pursuant to requirements set forth in The Federal Transit Administration's (FTA) Circular 4702.1B, the District must establish and monitor its performance using quantitative Service Standards and qualitative Service Policies. The service standards are used to evaluate the effectiveness of transit service and to ensure the same standard of effectiveness is applied without discrimination as to race, ethnicity, or income.

Different standards have been established for ferry service and bus service.

As described below, the District differentiates between two types of bus service: Basic routes generally provide bi-directional service all day while Commute routes generally provide service during peak periods in the commute direction only. A breakdown of existing bus routes is listed below.

Service Type	Bus Routes
Basic	101, 130, 150, 580/580X
Commute	114, 132, 154, 164, 172/172X

The vehicle headway standard for basic service is 60 minutes, where the standard for commute service is 60 minutes during the peak period in the commute direction only, based on the nature of that service.

Standards for basic and commute service are otherwise the same.

Minority Routes

Using the definition of a minority transit route as one in which at least one-third of the revenue miles are located in a Census block, Census block group, or traffic analysis zone where the percentage minority population exceeds the percentage minority population in the service area, four Golden Gate Transit bus routes meet this definition: **Routes 101, 130, 154, and 580**. This report will compare the performance of two minority routes with two non-minority routes. Minority **routes 154 and 580**, and non-minority **routes 132 and 150** have been selected for comparison due to their overall comparability in length and service characteristics. Routes 150 and 580 are both basic routes that operate all-day service providing a main line connection between counties. Routes 132 and 154 are both commute routes operating only during the peaks with an emphasis on the peak direction and are aimed at getting residents to work locations in another county.

Golden Gate Ferry operates four year-round ferry routes: one from Larkspur to San Francisco, one from Sausalito to San Francisco, one from Tiburon to San Francisco, and one from San Francisco

to Angel Island. All year-round ferry routes operate seven-day service. Start times range from 6:00am to 9:25am and end of service ranges from 5:00pm to 8:30pm on weekdays. On weekends service start times range from 9:00am to 11:50am and end of service ranges from 5:35pm 8:35pm. Golden Gate Ferry also operates one special service ferry route seasonally from Larkspur to Oracle Park in San Francisco during the San Francisco Giants baseball season. This route only operates on game days, departing the Larkspur Ferry Terminal approximately 105 minutes before first pitch and departs Oracle Park 30 minutes after the last out. None of the ferry routes constitute minority transit routes, as defined above.

Service Standards

1. Vehicle load

The vehicle load standard is designed to ensure that the passenger seats or space on board transit vehicles is provided in an equitable manner. Vehicle loads are measured using an average maximum load factor, which is the ratio of passengers to seats (buses) or vessel capacity (ferries) at the busiest point on a trip. For example, a bus with 20 passengers and 40 seats has a load factor of 0.5 (20/40), and a ferry with 300 passengers and a listed capacity of 400 has a load factor of 0.75 (300/400). The vehicle load standards are:

- Bus – Average maximum load factor for is 1.0, as measured by total seats on board buses.
- Ferry – Average maximum load factor is 1.0, as measured by the maximum load permitted by the Coast Guard in consultation with the District for each vessel.

Buses in Golden Gate Transit's fleet currently used in basic service have seating capacities of:

Length	Make	Model	Seats
40 ft.	Gillig	Low Floor	39
45 ft.	MCI	D4500	57

As determined jointly by the District and the U.S. Coast Guard, Golden Gate Ferry's vessels have maximum capacities of:

Vessel(s)	Seats	Standing Capacity	Total Capacity
Del Norte	310	90	400
Mendocino	420	30	450
Napa & Golden Gate	450	0	450
Sonoma	535	217	752
Marin	486	264	750
San Francisco	443	307	750

Results

Load Factor

Route	FY22	FY23	FY24
132	0.47	0.53	0.52
150	0.46	0.36	0.41
154	0.47	0.57	0.46
580/580X	0.19	0.22	0.19
AISF	0.05	0.05	0.05
LSPB	0.50	0.51	0.56
LSSF	0.11	0.13	0.14
SSSF	0.15	0.16	0.18
TBSF	0.03	0.04	0.07

All bus and ferry routes had a load factor of less than 1, so the service standard was met in an equitable fashion. Starting in March 2020, transit ridership declined steeply and service was reduced to serve ridership demands resulting from the COVID-19 pandemic. Ridership has shown periods of modest recovery but remains at a fraction of pre-pandemic ridership. As of June 2024, bus ridership is down approximately 53% from pre-pandemic levels, and ferry ridership is down 31%.

2. Vehicle headway

The vehicle headway standard is designed to ensure that passengers have equitable wait times for transit vehicles. Vehicle headways are measured as the amount of time between the departure of two subsequent buses or ferries along the same route or service corridor.

The District differentiates between two types of bus service: Basic routes generally provide bi-directional service all day while Commute routes generally provide service during peak periods in the commute direction only. A breakdown of existing bus routes is listed below.

Service Type	Bus Routes
Basic	101, 130, 150, 580/580X
Commute	114, 132, 154, 164, 172/172X

- Bus – Headway standard is 60 minutes during peak and off-peak periods along all Basic service corridors. Headway standard is 60 minutes during peak periods only and in the commute direction only along all Commute service corridors. A service corridor is defined as a primary street and any parallel roadway facilities within ½ mile, which can be served by any number of bus routes. Improved headways will be considered along Basic service corridors in cases where the maximum load factor is exceeded and resources are available to improve service. Commute bus service will be considered in the commute and/or reverse-commute directions along service corridors with a demonstrated or projected daily ridership that supports at least two round-trips carrying 30 passengers per trip on average (120 passengers per day) when resources are available to improve service.

- Ferry – Headway standard is 120 minutes during peak and off-peak periods on all routes. Improved headways will be considered in cases where the maximum load factor is exceeded, and resources are available to improve service.

Thresholds for adding Commute bus service are higher than they are for Basic bus service because of the substantial expense associated with service during peak commute periods. Note that the headway standard does not apply to special event services, such as ferry service that operates to/from San Francisco Giants games.

Results

Bus

June 2022 Sign-up

Route	Headway	Time Period	
154	60	5:45am - 6:45am	3:30pm - 4:30pm
	30	6:45am - 7:45am	4:30pm - 5:30pm
580	30	5:45am-10:15am	4:15pm - 7:15pm
	60	10:15am - 4:15pm	7:15pm - 9:00pm
132	30	5:45am - 8:15am	3:00pm - 5:30pm
150	60	5:00am - 9:00pm	

June 2023 Sign-up

Route	Headway	Time Period	
154	30	5:45am - 7:15am	3:30pm - 5:30pm
580	20	5:50am - 6:20am	
	30	6:20am - 9:15am	4:15pm - 7:15pm
	60	9:15am - 4:15pm	7:15pm - 9:15pm
132	30	5:00am - 8:00am	3:00pm - 5:30pm
150	60	5:00am - 9:00pm	

June 2024 Sign-up

Route	Headway	Time Period	
154	20	5:25am-5:45am	
	30	5:45am - 7:15am	3:30pm - 5:30pm
580	30	5:45am - 6:15am	
	60	6:15am - 9:15pm	
132	30	5:00am - 8:00am	3:00pm - 5:30pm
150	60	5:00am - 9:00pm	

Results

Ferry

June 2022 Sign-up

Route	Headway	Time Period
Angel Island	60	9:20am - 11:00am
	180	11:00am - 2:00pm
	90	2:00pm - 4:30pm
Sausalito	60	7:00am - 8:00am
	120	8:00am - 6:30pm
Tiburon	60	7:00am - 9:00am
	120	9:00am - 6:00pm
Larkspur	60	6:30am - 7:30am 8:00am - 12:00pm 2:00pm - 3:00pm
	30	7:30am - 8:00am
	120	12:00pm - 2:00pm
	90	3:00pm - 8:00pm

June 2023 Sign-up

Route	Headway	Time Period
Angel Island	60	9:20am - 11:00am
	180	11:00am - 2:00pm
	90	2:00pm - 4:30pm
Sausalito	60	7:00am - 8:00am
	120	8:00am - 6:30pm
Tiburon	60	7:00am - 9:00am
	120	9:00am - 6:00pm
Larkspur	60	6:30am - 7:30am 8:00am - 10:00pm 1:30pm - 5:30pm 7:00pm - 8:00pm
	30	7:30am - 8:00am 5:30pm - 7:00pm
	120	10:00pm - 12:00pm
	90	12:00pm - 1:30pm

June 2024 Sign-up

Route	Headway	Time Period
Angel Island	60	9:20am - 11:00am
	180	11:00am - 2:00pm
	90	2:00pm - 4:30pm
Sausalito	60	7:00am - 8:00am
	120	8:00am - 6:30pm
Tiburon	90	6:30am - 1:15pm
	120	1:15pm - 6:00pm
Larkspur	60	6:00am - 8:00am 8:35am - 12:00pm 2:00pm - 4:00pm 4:30pm - 8:00pm
	30	8:00am - 8:30am 4:00 - 4:30pm
	120	12:00pm - 2:00pm

Analysis

Bus

Routes 150 and 580 use the Basic service standard of 60-minute headways, with 30-minute headways on the Route 580 during peak periods to accommodate higher ridership. Routes 132 and 154 use the Commute service standard of 60 minutes in the peak time and direction.

Did the route meet the standard?

Route	2022	2023	2024
154	Yes	Yes	Yes
580	Yes	Yes	Yes
132	Yes	Yes	Yes
150	Yes	Yes	Yes

All routes met the standard, so this service standard has been met in an equitable fashion. It should be pointed out that the two minority routes actually exceed the standard by providing 30-minute service during part of their span.

Ferry

Did the route meet the standard?

Route	2022	2023	2024
Angel Island	No	No	No
Sausalito	Yes	Yes	Yes
Tiburon	Yes	Yes	Yes
Larkspur	Yes	Yes	Yes

Sausalito, Tiburon, and Larkspur ferries all met the standard, so this service standard has been met in an equitable fashion. All three ferries have headways that exceed the standard at hours of peak usage. The Angel Island ferry did not meet the standard in any of the reporting years. This ferry service is oriented toward bringing tourists to Angel Island in the morning and taking them back to San Francisco in the afternoon. Staff is considering revising the headway standards to accommodate this special type of service.

3. On-time performance

The on-time performance standard is designed to ensure that the reliability of transit service is equitable for passengers. On-time performance is measured as the percentage of trips that depart timepoints within a certain number of minutes of published schedules.

- Bus – Standard for bus service is 85%. Buses are considered on time if they are no more than 5 minutes late or 1 minute early.
- Ferry – Standard is 95%. Ferries have the benefit of travelling across the uncongested waters of San Francisco Bay, bypassing the congestion of local streets and U.S. Highway 101. Ferries are considered on time if they are no more than 5 minutes late during peak periods and 10 minutes late during off-peak periods. Ferries that depart even 1 minute early are not considered on time.

Results

Bus

Route	FY22	FY23	FY24
132	84.9%	84.9%	83.0%
150	82.0%	78.7%	79.8%
154	84.4%	82.8%	85.5%
580/580X	84.0%	79.1%	82.2%

Analysis

Only Route 150 met the 85% on-time service standard in FY24. Route 130 was notably slightly below the standard in FY22 and FY23 at 84.9%. When looking at all routes systemwide over the three year period, minority routes had an average on-time performance of 83.0% while non-minority routes had an average of 82.2%. Of the four routes selected for comparison in this report, the minority routes had an on-time performance of 81.0% while the non-minority routes had an average of 80.2%. There is no indication of inequity in the District's bus on-time performance systemwide.

Ferry

Results

Route/Year	On-Time Performance
AISF	96.4%
FY22	96.2%
FY23	97.2%
FY24	95.7%
LSSF	94.4%
FY22	91.6%
FY23	94.6%
FY24	96.5%
SSSF	96.3%
FY22	92.4%

FY23	98.7%
FY24	97.7%
TBSF	96.2%
FY22	94.0%
FY24	97.2%
FY24	97.2%

Analysis

Angel Island Ferry was the only route that met the service standard all three years, with an average on-time performance of 96.4%. Larkspur, Sausalito, and Tiburon Ferries did not meet the standard in FY22. In FY23, all routes except Larkspur met the standard; at 94.6% the Larkspur route was just shy of meeting the threshold due to rounding. All four routes met the service standard in FY 2024.

4. Service availability

The service availability standard is a broadly defined measure of geographic access to transit services. The District measures availability of bus service in a manner that reflects the ability of bus service to be modified, while ferry service availability is measured in a manner that acknowledges (a) that ferry terminals are at fixed locations, and (b) that the District has minimal discretion to alter service availability in areas around the ferry terminals.

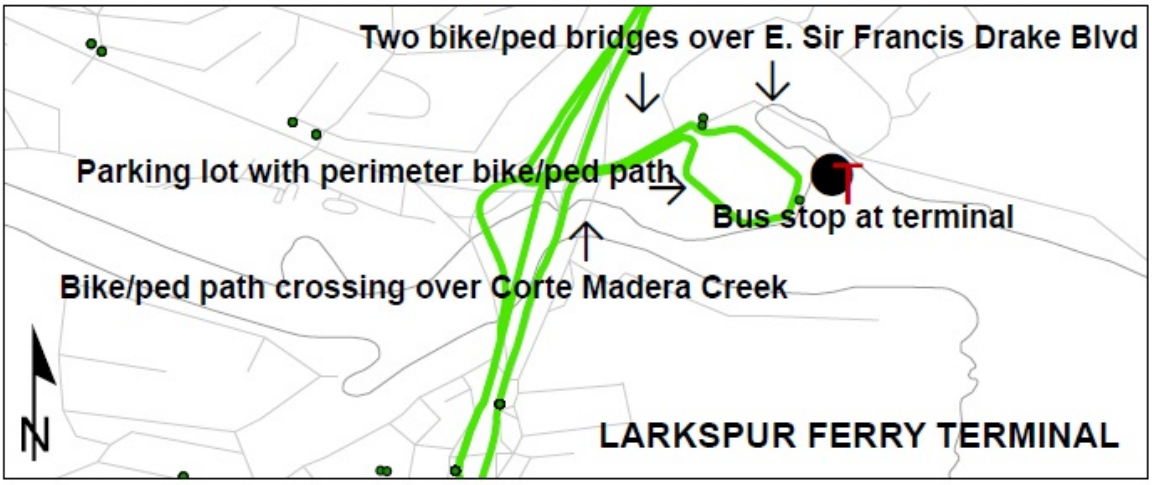
- Bus – Golden Gate Transit regional bus service should be provided to communities within the U.S. Highway 101 corridor between Santa Rosa and San Francisco on the following basis: At least one bus stop will be served in each city that touches U.S. Highway 101 if a bus stop exists (1) at a highway interchange or (2) within three blocks of a highway interchange, as long as the travel time associated with using such stop is no more than five minutes longer than it would be if the stop were located on the highway. Additionally, service will be provided to transit hubs located within three-quarters of a mile of a highway interchange. A transit hub is defined as a bus stop that provides scheduled connections to at least two local bus routes and has passenger amenities (i.e., signage, seating, and/or shelter).
- Ferry – Multimodal access to Golden Gate Ferry service should be provided to communities within two miles of each ferry terminal. Multimodal access is defined as public transit service or bicycle facilities (paths or bicycle lanes). For communities located within three quarters of a mile of a ferry terminal, multimodal access also includes pedestrian facilities (paths or sidewalks). The District will be responsible for the provision of multimodal access only on its own property. In situations where the District does not have control over property within two miles of a ferry terminal, the District should work with the responsible local agency to develop multimodal access to the best ability of the local agency.

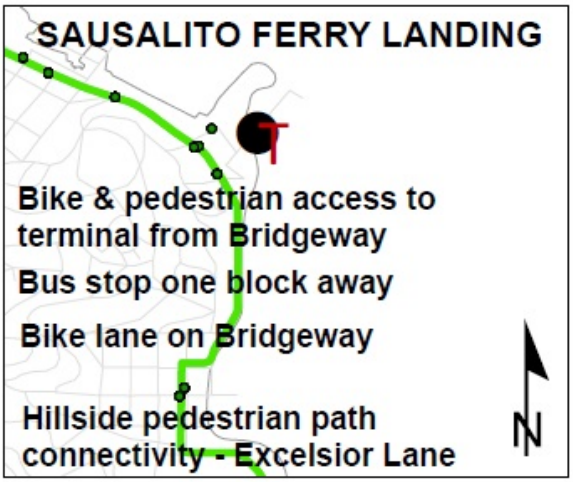
Results

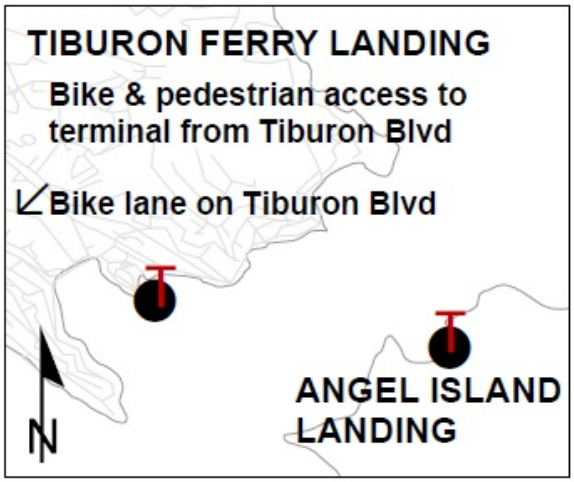
Maps showing Golden Gate Transit Service Availability and Golden Gate Ferry Service Availability are presented in Exhibits 13 and 14 on the following pages.

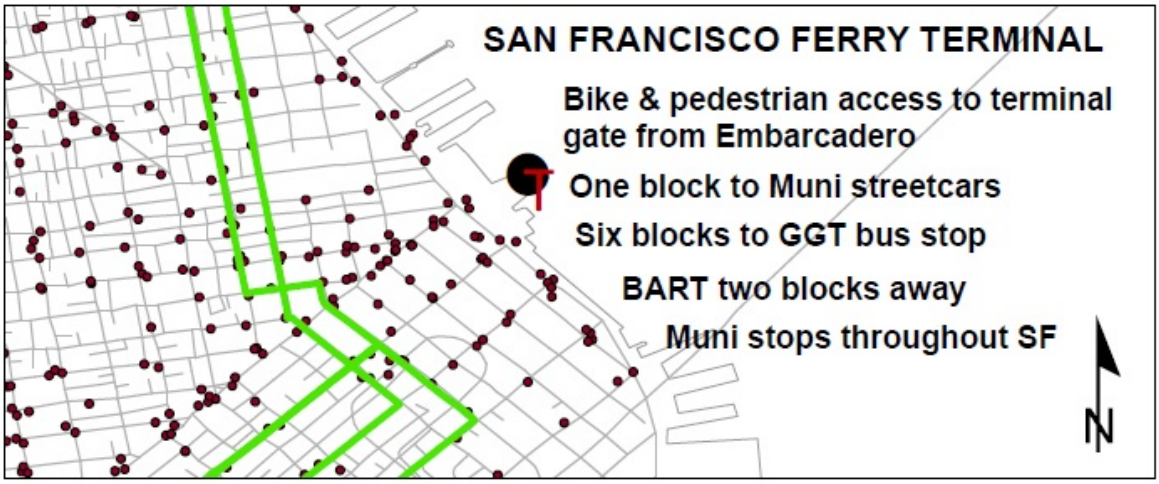
EXHIBIT 13 - 2021-2024 GOLDEN GATE TRANSIT SERVICE AVAILABILITY

EXHIBIT 14 - 2021-2024 GOLDEN GATE FERRY SERVICE AVAILABILITY









Analysis

Bus

All cities containing routes in the GGT service area contain stops. All transit hubs within three-quarters of a mile of a highway interchange are also served by GGT routes including the Santa Rosa Transit Mall, Petaluma Transit Mall, Redwood and Grant Novato Hub, San Rafael Transit Center, and Marin City Hub. As all cities are covered, all census tracts are covered, including the high percentage minority tracts in the service area.

Ferry

The Larkspur Ferry Terminal, Sausalito Ferry Terminal, Tiburon Ferry Landing, and San Francisco Ferry Terminal all are accessible via bicycle routes and paths, pedestrian routes and paths, and bus service. The Larkspur Ferry Terminal and Sausalito Ferry Terminal are served by GGT regional routes as well as Marin Transit Local Routes. The Tiburon Ferry Landing is served by Marin Transit Local Routes. The San Francisco Ferry Terminal is served by San Francisco Muni bus service, Amtrak bus service, and Soltrans bus service to Solano County. The San Francisco Ferry Terminal also provides the opportunity for transfers to the SF Bay Ferry service to Vallejo and Alameda/Oakland. Additionally, the San Francisco Ferry Terminal connects with Muni metro rail and the BART heavy rail system. The Larkspur Ferry Terminal is accessible by the Larkspur Station SMART commuter train line. Several free transfer opportunities existed from adjacent high percentage minority tracts to access the ferry terminals. Currently, access is provided to the Larkspur Ferry Terminal on Marin Transit's Routes 17, 29, and 228 to the Sausalito Ferry Terminal on GGT Route 130 and Marin Transit Routes 17 and 61, and to the Tiburon Ferry Terminal on Marin Transit's Route 219.

Service Policies

1. Distribution of transit amenities for each mode

In situations where the District has the authority and available resources to site new amenities at multiple bus stops or ferry terminals, amenities will be programmed for placement at those stops or terminals based on a ranked score. Amenities may include, but are not limited to, shelters, seating, trash receptacles, and transit information displays. Rankings are based on total scores assigned to each candidate stop or terminal and are based on weighted factors, including passenger boardings, transfer opportunities, and access to major activity nodes. While the District will use rankings to program the installation of amenities, external factors (e.g., site limitations, regulations of local jurisdictions, etc.) may dictate that amenities be installed out of order or not at all. Maintenance and replacement of existing amenities will not be subject to ranked scoring.

Bus Shelters

Standard

Passenger shelters are provided by the District and by local agencies as appropriate, and as resources permit. Some locations have arrangements with advertising companies to provide

shelters without cost to the District or the local jurisdiction. Priority is given to providing shelters in the predominant pick-up direction of travel and to high-use stops utilized by fifty or more passengers a day.

Finding

District-owned shelters are placed based on a variety of factors: feasibility, vendor site selection, historical location, and demand based on high boarding locations. The majority of locations with a District-owned bus shelter also contain a bench enclosed within the shelter and have an adjacent trash receptacle located at the site for customer convenience. Three District-owned shelter locations in the system do not have an accompanying District-owned trash receptable. Of the forty-three District-owned shelters in the GGT system, twenty-three are located in minority census tracts while twenty are located in non-minority census tracts. There is no pattern of unequal distribution of District-owned shelters throughout the service area or in exclusion of minority census tracts.

Bus Stop Benches

Standard

Passenger benches are also provided by the District and local agencies as appropriate, where warranted by demand, staff decision, and requests from merchants or the public.

Finding

Nearly all District-owned shelters contain benches inside the enclosed area for customer convenience. While a limited number of locations contain benches alone, over 99 percent of District-owned bench locations surveyed also contained a shelter on the site. There is no pattern of the unequal distribution of District-owned benches throughout the service area or in exclusion of minority census tracts.

Trash Receptacles

Standard

Trash receptacles are provided on an as-needed basis in busy areas as determined by high ridership locations, local municipal desire, local business desire, and District Bus Maintenance Department staff recommendation.

Finding

Of the forty District-owned trash receptacles in the GGT system, twenty-two are located in minority census tracts while eighteen are located in non-minority census tracts. Almost all locations containing trash receptacles also contain a shelter; only one location has a standalone trash receptacle. There is no pattern of the unequal distribution of District-owned trash receptacles throughout the service area or in exclusion of minority census tracts.

During the FY2022- 2024 reporting period, no new trash receptacles, benches, or shelters were placed. Trash receptacles and shelters were replaced or repaired when damaged.

2. Vehicle assignment for each mode

The vehicle assignment policy is designed to provide the framework for the distribution of buses and ferries in an equitable fashion throughout the system. The policies are as follows:

- Bus – All trips on regional routes will be assigned 40-foot buses of similar age with air conditioning, reclining seats, luggage racks, overhead reading lights, and bicycle racks. For trips that average 35 or more passengers, comparably equipped 45-foot buses of similar age will be assigned instead. In the event that the District acquires new or refurbishes existing buses, the buses will be distributed equitably throughout the system as long as the distribution does not have a negative impact to load factors.
- Ferry – All trips will be assigned vessels with air conditioning, upholstered indoor seating, bicycle racks, restrooms, and snack bar service. Vessels will be assigned to routes based on infrastructure and environmental limitations, and vessels of similar age will be assigned to routes in situations where there are no external limiting factors. Limitations include but are not limited to the inability of some vessels to dock at the Sausalito Ferry Terminal, and the need for higher speed vessels to operate to/from Larkspur during peak periods to provide faster vessel turnaround, which results in increased service capacity. In the event that the District acquires new or refurbishes existing vessels, the vessels will be distributed equitably throughout the system in situations where there are no external limiting factors.

Results

Average Age of Bus/Vessel Assignments:

Route	FY22	FY23	FY24
132	6.4	8.1	8.6
150	4.2	4.9	5.6
154	6.7	8.6	10.2
580/580X	3.0	4.0	5.0
AISF	45.56	46.59	47.62
LSPB	44.81	45.51	46.83
LSSF	26.77	25.81	25.96
SSSF	40.90	41.06	46.18
TBSF	43.92	45.63	47.29

Analysis

All bus and ferry routes had well-maintained buses and vessels with comparable amenities assigned to them. District policies and practices dictate that buses and vessels be assigned so that passenger load and operational requirements are met. These operational requirements result in the

indicated fluctuations in average age, but average age does not impact the amenities provided by or maintenance given to each bus or vessel.

The service monitoring results were presented to the Board for their consideration on September 27, 2024 and were approved, as shown in the resolution in Appendix F.

D. Evaluate Major Service Changes and All Fare Changes

During the three-year period covered by this report (July 1, 2021 through June 30, 2024), there were two major service changes to GGT bus service, two major service changes to GGF ferry service, and two fare changes. GGT major service changes included COVID-19 pandemic-related service reductions and the establishment of Route 114 as a regular service. The GGF major service changes included COVID-19 pandemic-related service reductions and the assumption of Angel Island Ferry Service. The fare for this new service was also analyzed along with the assumption of the service. The other fare change consisted of incremental increases to bus and ferry fares in the form of a Five-Year Fare Program. Copies of the District's Title VI analyses relative to each of these changes are included in Appendix D. The major service changes and fare changes that occurred during the current reporting period are as follows:

- COVID-19 pandemic-related GGT service reductions—Routes 2, 4, 8, 18, 24, 25, 38, 56X, 58, 74, 76, and 92 were eliminated, and frequency was reduced on Routes 27, 54, and 72 because of reduced ridership due to the pandemic.

- Establishment of Route 114 as a regular service—After ridership began to increase again, and based on public demand, a new Route 114 was introduced to once more provide morning and evening commute service to Southern Marin.

- COVID-19 pandemic-related GGF service reductions—Ferry service was reduced as the result of a drastic drop in ridership during the pandemic. Frequency of ferry trips on Larkspur, Sausalito, and Tiburon routes was reduced.

- Assumption of Angel Island Ferry service—The private provider of this popular recreational service proposed to discontinue it, and the District assumed provision of the service.

- Five-Year Fare Program—As it has for some decades, the District established a new Five-Year Fare Program that planned fare increases in advance so patrons would be prepared for them.

Of the two bus service changes, the COVID-19 pandemic service reductions were determined to have neither a disparate impact on minority riders nor a disproportionate burden on low-income riders. The adoption of the Route 114 as permanent service was found to have both a disparate impact on minority riders and a disproportionate burden to low-income riders. However, not only was the service found to be the commute service in highest demand in the post-pandemic era, but the addition of a stop at Marin City, an important site for both minority and low-income residents, was found to be a mitigation of both the disparate impact and disproportionate burden findings.

For ferry service changes, the COVID-19 pandemic-related ferry service reductions were determined to constitute neither a disparate impact to minority riders nor a disproportionate burden to low-income riders. The assumption of Angel Island ferry service did not constitute a disparate impact on minority riders, but it was found to present sufficiently less benefit to low-income riders than to non-low-income riders, constituting a disproportionate burden on low-income riders. However, the service was determined to be an important means of access to a national historical landmark and a site of significance to local Asian-American history. Angel Island fares were analyzed at the same time as the adoption of the service were found to have no disparate impact on minority riders but a slight disproportionate burden on low-income riders.

The Five-Year Fare Program was determined to present neither a disparate impact on minority riders nor a disproportionate burden on low-income riders.

Complete copies of all fare and service equity analyses conducted by the District during the review period, and evidence of Board consideration, are included in Appendices D and E.

IV. Conclusion

As demonstrated in this submittal, the District has met its Title VI obligations, including providing equitable transit service to minority and low-income persons within its service area. Service in minority and low-income tracts is of comparable quality to the service provided in other tracts, and service standards and policies are applied consistently throughout the District's service area. The District provides a high level of GGT bus service, including in areas identified as both low-income and minority tracts, with appropriately sized vehicles that provide a high level of amenities. Amenities such as real-time information signs for the U.S. Highway 101 bus pads are planned and implemented to benefit all customers, with particular emphasis on providing access to minority and low-income populations and customers. Public outreach occurs not only for fare changes and major service changes, but for all service changes that will impact local communities. The District has a Language Implementation Plan to facilitate communications with members of the public with Limited English Proficiency, and it has an established Title VI complaint procedure in place. The District's website, in particular, is now available in approximately 100 languages through Google Translate. Combined, these programs and policies allow the District to provide transit service that is distributed equitably across economic and social boundaries.

ATTACHMENTS:

Appendix A	Public Participation Plan
Appendix B	Language Implementation Plan
Appendix C	Summary of Outreach Efforts
Appendix D	Title VI Analyses of Major Service Changes and Board Reports
Appendix E	Board Meeting Minutes Demonstrating Review and Approval of Equity Analyses
Appendix F	Evidence of the Board of Directors' Approval of Title VI Program **[Note: this will not be available until after board meeting]**

APPENDIX A

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

PUBLIC PARTICIPATION PLAN • JULY 2024

GOLDEN GATE BRIDGE®
HIGHWAY & TRANSPORTATION DISTRICT

2024 Revision

[.]

Prepared by: Golden Gate Bridge, Highway and Transportation District, 1011 Andersen Drive, San Rafael, CA 94901 (415) 457-3110 www.goldengate.org Drafted: July 2013; Revised: July 2024

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PUBLIC PARTICIPATION PLAN

A Strategy for Citizen Involvement

I. INTRODUCTION

A. Golden Gate Bridge, Highway and Transportation District

Based in San Francisco, the Golden Gate Bridge, Highway and Transportation District (the District) operates the Golden Gate Bridge, and two public transit systems: Golden Gate Transit buses and Golden Gate Ferry.

Golden Gate Transit and Golden Gate Ferry were established under state legislation to provide public transit services in the U.S. Highway 101 corridor, connecting Sonoma and Marin counties to San Francisco, and specifically to alleviate traffic congestion across the Golden Gate Bridge. The main travel direction is from these counties southbound into San Francisco, and the principal ridership consists of Marin County and Sonoma County residents. San Francisco residents are primarily served by their own transit agency, San Francisco Municipal Transit Agency (Muni) and by the Bay Area Rapid Transit District (BART). Golden Gate Transit also operates bus services across the Richmond-San Rafael Bridge into Contra Costa County, providing a regional connection funded by the Metropolitan Transportation Commission.

Golden Gate Ferry offers the only public ferry service between Marin County and San Francisco.

Mission Statement

The mission of the Golden Gate Bridge, Highway and Transportation District is to provide safe and reliable operation, maintenance and enhancement of the Golden Gate Bridge and to provide transportation services, as resources allow, for customers within the U.S. Highway 101 Golden Gate Corridor.

B. Purpose of the Public Participation Plan

Pursuant to Federal Transit Administration (FTA) Title VI regulatory guidance, federal funding recipients and sub-recipients should seek out and consider the viewpoints of minority, low-

income and Limited English Proficient (LEP) populations when conducting public outreach and soliciting public involvement. The FTA Circular 4702.1B requires that an agency offer "adequate notice of public participation activities, as well as early and continuous opportunities for public review and comment at key decision points."

To meet these requirements, the District developed this Public Participation Plan (Plan) as a guide for how it will deepen and sustain its efforts to engage diverse community members throughout its service area. The Plan aims to offer early, continuous and meaningful opportunities for the public to be involved in proposed transportation policy decisions at the District. The Plan outlines our public participation strategy, including the goals and approach, the types of tools and procedures used, the development process used to plan particular public participation projects or initiatives, and the Plan's evolution, including continual evaluation of District outreach efforts and Plan updates. The Plan will work in accordance with the District's *Title VI Review Process for Service and Fare Changes* which is an established policy that dictates that all major service changes and all fare policy changes require an equity analysis. In addition, these major changes require the District to hold Public Hearings.

Public Participation includes any process that informs the public and/or involves the public in problem solving or decision making and that uses public input to make better decisions.

The District will continually modify its public participation methods based on feedback from low-income, minority and LEP populations, including from both customers and community-based organizations, about the Plan's effectiveness and inclusiveness. The Plan is intended to be a living document and may be updated periodically to reflect community preferences, changing demographics and transit services, as well as respond to new communication and outreach methods.

II. PUBLIC PARTICIPATION STRATEGY

A. Goals

This Plan strives to offer meaningful opportunities for the public, including low income, minority and LEP populations, to be involved in the identification of social, economic, and environmental impacts of proposed transportation decisions at the District so that any adverse impacts can be avoided and/or mitigated. Specific goals include:

- Engage stakeholders early and often;
- Increase participation of low income, minority, and LEP populations and other underserved communities;
- Solicit quality input and participation;
- Improve the outcome of District projects and initiatives by utilizing public participation; and
- Meet all government and regulatory requirements for federal funding.

B. Approach

Make Participation Accessible

The District makes every effort to ensure that opportunities to participate are physically, geographically, linguistically and culturally accessible to the target population(s). The District has created a Language Implementation Plan (LIP) that will help ensure that LEP populations have every opportunity to participate.

Make Participation Relevant

The District frames issues and communicates in such a way that the significance and potential effect of a given project or initiative is understood by all participants.

Build Partnerships

The District develops and maintains partnerships with communities through building relationships and trust. The District believes that open communication and collaboration are vital to achieving success with such partnerships.

Be Inclusive

The District proactively reaches out and engages low income, minority and LEP populations from the District's service area, including with community based organizations, so that all groups will have an opportunity to participate. The District values participation from the entire community and strives to give careful and respectful consideration to all input received.

Be Transparent

The District believes that information provided must be accessible to all communities and must be timely and accurate.

Look for Participant Satisfaction

People who take the time to participate should feel it is worth the effort to join the discussion and provide feedback. The District determines whether participants feel that their comments are considered.

Be Responsive

The District responds and incorporates appropriate public comments and opinions into transportation decisions. The District makes transparent to the public how their comments impact final decision making.

III. PUBLIC PARTICIPATION TOOLS

A. Outreach Strategies

To ensure a rich and diverse public participation process, the public must have access to the information necessary to provide educated and meaningful input in the planning and development efforts. To this end, and by using the District's LIP as a guide for ensuring that its outreach meets the needs of LEP populations, the District considers and utilizes the following outreach strategies:

Public Meetings, Workshops, and Focus Groups

- Offer customized presentations/speaking engagements to groups and organizations
- Co-host workshops with community groups, business associations, etc.
- Partner with community-based organizations (CBOs) in low-income and minority communities (see Appendix C for a list of CBOs in the District's service area)
- Participate in community fairs and festivals
- Sponsor forums or summits with partner agencies, news media or other community organizations
- Encourage opportunities for public input directly with policy board members
- Hold open houses, workshops and informational seminars
- Offer facilitated discussions
- Hold question-and-answer sessions with planners and policy board members
- Facilitate break-out sessions for smaller group discussions on multiple topics
- Engage in interactive exercises
- Establish focus groups consisting of impacted populations
- Utilize advisory committees
- Vary time of day for workshops (day/evening) to accommodate various lifestyles and desires, including those of LEP, low income, and minority populations.
- Conduct meetings in alternative languages (Spanish, Chinese, etc.)
- Ensure locations are accessible (ADA, public transportation)
- Offer meetings or workshops at a variety of locations and formats, including in non-traditional places (e.g. ethnic grocery stores, community centers, food banks, libraries, English language schools, online/virtual)

Visualization Techniques so that Materials are Accessible for Low Literacy or LEP Populations

- Utilize Maps
- Utilize Charts, illustrations, photographs, pictograms
- Utilize Sketches, drawings
- Provide table-top displays and models
- Utilize interactive games, videos, animations on the website
- Provide electronic voting
- Utilize PowerPoint slide shows

Polls, Surveys and Public Comment Forms

- Offer telephone polls or surveys
- Offer Internet surveys
- Conduct interviews where riders congregate, such as at transit hubs and ferry terminals
- Print surveys to distribute at meetings, transit hubs, ferry terminals, on-board transit vehicles, etc.
- Utilize the LIP to ensure poll/survey materials are accessible to LEP populations

Printed Materials

- Develop simple, clear and concise user-friendly documents, including use of executive summaries
- Utilize postcards
- Distribute flyers throughout the community
- Display posters or signage on board bus and ferry and at transit hubs and terminals
- Display back and side ads on buses
- Utilize newsletters, such as the Golden Gate Gazette
- Distribute Transit Guides
- Display ads in bus shelters
- Provide Notice to Customers
- Utilize sandwich boards at transit hubs and terminals
- Utilize print ads
- Utilize the LIP to ensure printed materials are accessible to LEP populations

Media Relations

- Issue news releases
- Conduct briefings for news media including television, print, and radio
- Meet with editorial staff for a variety of news sources
- Utilize opinion pieces/commentaries
- Place speakers on radio/TV talk shows
- Target specific news sources including ethnic media and non-English media
- Provide articles or op-ed pieces for inclusion in community-based publications (newspapers, brochures or newsletters)
- Utilize the LIP to ensure media outreach is accessible to LEP populations

Online Information

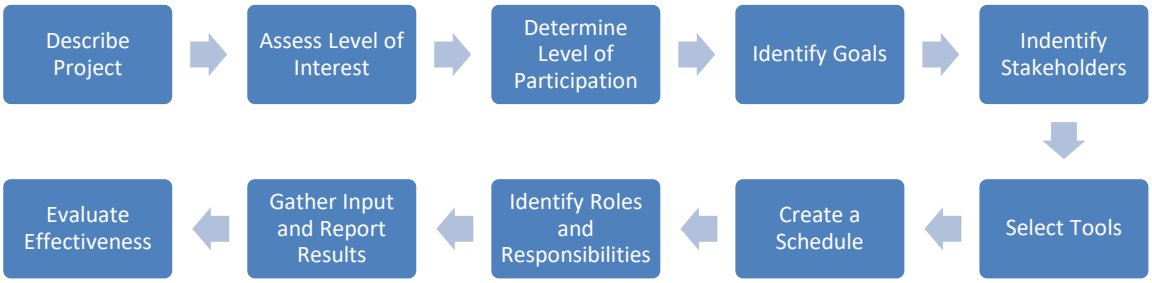
- Continually update the website with translated content as well as videos and sound clips
- Use social media (Facebook, Twitter, Instagram, Blogs, YouTube)
- Develop electronic copies of open house/workshop materials
- Provide interactive web surveys, comment email boxes
- Send email blasts to customer and community databases
- Conduct digital awareness campaigns
- Utilize the LIP to ensure online information is accessible to LEP populations

Customer Service Center

- Ensure that all Customer Service Representatives are trained and aware of specific projects and initiatives so they can inform the public
- Use Language Line for interpretations
- Ensure a bilingual (Spanish-English) Customer Service Representative is employed in the workgroup
- Utilize the LIP to ensure the Customer Service Center continues to be accessible to LEP populations

IV. Public Participation Development Process

When developing a public participation plan for a particular project or initiative, the following process should be followed:



Describe the Project

The first step in developing a public participation plan for any given proposed project, policy, or initiative is to provide a general description of the project along with some background information.

Assess the Level of Public Concern or Interest

To determine the appropriate level of public involvement, it is important to assess the degree to which the public considers the issue significant. The public will become involved according to its perception of the seriousness of the issue. Types of questions that the District staff should ask itself to gauge the level of public concern that could arise from the proposed project or policy are shown in the worksheet in Appendix A.

Determine the Level of Public Participation Needed

After assessing the level of public interest or concern, the District must decide at what level the public needs and should be involved in the decision-making or planning process. The graph in Appendix B outlines the four levels of public participation: Public Information, Public Input, Public Involvement and Public Collaboration. Each of these levels serves a different purpose with a different outcome. Major changes such as fare increases or reduction in service call for greater levels of participation.

Identify Public Participation Goals

Define the goals for inviting the public to participate in the project. Make sure to refer to the "Promise to the Public" column in Appendix B to refine the participation goals. The key component to the Promise to the Public is to keep stakeholders informed. If a project requires input and consultation with the public, the Promise to the Public also requires the District to listen to and acknowledge public concerns and provide feedback on how the public input influenced decisions.

Identify Stakeholders

Stakeholders are those who will be impacted by the project or plan. This could include riders, residents, business owners, community and social agencies and other transit agencies or local jurisdictions. When identifying stakeholders be sure to consider audiences that may not normally be included.

Select Tools

Different public participation goals and stakeholders require different tools and approaches. Make sure to select tools that support the desired level of participation, reach the desired stakeholders, and meet the public's needs.

Create a Schedule

Any public participation plan should include a detailed timeline. Public outreach and input must be timed at an early stage in the project so as to provide the public adequate opportunity to influence the decision.

Identify Roles and Responsibilities

Identify everyone who has a role or responsibility in the planning, program development or decision-making processes. Identify an overall public participation manager responsible for tracking progress and completing each activity. For District customer outreach activities, the outreach will typically be led by the Marketing and Communications Department, with assistance from the Planning Department as well as any other relevant department. Also, at this stage, "ultimate decision makers" of the project will be clearly identified.

Gather and Disseminate Input and Results

Public participation requires that the public's input be presented to decision makers and then results reported back to the public. This feedback loop is necessary to show the public that their time and effort has been well invested, that their opinions have been understood and accurately communicated to decision makers, and how their input has impacted the project/policy/program.

Evaluate Effectiveness

Evaluation should always be a part of the public participation process. Evaluating and reporting on whether public participation for the project met the set goals and objectives is important in ensuring that future efforts are successful, and in showing accountability.

Special thanks to the Portland Development Commission and Albermarle County, VA for sharing this process.

V. EVOLUTION OF THE PLAN

A. Continual Evaluation and Updating

The District will monitor and track the effectiveness of its public participation methods. Measurements will be needed to determine if public participation goals are being met. Some measurable performance objectives to consider include identifying the:

- Number of participants attending a participation activity;
- Percent of the participants from a specific geographic area;
- Number and percent of participants providing feedback in languages other than English;
- Comparison of actual participation with the demographics of an area;
- Number and percent of responses received to a survey or questionnaire;
- Number of webpage visits;
- Number and percent of participants signed up to receive web, phone, or mail- based communications as a result of a participation activity; and
- Number and percent of participants expressing satisfaction regarding the process or results of a participation activity.

VI. CONCLUSION

The District is committed to a thorough and robust public participation process that employs best practices to encourage effective engagement from the public in decision-making processes, respects and follows federal and state laws, implements the District's Language Implementation Plan, and garners support and trust from the public. Building bridges and trust among people who have historically felt excluded from institutional decision-making is a journey that will take time and commitment from District staff. The District understands the importance of engaging with under-represented populations and that hearing from key stakeholders during the process through public participation will allow for a better and more responsive product/service, which must be balanced with existing District resources. The District believes that planning decisions must be made with the public's advice as these decisions affect all of those who travel, work, or live in its service area. Effective public involvement is a dynamic and ongoing process that is essential to meeting the entire community's transportation needs.

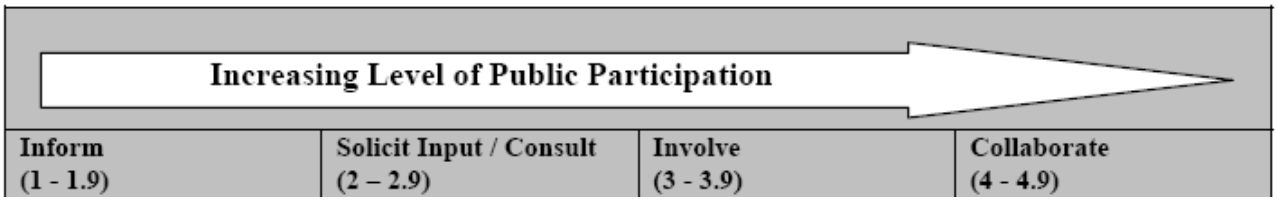
VII. APPENDICES

A. Worksheet for Assessing Public Interest and Concern

Assessment Questions	Very Low *Level 1*	Low *Level 2*	Moderate *Level 3*	High *Level 4*	Very High *Level 5*
1. What is the anticipated level of conflict, concern controversy, or opportunity on this or related issues?					
2. How significant are the potential impacts to the public?					
3. How much do the major stakeholders care about this issue, project or program?					
4. What degree of involvement does the public appear to desire?					
5. What is the potential for public impact on the potential decision or project?					
6. How significant are the possible benefits of involving the public?					
7. How serious are the potential ramifications of NOT involving the public?					
8. What level of public participation does the Board of Directors desire or expect?					
9. What is the possibility that the media will become interested?					
10. What is the probable level of difficulty in solving the problem or advancing the project?					
Count number of checks in each column	0	0	0	0	0
Multiply number of checks by level number	0	0	0	0	0
Total all 5 columns	0				
Divide by 10 to calculate desired level of Public Participation on the Spectrum	0				

Special thanks to the Portland Development Commission and Albermarle County, VA for sharing this process.

B. Determine Level of Public Concern or Interest



Inform (1 - 1.9)	Solicit Input / Consult (2 – 2.9)	Involve (3 - 3.9)	Collaborate (4 - 4.9)
One-way communication between GGBHTD and the public to provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and/or solutions.	Seek public feedback on a proposal, analysis or alternatives. Requires a response from the public, but limited opportunity for public dialogue.	Work directly with the public throughout the process to ensure that issues, aspirations and concerns are consistently understood and considered. Includes elements of public information and outreach, but adds a third dimension of two-way communication.	To collaborate with the public on some or all aspects of the planning or decision including the development of alternatives and the identification of the preferred solution.
Promise to the Public			
We will keep stakeholders informed.	We will keep stakeholders informed, listen to and acknowledge concerns and aspirations and provide feedback on how public input influenced the decision.	We will work with stakeholders to ensure that their concerns, aspirations and issues are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to stakeholders for direct advice and innovation in formulating solutions and incorporate their recommendations into the decisions to the maximum extent possible.
Example of Tools to use			
✓ Fact sheet ✓ Press Release ✓ Open House ✓ Tour / Site Visit	✓ Public Meeting ✓ Focus Group ✓ Survey	✓ Workshop ✓ Citizen advisory committee	✓ Board-appointed commission ✓ Special task force
Adapted from the IAP2 Public Participation Spectrum			

Title VI Community-based Organizations

Company Name	Address Line 1	City	State	ZIP Code
Canal Alliance	91 Larkspur Street	San Rafael	CA	94901
Canal Ministry of San Rafael	86 Belvedere Street	San Rafael	CA	94901
Multicultural Marin	141 Alto Street	San Rafael	CA	94901
Latino Council of Marin	650 Las Gallinas Avenue	San Rafael	CA	94903
Latino Educational & Cultural Foundation of Marin	P.O. Box 364	Kentfield	CA	94914
Marin County Grassroots Leadership Network	2915-A Kerner Blvd.	San Rafael	CA	94901
Marin Education Fund	781 Lincoln Avenue, Suite 140	San Rafael	CA	94901-3377
Marin Tenants Union	4136 Redwood Highway, Suite 9	San Rafael	CA	94903
Marin Grassroots	30 N. San Pedro Road, Suite 290	San Rafael	CA	94903
Marin City Community Service District	630 Drake Ave	Marin City	CA	94965
Marin City Health & Wellness Center	630 Drake Ave	Marin City	CA	94965
Marin City Community Development Corporation	441 Drake Avenue	Marin City	CA	94965
Marin City Network	640 Drake Ave	Sausalito	CA	94965
Marguerite Johnson Senior Center	640 Drake Ave	Sausalito	CA	94965
Manzanita Child Development Center	620 Drake Avenue	Marin City	CA	94965
Community Action Marin	29 Mary Street	San Rafael	CA	94901
Bridge the Gap	105 Drake Avenue	Sausalito	CA	94965
County of Marin Public Assistance	120 North Redwood Drive (West Wing)	San Rafael	CA	94903
Novato Human Needs Center	1907 Novato Boulevard	Novato	CA	94947
Albert J Boro Community Center	50 Canal Street	San Rafael	CA	94901
Margaret Todd Senior Center	1560 Hill Road	Novato	CA	94947

Language Implementation Plan (LIP) for the Golden Gate Bridge, Highway and Transportation District

August 2024

Transit operators that receive federal funding are required to ensure that Limited English Proficient (LEP) persons have meaningful access to transit, programs, and activities by developing and carrying out a language implementation plan pursuant to recommendations in Section III of the U.S. Department of Transportation (DOT) LEP Guidance.

Introduction

The starting point for the Language Implementation Plan (LIP) is the four-factor analysis developed by the DOT to assist agencies in creating language access plans. The four-factor approach allows the Golden Gate Bridge, Highway and Transportation District (District) to prioritize types of language services and to ensure that appropriate language assistance resources are promptly available where most needed.

The District has determined the extent of its obligation to provide LEP services by employing the recommended four-factor analysis. This assessment includes:

(1) The number or proportion of LEP persons eligible to be served or likely to be encountered by District services;
(2) The frequency with which LEP individuals come in contact with District services;
(3) The nature and importance of District services to people's lives; and
(4) The resources available to the District for LEP outreach and the costs associated with providing language services.

FACTOR 1: THE NUMBER OR PROPORTION OF LIMITED ENGLISH PROFICIENT PERSONS SERVICED OR ENCOUNTERED IN THE ELIGIBLE SERVICE POPULATION

DEMOGRAPHIC INFORMATION ON GOLDEN GATE TRANSIT SERVICE AREA

Golden Gate Transit (GGT) was established to provide transit service in the Golden Gate U.S. Highway 101 corridor, connecting Sonoma and Marin counties to San Francisco. The main commute direction is from these counties into San Francisco, and the principal ridership consists of Marin County and Sonoma County residents. San Francisco residents are primarily served by their own transit agency, San Francisco Municipal Transportation Agency (Muni) and by Bay Area Rapid Transit (BART). GGT also operates bus service across the Richmond-San Rafael Bridge into a small part of Contra Costa County, providing a regional connection funded by the Metropolitan Transportation Commission (MTC).

Because GGT provides inter-county service in Sonoma, Marin, Contra Costa and San Francisco counties and is the principal contract provider of local transit in Marin County, the District's Title VI submittals will analyze all four of the above-mentioned counties in its service area.

Golden Gate Ferry offers the only public ferry service between Marin County and San Francisco.

Census Data

The following table (Table 1) provides information regarding "linguistically isolated" individuals in Marin, Sonoma, San Francisco, and Contra Costa counties based on the American Community Survey (ACS) Table S1601 five-year data set from the 2018-2022 Census Tract that defines the District's service area in all four counties. The U.S. Census defines "linguistically isolated" individuals as those who do not speak English "very well." Census tracts overlapping and adjacent to Golden Gate Transit routes were selected to conduct Linguistic Isolation analysis, utilizing tracts in the four-county service area.

Table 1: Linguistic Isolation in GGT Service Area*

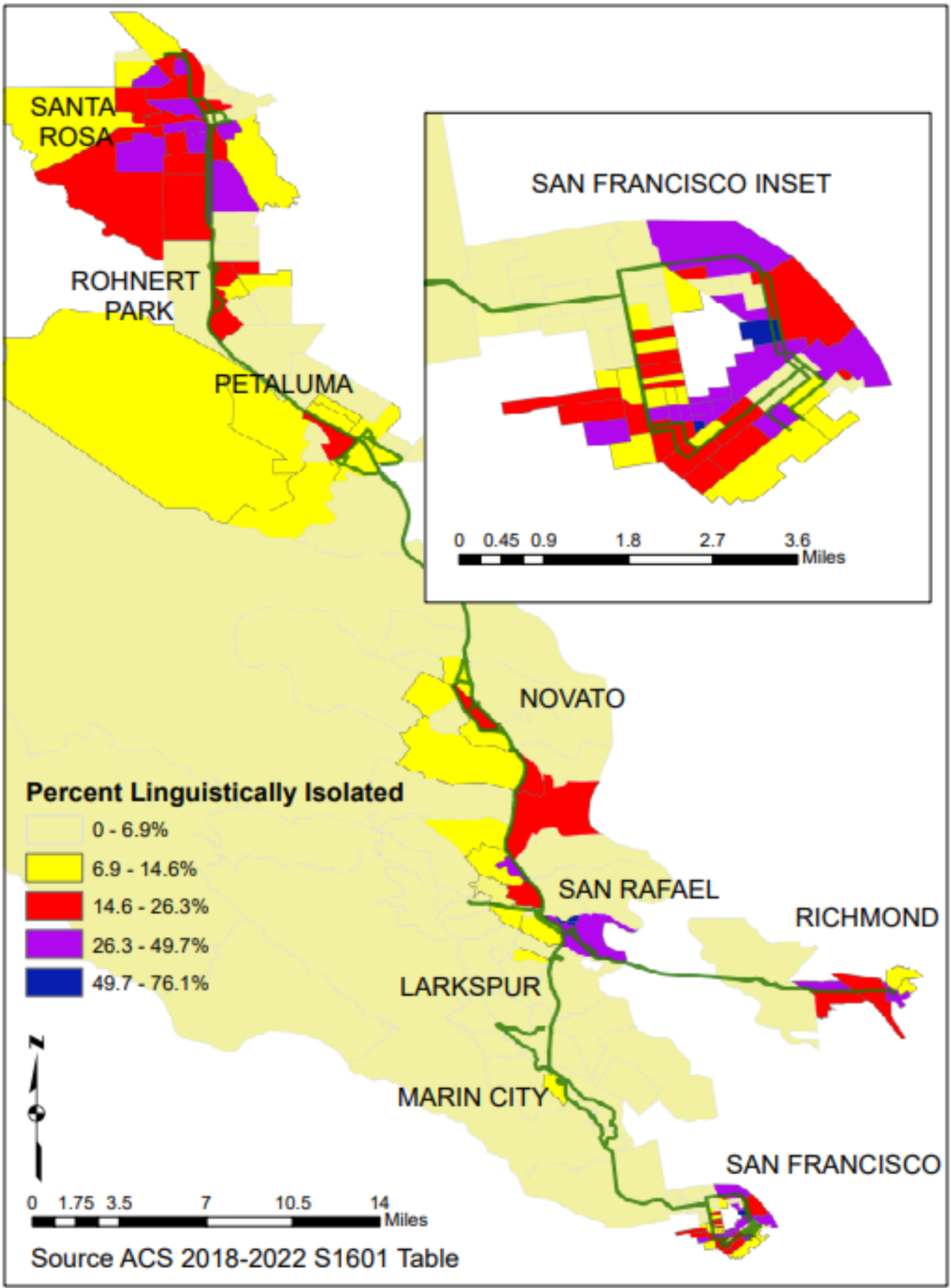
Marin	Sonoma	San Francisco	Contra Costa	All Four Counties	
247,541	234,563	159,199	37,887	679,190	Total Population Sampled (ACS 2018-2022 Table S1601)
61	52	60	8	181	Total Number of Census Tracts
195,433	157,674	95,798	20,642	469,547	Total Population: Speaks only English
52,108	76,889	63,401	17,245	209,643	Total Population: Speaks a non-English Language
21.1%	32.8%	39.8%	45.5%	30.9%	% Speaks a non-English Language
12,803	28,254	5,546	5,337	51,940	Spanish Language - Speaks English Less Than 'Very Well'
5.2%	12.0%	3.5%	14.1%	7.6%	% Linguistically Isolated - Spanish Speakers
8,373	5,979	20,743	1,844	36,939	Other Languages - Speaks English Less Than 'Very Well'
3.4%	2.5%	13.0%	4.9%	5.4%	% Linguistically Isolated - Non-Spanish Speakers
21,176	34,233	26,835	7,181	89,425	Total Linguistic Isolation - Speaks English Less Than 'Very Well'
8.6%	14.6%	16.9%	19.0%	13.2%	% Linguistically Isolated - All Speakers

*ACS S1601 2018-2022

Findings:

This census data shows that the proportion of linguistically isolated individuals in the District's service area for all four counties is 13.2%. Of these, the Spanish-speaking linguistically isolated population is most statistically common, with 7.6%. All other languages combine for 5.4% of the total population.

APPENDIX B


SANTA ROSA
ROHNERT PARK
PETALUMA
SAN FRANCISCO INSET
0 0.45 0.9 1.8 2.7 3.6
Miles
NOVATO
SAN RAFAEL
RICHMOND
LARKSPUR
MARIN CITY
SAN FRANCISCO
Percent Linguistically Isolated
0 - 6.9%
6.9 - 14.6%
14.6 - 26.3%
26.3 - 49.7%
49.7 - 76.1%
N
0 1.75 3.5 7 10.5 14
Miles
Source ACS 2018-2022 S1601 Table

	Language	Total Households	Not a Limited English Speaking Household	Limited English Speaking Household	% Of All Households in GGT Service Area
1	Spanish	39684	31018	8666	2.9%
2	Chinese (incl. Mandarin, Cantonese)	14917	8224	6693	2.2%
3	Tagalog	3710	2942	768	0.3%
4	Russian, Polish, or other Slavic	3566	2589	977	0.3%
5	French, Haitian, or Cajun	3320	3253	67	0.0%
	German	2749	2639	110	0.0%
	Vietnamese	2736	1646	1090	0.4%

Although the census data indicates that the most statistically common linguistically isolated population is Spanish-speaking, the District confirmed this finding through its ridership survey..

Golden Gate Ridership Survey

In 2023, the District undertook a large-scale survey of its bus and ferry riders. The primary purpose of the survey was to develop service planning information to improve allocation of resources to deliver the most productive transit services. The survey included demographic questions to learn more about ridership.

- Out of 1,762 bus passenger responses, 23% speak Spanish regularly at home and of those 10% do not speak English well.
- Out of 1,162 ferry rider responses, 8% speak Spanish regularly at home and of those 1% do not speak English well.

Ferry Data

What languages do you regularly speak at home?

		By Route				
	TOTAL	Angel Island	Larkspur	Sausalito	Tiburon	Special Event
Base: (All Respondents)	1,162	78	421	353	109	201
English	**93%**	91%	97%	85%	96%	97%
Spanish	**8%**	9%	8%	11%	5%	3%
Chinese	**2%**	13%	1%	2%	1%	2%
French	**2%**	4%	1%	2%	3%	-
German	**1%**	3%	1%	2%	1%	1%
Italian	**1%**	1%	<1%	2%	1%	1%
Korean	**1%**	1%	1%	2%	1%	-
Portuguese	**1%**	=	-	2%	-	-
Dutch	**1%**	-	<1%	1%	1%	-
Blank (#)	**28**	-	12	10	1	5

How well do you speak English?

		By Route				
	TOTAL	Angel Island	Larkspur	Sausalito	Tiburon	Special Event
Base: (All Respondents)	1,162	78	421	353	109	201
Very Well	**93%**	92%	96%	90%	91%	97%
Well	**5%**	8%	3%	7%	8%	2%
Not Well	**1%**	-	1%	3%	1%	1%
Not at all	**<1%**	-	1%	<1%	-	1%
Multiple resp/blank (#)	**30**	-	13	11	2	4
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Bus Data

What languages do you regularly speak at home? (Multiple responses accepted)

		Route Type		Residency	
	TOTAL	Commute	Regional	Live in Bay Area	Visiting Bay Area
Base: (All Respondents)	1,762	433	1,329	1,325	334
English	**82%**	96%	78%	88%	66%
Spanish	**23%**	8%	28%	19%	32%
Chinese	**2%**	3%	2%	2%	2%
Filipino	**2%**	<1%	2%	1%	6%
French	**1%**	-	2%	<1%	5%
Polish	**1%**	1%	1%	1%	1%
Swedish	**1%**	-	1%	1%	1%
Italian	**1%**	1%	1%	<1%	1%
Portuguese	**1%**	1%	<1%	1%	<1%
Blank/multiple responses (#)	45	7	38	36	7
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

How well do you speak English?

		Route Type		Residency	
	TOTAL	Commute	Regional	Live in Bay Area	Visiting Bay Area
Base: (All Respondents)	1,762	433	1,329	1,325	334
Very well	76%	93%	71%	83%	59%
Well	11%	5%	13%	8%	21%
Not well	10%	2%	13%	8%	15%
Not at all	3%	<1%	4%	2%	5%
Blank/multiple responses (#)	23	3	20	12	4
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

FACTOR 2: THE FREQUENCY WITH WHICH LEP INDIVIDUALS COME IN CONTACT WITH THE PROGRAM, ACTIVITY, OR SERVICE

Knowing the frequency that LEP persons come in contact with the District's services is critical for the District to understand the nature and importance of providing enhanced language services. This requires detailed tracking of LEP individuals requesting help from the District. The most critical contact occurs both at community meetings or public hearings and through our Customer Service Center where LEP individuals require additional language services. LEP individuals also access translated materials on the District's website.

The District utilizes Language Line Services to provide free access to translation services for LEP individuals. The average call volume is 11 calls per month. Of those calls, 93% are requests for Spanish language assistance. The District's Spanish language website pages are also the most accessed translation. On average, the District's website has 1.9 million users annually. 30,625 of those users are viewing the site in Spanish (1.6% of total users/year). The Customer Service Center staff estimates they come into contact with, on average, 15 LEP individuals per day.

Estimated Annual Language Line Translations

- Spanish – 118 calls/year
- Other – 8 calls/year

Estimated Total Calls to Translations

- English – 16,000 calls/year
- All Translations – 126 calls/year

The percent of all calls translated is 0.79%.

The District looked at the 2022 U.S. Census data and identified primary languages spoken within its service area. Other than English, the other statistically significant "Safe Harbor" languages reported in the data were Spanish, Chinese, and Vietnamese.

The District also conducts outreach with Community Based Organizations (CBOs) which were identified based on their ties to the LEP population in the District's service area. See Appendix D for a list of CBOs.

FACTOR 3: THE NATURE AND IMPORTANCE OF THE PROGRAM, ACTIVITY, OR SERVICE PROVIDED BY THE PROGRAM

Looking at data is imperative to help the District understand the nature and importance of its services to its riders. In general, the more important the transit service is to riders, the more it will be used and require language services. One way of gauging how important the District's services are to riders is to examine the other transportation options available to riders, if any. The 2023 Ridership Survey showed that 47.2% of all Golden Gate Transit riders and 13.9% of all Golden Gate Ferry riders do not have a car or do not drive. This means that for almost half of the District's bus riders, access to the District's services is vital.

		Route Type	
	Total	Commute	Basic
BASE - ALL RESPONDENTS	1715	421	1294
	100.0%	100.0%	100.0%
Don't have a car / don't drive	810	86	724
	47.2%	20.4%	56.0%
Relaxing / reduces stress	602	242	360
	35.1%	57.5%	27.8%
Less expensive	590	212	378
	34.4%	50.4%	29.2%
Better for the environment	482	166	316
	28.1%	39.4%	24.4%
Faster	465	142	323
	27.1%	33.7%	25.0%

	All Ferry Routes
BASE - ALL RESPONDENTS	1141
	100.0%
Relaxing / reduces stress	775
	67.9%
Avoids traffic	676
	59.2%
Better for the environment	380
	33.3%
Faster	357
	31.3%
Productive use of time	315
	27.6%
Parking is easier / less expensive	282
	24.7%
Less expensive	248
	21.7%
Don't have a car / don't drive	159
	13.9%

In addition, the District has identified the following specific aspects of its services that are critical for translation: schedules, fares, service disruptions and changes, safety, security, and emergency instructions. The locations where translated materials must be present include transit centers/hubs, onboard vehicles/vessels, in all public lobbies, and at the Customer Service Center.

FACTOR 4: THE RESOURCES AVAILABLE AND THE COSTS ASSOCIATED WITH PROVIDING LANGUAGE SERVICES

Adequate resources are critical for a successful LEP program. Many costs associated with delivery of service to LEP individuals are already included in the daily cost of doing business in a diverse environment. The District currently spends an average of $700 annually on Language Line services and $1,700 per year on translation services for District materials/information. This reduction in costs is due to the significant decrease in ridership since the pandemic. Monitoring costs will help to identify resources spent and needed for District language assistance. Reduction of costs for language services shall be pursued through use of technology, sharing of materials and services (such as the regionally developed translated glossary of transit terms), use of bilingual staff resources, efficiently procured contract services, and community participation.

PROVIDING ACCESS TO LEP INDIVIDUALS TO DISTRICT SERVICES

Information Dissemination

The District employs several methods to inform the public of fare and service changes in a timely manner, including but not limited to the following:

- News releases
- Quarterly Transit Guide
- Distribution of “take one” notices distributed on the buses and ferries
- Passenger newsletters
- Ads in local newspapers within the service area (English and Spanish)
- Community meetings/workshops
- Transit fairs or other outreach efforts
- Discussion of changes with the Citizens Advisory Committees
- Information posted on the District’s website
- On-street signage (posters and “sandwich boards”) at key locations
- Posters and signage onboard the buses and ferries
- Facebook and Twitter postings
- Email subscription alerts (with customizable, opt-in features)

Transit information published by the District will be translated into Spanish, Chinese, and Vietnamese either in part or in its entirety as needed. These documents include public hearing notices, outreach documents, fare increase notices, service change notices, bus stop and on-board vehicle signage, Rider Alerts, the agency website (www.goldengate.org), and stop signage. All District rider materials list the toll-free number for the District’s Customer Service Center, which can handle calls in over 170 languages (through use of the AT&T Language Line Services). The District deployed an English/Spanish Interactive Voice Response system that provides automated schedule data and other important information. The District also uses pictograms, when possible, to reach as many non-English speakers as possible.

This District has identified the following specific aspects of its services that are critical for translation: include information on services, schedules, fares, service disruptions and changes, safety, security, and emergency instructions. The locations where translated materials must be present include transit centers/hubs, onboard vehicles/vessels, in all public lobbies, and at the Customer Service Center.

All district outreach is done in accordance to the policies and processes outlined in the District’s Public Participation Plan.

Vital Documents for Translation

The District defines Vital Documents as any written document that is critical for obtaining information on programs and services or any document that is required by law to be translated. The following is a list of what the District considers Vital Documents and provides translations as needed:

- Portions of the Transit Guide
- Notice to Customers
- Public hearing notices

- Outreach materials
- Fare increase notices
- Service change notices
- Bus stop signage
- Rider alerts
- Website
- Onboard bus posters
- Safety alerts
- Title VI information
- Ads for community meetings
- Complaint forms
- Applications
- Notices of rights
- Language assistance services notices
- Surveys

Customer Service Center
The District's Customer Service Center (CSC) subscribes to the Language Line which provides for oral transmittal of a message from one language into one of over 170 other languages. The CSC is open weekdays from 7 a.m. to 6 p.m. The District has bilingual staff on site. Bilingual District employees also provide outreach assistance at transit fairs, community meetings and other venues as needed.

The District Customer Relations Assistant training manual has a unit on how to use Language Line, a glossary of translated transit terms and other resources on how to handle contact with LEP individuals.

Training Bus Operators and Ferry Crews

The District has improved and expanded training for front-line employees for successful interactions with LEP customers.

Front-line employees in the Bus Division are now trained using a slide show that includes tips about interacting with LEP customers, including the illustration of a card to be handed to customers with instructions for using the AT&T language line. The Language Line cards are currently under development. Cards will be distributed to bus drivers and bus supervisors as required. This training is provided during the initial driver training period and then repeated periodically during the drivers' annual VTT (Verification of Transit Training) session. A list of drivers who have been trained on LEP issues is maintained on an annual basis.

In the Ferry Division, new employees are instructed on successful interactions with LEP customers and are provided a hand-out with helpful tips. Language Line cards will also be made available to front-line Ferry staff. Refresher training is provided when deemed necessary. Staff are working together to establish annual tracking of LEP training.

LANGUAGE IMPLEMENTATION PLAN

This schedule identifies various language assistance activities performed by the District, including those listed in the FTA Handbook for Public Transportation Providers, April 13, 2007. These include:

- Identifying LEP individuals who need language assistance
- Providing language assistance measures
- Training staff
- Providing notice to LEP persons of the availability of language assistance
- Monitoring and updating the LIP plan

Over the past several years, LIP measures have been implemented as part of the District's business practices. However, the District continues to look for refinements and/or adjustments to existing procedures and practices as needed.

ITEM	COMPLETED/ CURRENT	FY25	FY26	FY27
IDENTIFY LEP INDIVIDUALS WHO NEED ASSISTANCE				
Conduct four-factor analysis. Conduct an evaluation of the District's LIP plan to gauge its effectiveness and determine if updates are needed every two years. Staff will lead the evaluation with the help of staff familiar with Title VI language access requirements and the LIP plan. The evaluation will: • Determine the number of LEP individuals in the District's service district • Assess whether existing language assistance services are meeting the needs of clients with LEP • Assess whether staff members understand the District's LEP policies and procedures, how to carry them out, and whether language assistance resources and arrangements for those resources are still current and accessible.	**X**			
Prepare LEP analysis – fare and service changes, special projects and other system-wide changes.	**X**			
Review and adjust existing procedures for interaction at front desk, Customer Service Center or on revenue vehicles.	**X**			
Develop and distribute English/Spanish quick reference guide for front-line personnel.	**X**			
Maintain provision of available LEP services through use of comment cards, public hearing notices, ads	**X**			

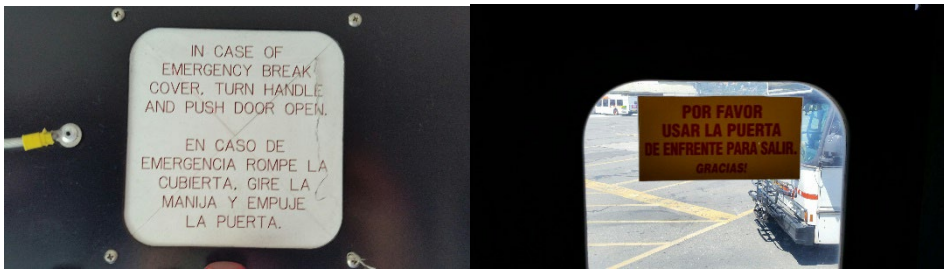
ITEM	COMPLETED/ CURRENT	FY25	FY26	FY27
and other public information media in English/Spanish.				
LANGUAGE ASSISTANCE MEASURES (How Provided)				
Review and adjust existing procedures addressing provision of foreign language service to public.	**X**			
Continue provision of verbal foreign language services through Customer Service Center staff, AT&T Language Line, on-call translation services, and through the IVR.	**X**			
Maintain written translation service for various public documents and notices, such as Rider Alerts, Notice to Customers, bus stop signage, public hearing and workshop notices, fare increase notices, outreach event notices and service changes.	**X**			
Website – Develop and post multi-language information on how to contact the District with a question, complaint or concern.	**X**			
Record bus stop announcements in different languages.			**X**	**X**
Place foreign-language ads in publications serving second language populations to demonstrate the District's commitment to full information, to share significant current, service-related announcements, and to increase comfort levels regarding access to information in a native language.	**X**			
Provide one-on-one and group travel training to LEP persons through use of a bilingual staff, including a group of Spanish-speaking Bus Operators which provides on-the-street bilingual travel and trip planning assistance during significant service changes.	**X**			
Establish partnerships and work closely with community organizations that serve LEP populations.	**X**			
Continue use of pictograms to replace text in signage when possible.	**X**			
Monitor and update based on feedback.	**X**			

ITEM	COMPLETED/ CURRENT	FY25	FY26	FY27
TRAINING STAFF				
Review existing procedures for provision of foreign language services.	X			
Identify and maintain list of responsible language speaking staff.	X			
Identify gaps and work with responsible departments on training (coordinate training with Human Resources and Equal Employment Opportunity departments).	X			
Monitor and update based on feedback.	X			
Prepare training program and aids of how to communicate and interact with LEP customers.	X			
NOTICE TO LEP PERSONS OF AVAILABLE SERVICES/ BENEFITS				
Ensure contract language on all bid documents and special projects contain Title VI/LEP notice and rights (Title VI of the Civil Rights Act of 1964, "Nondiscrimination under Programs Receiving Federal Financial Assistance through the U.S. Department of Transportation").	X			
Determine which District documents meet the definition of "vital documents"; stay aware of new documents that may be considered "vital".	X			
Review all new contracts and special projects for compliance.	X			
Provide oversight role on fare and service changes including public hearings, community meetings and other outreach methods.	X			
Ensure Title VI notice is posted in Transit Guide, on website and at various employee facilities.	X			
Identify customer comment card for tracking and recordkeeping.	X			
Production, printing and distribution of comment card.	X			
Ensure comment card at front desk, Customer Service Center and on revenue vehicles.	X			
Provide telephone interpretation for basic transit questions and trip planning assistance in virtually any language by ensuring AT&T Language Line is available through the Customer Service Center.	X			

ITEM	COMPLETED/ CURRENT	FY25	FY26	FY27
Develop and use a standard "translation dictionary" (Regional Glossary of Transit Terms) for contracted translators to use to maintain consistency with description of terms.	X			
Conduct outreach activities with community, special interest groups, etc.	X			
Develop a process for determining: • If a particular document needs to be translated • For which languages it should be translated.	X			
Maintain and continue to produce public hearing, community workshops or other outreach events in Spanish.	X			
Identify routes serving areas with high concentrations of LEP individuals living or travelling in or around that area, and ensure that signage in those areas is available in the predominant primary language of those individuals.	X			
Provide key information in multiple languages about the District and its services on website.	X			
DISCRIMINATION COMPLAINT PROCEDURES				
Review "vital documents", procedures and notices.	X			
Ensure that customer complaint process appropriately captures discrimination complaints.	X			
Identify Equal Employment Opportunity Officer as the primary means for tracking discrimination complaints.	X			
Develop curriculum and train frontline and other key staff in: • awareness of type of language services available • how staff and/or LEP customers can obtain these services • how to respond to LEP callers • how to respond to correspondence from LEP customers • how to respond to LEP customers in person • how to document LEP needs, and • how to respond to civil rights complaints.	X			
Provide filing form to Equal Employment Opportunity Officer.	X			

ITEM	COMPLETED/ CURRENT	FY25	FY26	FY27
Review existing tracking procedures, adjust definitions, and work with Humans Resources and Legal.	X			
Maintain updated list of complaints, lawsuits, etc.	X			
Monitor and update procedures based on feedback.	X			
INCLUSIVE PUBLIC PARTICIPATION				
Review, maintain and implement inclusive communication processes per District's Public Participation Plan.	X			
Publish public hearing notices in foreign language (English/Spanish) in local papers, at key stops, and onboard vehicles.	X			
Make meeting notices and materials available in advance and in foreign languages (available free of charge). Interpretive services also available free of charge with advanced request.	X			
Locate public meeting interpretation services, with the identified bilingual staff or AT&T Language Line as primary back-up.	X			
District Secretary manages request for foreign language interpretation requests.	X			
Monitor and update participation procedures based on feedback.	X			

Examples of Translated Signage on Buses



APPENDIX B

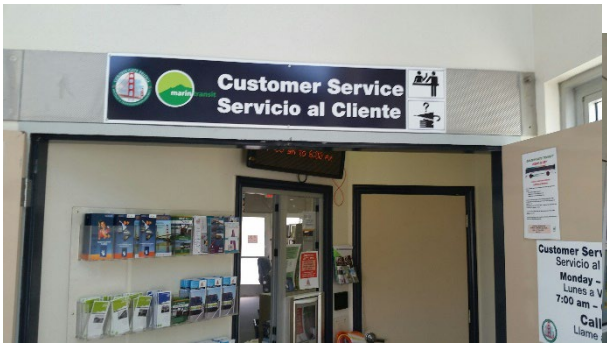
Regional Transit Fares Increase July 1
Transporte regional incrementa en las tarifas efectivo el 1 de julio
Marin Local Fares Remain the Same
Las tarifas locales de Marin se quendarán iguales
Youth Discount Available to Children Ages 5 thru 18
Descuento para jóven disponible para niños y jóvenes de 5 a 18 años
$25, $50, and $75 Value Cards Not Accepted after July 31, 2010. Use TransLink®/Clipper™ Card to Receive Discounted Fare.
Las tarjetas de valor de

Priority Seating for Seniors or Persons with Disabilities
Please Vacate Upon Request
(Federal Regulation 49 CFR 38)
Personas Con Deshabilidades y Mayores de Edad Tienen Prioridad a Estos Asientos
Por Favor Entregue al Ser Pedidos
(Reglamento Federal 49 CFR 38)

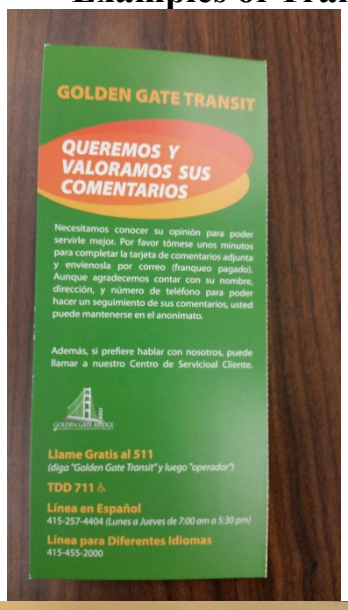
ASALTAR O GOLPEAR A UN CONDUCTOR DE AUTOBÚS ES UN CRIMEN
LOS VIOLADORES SERÁN PROCESADOS CON TODO EL PESO DE LA LEY
LA PENA PARA ESTE CRIMEN ES UNA MULTA DE $10,000 Y HASTA 3 AÑOS DE CÁRCEL
Si usted tiene información de algún crimen de este tipo, Por favor llame al (415) 257-4559 ó Comentarios del Cliente en www.goldengate.org
ASSAULT OR BATTERY UPON A BUS OPERATOR IS A CRIME.
VIOLATORS WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.
THE PENALTY FOR THIS CRIME IS A FINE OF $10,000 AND IMPRISONMENT FOR UP TO 3 YEARS.
If you have information about such a crime, Please call 415-257-4559 or Customer Comments at www.goldengate.org

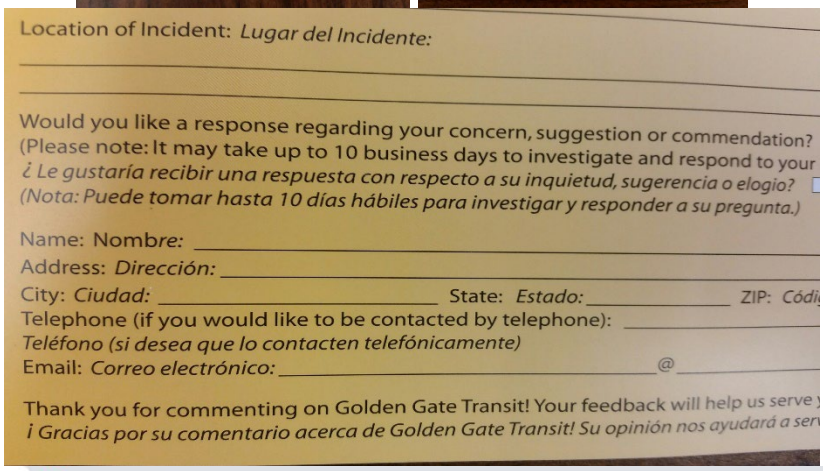
APPENDIX B

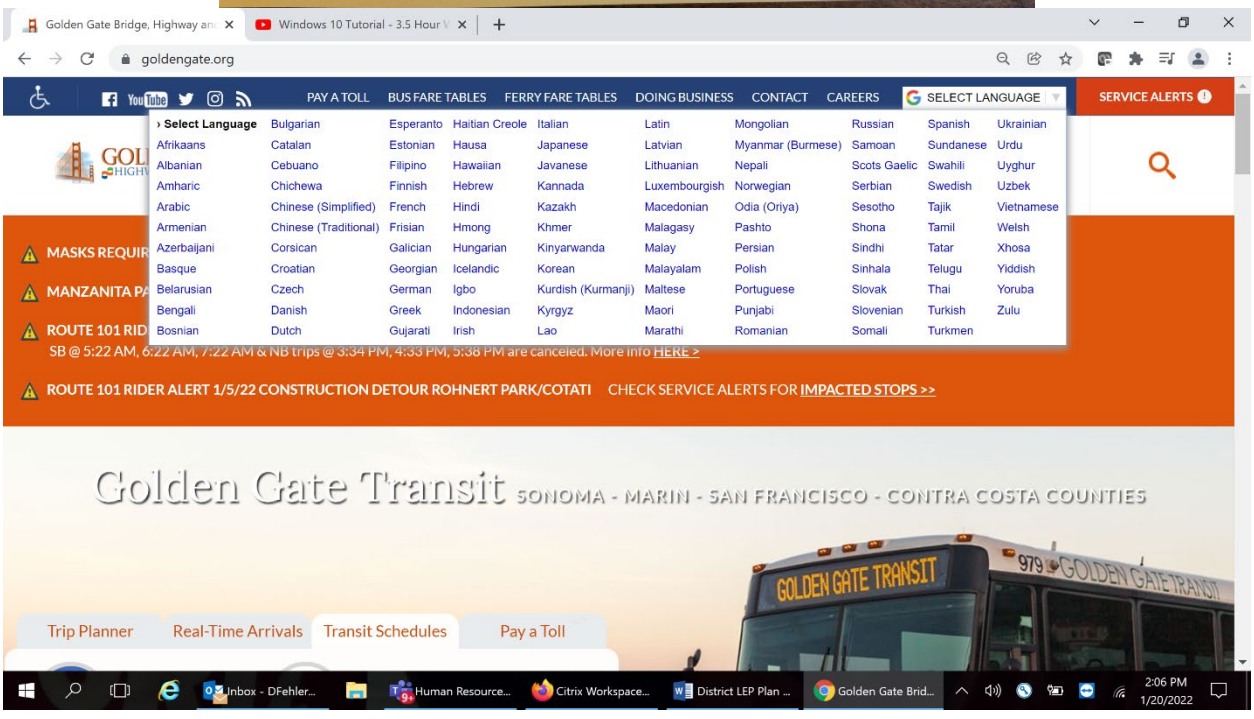
Examples of Use of Pictograms



Examples of Translated Materials







APPENDIX B

Website Translations using Google Translate

LAS REGLAS DE ORO AL VIAJAR

Estamos juntos en esto.

Golden Gate Transit (autobús) | Golden Gate Ferry (transbordo) | Code of Conduct (en inglés)

Las Reglas de Oro al Viajar de Golden Gate Transit

A continuación están los puntos destacados de las reglas de Golden Gate Transit. Violar cualquiera de estas reglas puede resultar en arresto, multa, negación de servicio, y/o expulsión del sistema.

- Todos necesitan pagar su tarifa justa. Por favor, pague su tarifa.
- Por favor, deje al operador hacer su trabajo. No interfiera en el control del operador mientras el autobús esté en movimiento.
- No aborde si ha ingerido bebidas alcohólicas. Es contra la ley.
- Se prohíbe fumar a bordo del autobús, o en un área de 20 pies alrededor de cualquier parada o terminal de autobús. Así lo exige la ley.
- No maltrate ni dañe propiedad o equipo, por ejemplo con graffiti, rayones o vandalismo.
- Trate a los demás pasajeros de manera amable - no insulte, amenace ni use lenguaje obsceno.
- No deje basura en su asiento. No tire basura.
- Para seguridad de todos, no cargue armas, explosivos, material inflamable, o líquidos corrosivos a bordo.
- Respete a los demás - no está permitido vender ni pedir limosna.
- Por favor, deje que las personas discapacitadas, las personas en silla de ruedas, y los adultos mayores usen los asientos preferenciales.
- Escuche música o dispositivos de medios con audífonos.
- Mantenga conversaciones por teléfono celular lo menos posible.
- No ingiera alimentos ni bebidas a bordo del autobús.
- Todos los artículos que se introduzcan a bordo deben ser almacenados en los portaequipajes superiores, debajo del asiento o en su regazo.
- Golden Gate Transit se toma las actividades sospechosas muy en serio y las reportará de inmediato.

Declaración de Política Sobre el Título VI

El Golden Gate Bridge, Highway and Transportation District opera sus programas y servicios sin distinción de raza, color u origen nacional, de conformidad con el *Título VI de la Ley de Derechos Civiles de 1964*, el cual dispone que ninguna persona será, por motivos de raza, color u origen nacional, excluida de participar en servicios de transporte público, ni se le negarán los beneficios de los servicios, ni se verá sujeta a discriminación en la prestación de dichos servicios.

Para obtener más información sobre los programas de derechos civiles del Golden Gate Bridge, Highway and Transportation District, o información sobre los procedimientos para presentar una queja o para obtener información en otro idioma, comuníquese con:

GOLDEN GATE BRIDGE DISTRICT EEO OFFICE
1011 Andersen Drive
San Rafael, CA 94901-5318
Tel: 511 (diga "Golden Gate Transit")
Fax: (415) 257-4555
Correo electrónico: TitleVIComplaints@goldengate.org

Procedimiento de Queja Conforme al Título VI

Cualquier persona que crea que ha sido objeto de discriminación por motivos de raza, color u origen nacional por el Golden Gate Bridge, Highway and Transportation District, incluyendo a Golden Gate Transit y Golden Gate Ferry (en lo sucesivo referido como "el Distrito") puede presentar una queja conforme al Título VI, llenando y enviando el Formulario de Queja de Título VI del Distrito. El Distrito investiga las quejas recibidas no más de 180 días después del presunto incidente.

Una vez que reciba un Formulario de Queja de Título VI, el Distrito abrirá una investigación sobre la supuesta discriminación. La investigación podrá incluir una revisión de todos los documentos, prácticas y procedimientos pertinentes, así como discusiones de la queja con todas las partes afectadas para determinar la naturaleza del problema. El Distrito investigará las quejas dentro de (60) días. Si se necesita más información para resolver el caso, el Distrito pudiera comunicarse con quien presenta la queja. Quien presenta la queja debe proporcionar la información adicional solicitada dentro de los quince (15) días laborables siguientes a la fecha de recepción de una solicitud de información adicional. Si quien presenta la queja no se comunica con el investigador, o éste no recibe la información adicional dentro de los quince (15) días laborables, el Distrito podrá cerrar el caso administrativamente. También se puede cerrar el caso administrativamente si quien presenta la queja ya no desea continuar con su caso.

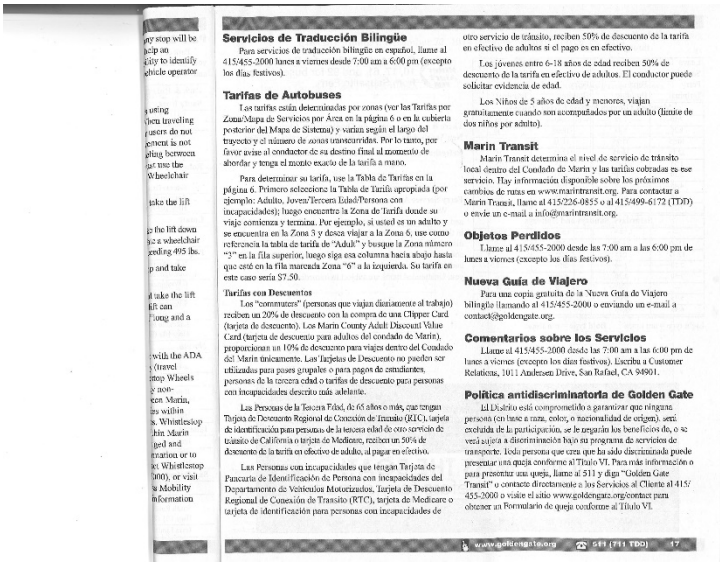
Después de que el investigador analice la queja, emitirá una de dos cartas a la persona que la presentó: una carta de cierre o una carta de fallo. Una carta de cierre resume las alegaciones y afirma que no hubo violación del Título VI y que el caso será cerrado. Una carta de fallo resume las alegaciones y la información obtenida mediante la investigación de la presunta discriminación, y explica si ocurrirá alguna acción disciplinaria, entrenamiento adicional del personal o alguna otra acción. Si quien presenta la queja desea apelar la decisión, puede apelar directamente al Departamento de Transporte de los Estados Unidos, Oficina de Derechos Civiles de la FTA. Una persona también puede presentar una queja directamente con la Dirección Federal de Tránsito (*Federal Transit Administration: FTA*), dirigiéndola a: FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

Usted puede descargar un formulario de queja haciendo clic aquí o visitando www.goldengate.org. También puede llamar al 511 y decir "Golden Gate Transit" o "Golden Gate Ferry" para comunicarse con el Departamento de Atención al Cliente y

'AY AND TRANSPORTATION DISTRICT

E QUEJA DE TÍTULO VI

	Teléfono (Trabajo):		
		Audiocasete	
		Otro	
mbre?		Sí*	No
ección III.			



Servicios de Traducción Bilingüe

Para servicios de traducción bilingüe en español, llame al 415/455-2000 horas a viernes desde 7:00 am a 6:00 pm (excepto los días festivos).

Tarifas de Autobuses

Las tarifas están determinadas por zonas (ver las Tarifas por Zona/Mapa de Servicios por Area en la página 6 o en la cubierta posterior del Mapa de Sistema) y varían según el largo del trayecto y el número de zonas atravesadas. Por lo tanto, por favor avise al conductor de su destino final al momento de abordar y tenga el monto exacto de la tarifa a mano.

Para determinar su tarifa, use la Tabla de Tarifas en la página 6. Primero seleccionte la Tabla de Tarifa apropiada (por ejemplo: Adulto, Joven/Tercera Edad/Persona con incapacidades); luego encuentre la Zona de Tarifa donde su viaje comienza y termina. Por ejemplo, si usted es un adulto y se encuentra en la Zona 3 y desea viajar a la Zona 6, use como referencia la tabla de tarifa de "Adult" y busque la Zona número "3" en la fila superior, luego siga esa columna hacia abajo hasta que esté en la fila marcada Zona "6" a la izquierda. Su tarifa en este caso sería $7.50.

Tarifas con Descuentos

Los "commuters" (personas que viajan diariamente al trabajo) reciben un 20% de descuento con la compra de una Clipper Card (tarjeta de descuento). Los Marin County Adult Discount Value Card (tarjeta de descuento para adultos del condado de Marin), proporcionan un 10% de descuento para viajes dentro del Condado del Marin únicamente. Las Tarjetas de Descuento no pueden ser utilizadas para pases grupales o para pagos de semilantes.

personas de la tercera edad o tarifas de descuento para personas con incapacidades descrito más adelante.

Las Personas de la Tercera Edad, de 65 años o más, que tengan Tarjeta de Descuento Regional de Conexión de Tránsito (RTC), tarjeta de identificación para personas de la tercera edad de oro servicio de tránsito de California o tarjeta de Medicare, reciben un 50% de descuento de la tarifa en efectivo de adulto, al pagar en efectivo.

Las Personas con incapacidades que tengan Tarjeta de Funcuria de Identificación de Persona con incapacidades del Departamento de Vehículos Motorizados, Tarjeta de Descuento Regional de Conexión de Tránsito (RTC), tarjeta de Medicare o tarjeta de identificación para personas con incapacidades de otro servicio de tránsito, reciben 50% de descuento de la tarifa en efectivo de adultos si el pago es en efectivo.

Los jóvenes entre 6-18 años de edad reciben 50% de descuento de la tarifa en efectivo de adultos. El conductor puede solicitar evidencia de edad.

Los Niños de 5 años de edad y menores, viajan gratuitamente cuando son acompañados por un adulto (límite de dos niños por adulto).

Marin Transit

Marin Transit determina el nivel de servicio de tránsito local dentro del Condado de Marin y las tarifas cobradas en ese servicio. Hay información disponible sobre los próximos cambios de rutas en www.marintransit.org. Para contactar a Marin Transit, llame al 415/226-0855 o al 415/499-6172 (TDD) o envíe un e-mail a info@marintransit.org.

Objetos Perdidos

Llame al 415/455-2000 desde las 7:00 am a las 6:00 pm de lunes a viernes (excepto los días festivos).

Nueva Guía de Viajero

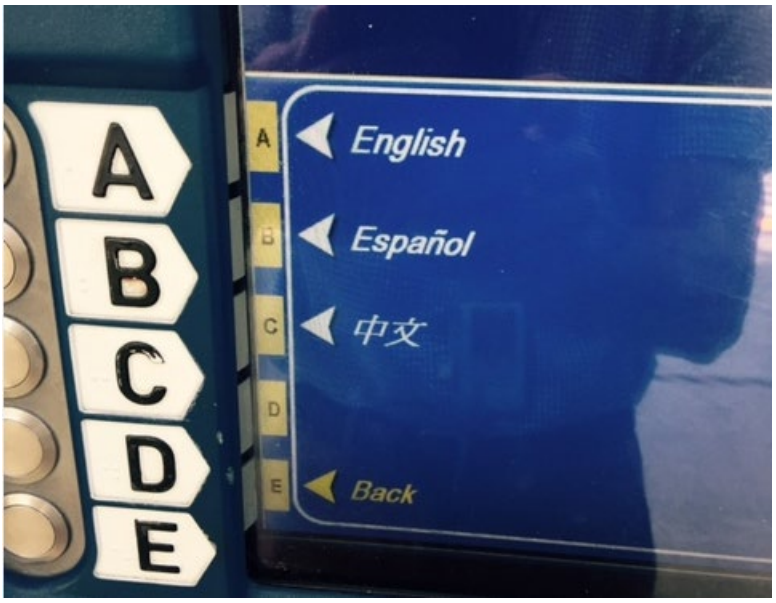
Para una copia gratuita de la "Nueva Guía de Viajero bilingüe llamando al 415/455-2000 o enviando un e-mail a contact@goldengate.org.

Comentarios sobre los Servicios

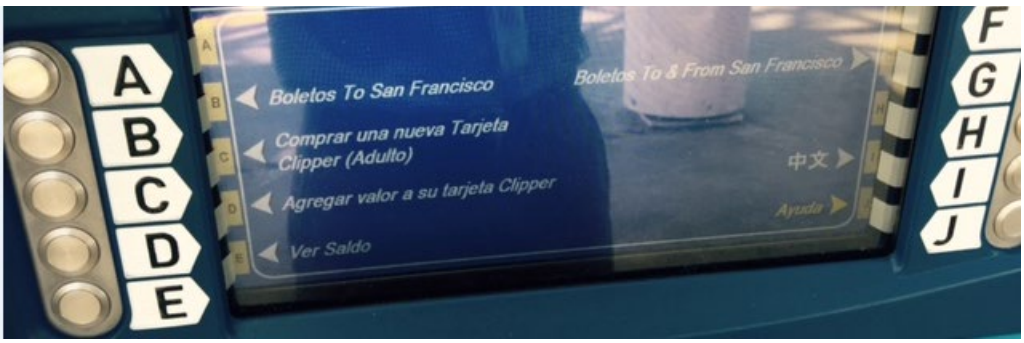
Llame al 415/455-2000 desde las 7:00 am a las 6:00 pm de lunes a viernes (excepto los días festivos). Escriba a Customer Relations, 1011 Andersen Drive, San Rafael, CA 94901.

Política antidiscriminatoria de Golden Gate

El Distrito está comprometido a garantizar que ninguna persona (en base a raza, color, o nacionalidad de origen), sera excluida de la participación, se le negarán los beneficios de, o se verá sujeta a discriminación bajo su programa de servicios de transporte. Toda persona que crea que ha sido discriminada puede presentar una queja conforme al Título VI. Para más información o para presentar una queja, llame al 511 y diga "Golden Gate Transit" o contacte directamente a los Servicios al Cliente al 415/455-2000 o visite el sitio www.goldengate.org/contact para obtener un Formulario de queja conforme al Título VI.



Ticket Vending Machines



Community Based Organizations

Title VI Community-based Organizations				
Company Name	**Address Line 1**	**City**	**State**	**ZIP Code**
Canal Alliance	91 Larkspur Street	San Rafael	CA	94901
Canal Ministry of San Rafael	86 Belvedere Street	San Rafael	CA	94901
Multicultural Marin	141 Alto Street	San Rafael	CA	94901
Latino Council of Marin	650 Las Gallinas Avenue	San Rafael	CA	94903
Latino Educational & Cultural Foundation of Marin	P.O. Box 364	Kentfield	CA	94914
Marin County Grassroots Leadership Network	2915-A Kerner Blvd.	San Rafael	CA	94901
Marin Education Fund	781 Lincoln Avenue, Suite 140	San Rafael	CA	94901-3377
Marin Tenants Union	4136 Redwood Highway, Suite 9	San Rafael	CA	94903
Marin Grassroots	30 N. San Pedro Road, Suite 290	San Rafael	CA	94903
Marin City Community Service District	630 Drake Ave	Marin City	CA	94965
Marin City Health & Wellness Center	630 Drake Ave	Marin City	CA	94965
Marin City Community Development Corporation	441 Drake Avenue	Marin City	CA	94965
Marin City Network	640 Drake Ave	Sausalito	CA	94965
Marguerite Johnson Senior Center	640 Drake Ave	Sausalito	CA	94965
Manzanita Child Development Center	620 Drake Avenue	Marin City	CA	94965
Community Action Marin	29 Mary Street	San Rafael	CA	94901
Bridge the Gap	105 Drake Avenue	Sausalito	CA	94965
County of Marin Public Assistance	120 North Redwood Drive (West Wing)	San Rafael	CA	94903
Novato Human Needs Center	1907 Novato Boulevard	Novato	CA	94947
Albert J Boro Community Center	50 Canal Street	San Rafael	CA	94901
Margaret Todd Senior Center	1560 Hill Road	Novato	CA	94947

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

Title VI Program 2024

Summary of Outreach Efforts

Note: Information regarding the District's outreach efforts relative to the COVID-19 pandemic-related service reductions to Golden Gate Transit and Golden Gate Ferry, the establishment of Golden Gate Transit Route 114 as a regular service, and the assumption of Angel Island Ferry service are summarized in the respective staff reports in Appendix D.

Public Meetings to Receive Input on Angel Island Ferry Service Fares – November 2021

The District held a public hearing on the proposed San Francisco-Angel Island ferry service fares on November 5, 2021, at 1:00 p.m. The following outreach was conducted to inform the public about the public hearing:

- Posters were displayed on board buses and ferries.
- Advertisements were placed in local publications (*Marin Independent Journal* and *La Voz*).
- A press release was sent to local media.
- Social media postings were placed on Facebook and Twitter.
- An email blast was sent to customers and community-based organizations.

The full staff report was made available in Spanish, Chinese and Japanese as per the District's Language Implementation Plan (LIP).

Three people attended and spoke at the public hearing.

Public Meetings to Receive Input on the District's Establishment of a Discounted Educational/Institutional Clipper Fare Pilot Program on Golden Gate Transit and Golden Gate Ferry Service – June 2022

The objective of the regional pilot program is to evaluate the degree to which an institutional/educational transit pass may increase transit ridership and better meet the needs of users and institutions. A virtual public hearing was held at 9:00 a.m. on June 23, 2022.

Outreach to inform the public about the public hearing was as follows:

•Advertisements were placed in local publications (*Marin Independent Journal*, *Santa Rosa Press Democrat* and *La Voz*).

• Signage advertising the public hearing was placed onboard Golden Gate Transit buses and Golden Gate Ferry vessels and at terminals.
• A press release was sent to local media.
• Information was posted on Facebook and Twitter.
• A news item was published on the District's website.
• An email blast was sent to customers and community-based organizations.
Translation of all printed materials and handouts were made available in Spanish, per the District's Language Implementation Plan (LIP).

One person attended and spoke at the public hearing.

At the close of the public comment period, the District received two (2) comments in response to the proposal. The District responded to those comments via email to thank the individuals for their input and to inform them that their comments will be considered in the evaluation and development of the proposal.

Public Meetings to Receive Input on the District's Proposed Five-Year Fare Increase Proposals – February 2023

The District proposed a new five-year fare increase plan to help address a five-year projected deficit of $187 million. The District presented four different fare increase options to gather public input. The District notified the public of the proposals to increase fares on both Golden Gate Transit buses and the Golden Gate Ferry vessels as follows:

• Announcement of February 23, 2023 public hearing was posted to the District's website on January 27, 2023.

• Two virtual public meetings were held (at noon on February 16, 2023 and in the evening on February 21, 2023) to explain the potential fare program changes and solicit comments. Approximately 15 people attended each session.
• Advertisements in English and Spanish were placed in local publications *(San Francisco Chronicle, Santa Rosa Press Democrat, Petaluma Argus Courier, Ukiah Daily Journal, Marin Independent Journal, East Bay News, The Del Norte Triplicate, Pacific Sun*, *La Voz*, and *La Prensa*) announcing the online meetings and the public hearing.
• A press release was sent to local media.
• Information was posted on Facebook and Twitter.
• An e-mail blast was sent to customers and community-based organizations.
• A news article was posted on the District's website.
• Posters were placed on-board Golden Gate Transit buses and Golden Gate Ferry vessels and at the San Rafael Transit Center and ferry terminals.
Materials were made available in Spanish and other languages as necessary, following the District's Language Implementation Plan.

One person attended and spoke at the public hearing at 9:00 a.m. on February 23, 2023.

At the close of the public comment period, the District received 15 comments in response to the proposal. The District responded to those comments via email to thank the individuals for their input and to inform them that their comments will be considered in the evaluation and development of the proposal.

Public Meetings to Receive Input on the District's Proposed Golden Gate Bridge Incremental Toll Increase Options – February 2024

The District proposed a new five-year toll increase plan to increase Golden Gate Bridge tolls to help address a five-year projected deficit of $220 million. The District presented four different toll increase options to gather public input. The District notified the public of the proposal to increase tolls on the Golden Gate Bridge as follows:

• Announcement of February 22, 2024 public hearing was posted to the District's website on February 1, 2024.

• Virtual open houses were held on Wednesday, February 14, 2024 at Noon and Thursday, February 15, 2024 at 7:00 p.m. 22 people attended Wednesday's session and 23 people attended the one on Thursday.
• Legal notices were published in the San Francisco Chronicle, Marin Independent Journal, Santa Rosa Press Democrat, Napa Valley Register and Ukiah Daily Journal, on Thursday, February 1, 2024, and Thursday, February 15, 2024. A Legal Notice was also published in the Del Norte Triplicate on February 7, 2024 and February 15, 2024.
• Legal notices were posted on the *La Voz* website, referenced in social media posts and included in the *La Voz* Weekly Reports for the period of February 1 through February 23, 2024.
• Print ads were placed in the *San Francisco Chronicle* on February 4, 7, and 13, 2024; *Marin Independent Journal* on February 7, 9, 11, and 13, 2024; *Santa Rosa Press Democrat* on February 7, 11, and 14, 2024; *Petaluma Argus Courier* on February 9, 2024; *Del Norte Triplicate* on February 14, 2024; *Ukiah Daily Journal* on February 8 and 13, 2024; *Pacific Sun* on February 7 and 14, 2024; *La Prensa* on February 7 and 14, 2024; *La Voz* on February 12 and *Sing Tao Daily* on February 8 and 13, 2024.
• Digital ads were placed on the San Francisco Chronicle, Marin Independent Journal, Santa Rosa Press Democrat and Petaluma Argus Courier websites from February 7 through February 13, 2024.
• A news item was posted on the District's website on February 1, 2024.

• A press release was sent to local media on February 12, 2024.
• An article was published in the District's customer newsletter, The Gazette, on February 2, 2024.
• Email blasts were sent to customers on February 8 and February 13, 2024.

• Information was posted on Facebook and X (formerly known as Twitter) on February 8 & February 13, 2024.
• Presentation materials were made available in English, Spanish, Chinese, and Vietnamese on the District's website and Spanish language interpreters attended each open house.

Two people attended and spoke at the public hearing.

At the close of the public comment period, the District received 165 comments in response to the proposal. The District responded to those comments via email to thank the individuals for their input and to inform them that their comments will be considered in the evaluation and development of the proposal.

Public Meetings to Receive Input on the District's Draft Americans with Disabilities Act (ADA) Transition Plan – March 2024

The District is required to have a comprehensive, up-to-date ADA Transition Plan for bringing its public-facing facilities into full compliance with the regulations set forth by the United States Access Board. Outreach to inform the public about the plan was as follows:

- A public workshop was held virtually at 12:00 pm on May 16, 2024. No one from the public attended the workshop.

- A public hearing was held at 9:00 a.m. on May 23, 2024. No one attended the public hearing.

- Advertisements and notices were placed in the *Marin Independent Journal, Press Democrat, San Francisco Chronicle*, and *La Voz* announcing the public hearing.

- Information was posted at District-owned facilities open to the public.

- Information was posted on Facebook and X (formerly Twitter).

- An e-mail blast was sent to customers and community-based organizations.

- An e-mail notification was sent to disability organizations and to organizations serving older adults in San Francisco, Marin, and Sonoma counties.

Materials were available in Spanish per the District's Language Implementation Plan (LIP).

At the conclusion of the public comment period, no public comments were received.

Public Meeting to Receive Comment on Larkspur Ferry Service Expansion and Parking Study – May 2024

The District held an open house at Drake's Landing Community Center at 5:00 p.m. on May 14, 2024, so the public could learn more about the Larkspur Ferry Service and Parking Expansion Study and provide input. The study defines future parking and access needs at the Larkspur Ferry Terminal. Thirty-five people attended the meeting and provided comments through discussions with staff.

The District employed various communication channels to promote the community open house, including:

- Posters and A-frame signs were posted at the Larkspur Ferry Terminal.
- Information was posted on the District's Instagram and Facebook accounts.
- Open house details were posted on the Larkspur Ferry Service and Parking Expansion website.
- Emails were sent to stakeholders, elected officials, community-based organizations, homeowners associations and neighborhood groups, and small businesses across Marin County.
- An email was sent to city offices to post information on their websites and social media accounts, including Instagram, Facebook, and NextDoor.

Public Meetings to Receive Comment on San Rafael Transit Center Relocation Designs – June 2024

The District hosted an open house on June 25, 2024, to hear community input on design opportunities for the San Rafael Transit Center Relocation project. It was held at the Vivalon Healthy Aging Campus, 999 Third Street, from 5:30-7:30 p.m. An estimated 36 people attended throughout the evening and provided comments on printed boards using post-it notes and had discussions with District staff. All materials were provided in both English and Spanish, with interpretation services available. Parallel outreach activities included a Canal Alliance Facebook Live event held in Spanish at 5:30 p.m. on June 24, 2024.

Public outreach to advertise the meetings were as follows:

- Online project information updated and available at goldengate.org/SRTC.
- Email notifications were sent to over 100 community, neighborhood, and business organizations.
- In-person outreach at the following locations:
    - San Rafael Transit Center
    - Marin Transit Headquarters
    - Canal Alliance and surrounding areas
    - Food Pantry
    - Community Clinic on Kerner Blvd.
    - Pickleweed Park
    - San Rafael Community Center
    - Downtown San Rafael
- Development of social media posts for Twitter, Instagram, and Facebook

All materials were translated into Spanish and posted on the District's website.

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APPENDIX D

Each page in this appendix contains a page number on the lower right corner of the page. These page numbers pertain to the original Board of Directors' agenda packets for each item presented here and should be disregarded in this context.

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Agenda Item No. (5)

To: Transportation Committee/Committee of the Whole
Meeting of July 22, 2021

From: Ron Downing, Director of Planning
Mona Babauta, Deputy General Manager, Bus Division
Denis J. Mulligan, General Manager

Subject: **ADOPT TITLE VI EQUITY ANALYSIS FINDINGS RELATIVE TO COVID-19 PANDEMIC-RELATED ADJUSTMENTS TO GOLDEN GATE TRANSIT COMMUTE BUS SERVICE**

Recommendation

The Transportation Committee recommends that the Board of Directors adopt the findings of the Title VI equity analysis for Golden Gate Transit commute bus service changes related to the COVID-19 pandemic. Changes include service reductions on Routes 27, 54, and 72 and the suspension of Routes 2, 4, 8, 18, 24, 25, 38, 56X, 58, 74, 76, and 92 (including all lettered variations of the impacted routes). The equity analysis concludes that the changes do not have a disparate impact on minority passengers nor impose a disproportionate burden on low-income passengers.

This matter will be presented to the Board of Directors at its July 23, 2021, meeting for appropriate action.

Background

The Golden Gate Bridge, Highway and Transportation District's (District) transit services were modified over the course of the COVID-19 pandemic, with reductions in bus and ferry service beginning with the first shelter-in-place order effective March 17, 2020. Changes to bus routes continued throughout 2020 to meet evolving demand and the operational parameters of social distancing requirements, driver availability, and other factors. By the end of 2020, only seven Golden Gate Transit (GGT) routes remained in operation. Four of those routes provided regional all-day, seven day a week service operating 16 to 21 hours each day. These four routes (30, 40, 70, and 101) were maintained to provide equity in mobility options for low-income, minority, and transit-dependent riders as well as essential workers. The State of California lifted nearly all pandemic-related restrictions on June 15, 2021, and the District has begun to see a modest return of transit riders to its buses and ferries.

Title VI guidelines issued by the Federal Transit Administration (FTA) require the District to conduct service equity analyses to consider whether contemplated major service changes will

disparately impact minority populations and/or disproportionately burden low-income populations in the District's service area. The Title VI policy approved by the District's Board of Directors (Board) in August 2013 defines major service changes (in relevant part) as service increases or decreases which affect 25% or more of revenue service miles per route and which will be in effect for more than 12 months.

Several GGT bus service changes resulting from the pandemic meet this threshold and are the subject of the attached Title VI equity analysis. Adoption of this analysis, which focuses on the GGT service model being operated at this time, will establish a new baseline for GGT bus service against which future potential service changes will be evaluated for Title VI purposes. More specifically, it is recommended that action be taken now to accept the findings of an equity analysis of commute bus service adjustments to suspend Routes 2, 4, 8, 18, 24, 25, 38, 56X, 58, 74, 76, and 92, and to reduce service levels on Routes 27, 54, and 72. This action includes lettered variations of the impacted routes, such as 38A or 72X. Routes 30, 40, 70, and 101 are not covered by this equity analysis because these routes were maintained within 25% of pre-pandemic levels.

All routes covered by this equity analysis provide commute bus service from neighborhoods throughout Marin and Sonoma Counties to the Financial District or Civic Center area of San Francisco, either directly or via transfer to the Larkspur Ferry in the case of Route 25. These routes primarily operate during weekday peak periods with southbound service in the morning and return service in the afternoon, and carry riders who typically have higher incomes and access to automobiles to either drive to work or access other transit options. Transit service alternatives remain available for all the routes impacted by service reductions or cancellations, either on other existing GGT routes, on Golden Gate Ferry (GGF), or by connecting from SMART trains or local bus lines to remaining GGT and GGF routes.

GGF ferry service changes resulting from the pandemic also have met the threshold for a Title VI equity analysis. However, staff has determined that resetting the baseline service model for GGF is not appropriate at this time as the fixed-guideway nature of ferry service limits options for restructuring the ferry service model and relaunching more robust ferry service, particularly as compared to the greater flexibility available for redeploying bus service as commute patterns evolve. Staff will engage with the FTA regarding the timing of a potential GGF service equity analysis, and report back to the Board.

Action to adopt the findings of the attached equity analysis does not preclude the restoration of service or implementation of new service as demand warrants, so the District will continue to restore bus service incrementally and in a measured way as we see the return of our customers travelling in the Golden Gate Corridor. Service restoration and other service changes will continue under the General Manager's emergency authority, and any public hearings and Title VI equity analyses required for future service changes will be performed in accordance with the District's major service change policy and FTA Title VI guidelines at such time as these services are deemed to be permanent, generally in nine months to one year after their inception.

Title VI Findings

Service reductions on Routes 2, 4, 8, 18, 25, 27, 38, 54, 56X, 58, 72, 74, 76, and 92 (including all lettered variations of these routes) were determined to constitute major service changes based on

Title VI guidelines issued by the FTA and the Title VI policy approved by the Board. An equity analysis was performed, and it was determined that these changes constitute neither a disparate impact on minority riders nor a disproportionate burden on low-income riders. As noted above, the attached analysis does not address GGF ferry service changes, which may be addressed further following consultation with the FTA.

Fiscal Impact

There is no fiscal impact associated with adoption of the findings of this Title VI equity analysis.

Attachments: Appendix A – Title VI Equity Analysis

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Appendix A
Title VI Equity Analysis: COVID-19 Pandemic-Related
Golden Gate Transit Bus Service Adjustments

Presented to the Golden Gate Bridge, Highway and Transportation District
Transportation Committee
July 22, 2021

With the advent of COVID-19 in California and the San Francisco Bay Area, and the resulting drastic decreases in ridership on Golden Gate Transit (GGT) and Golden Gate Ferry (GGF), the Golden Gate Bridge, Highway and Transportation District (District) was compelled to reduce service to a level commensurate with ridership and revenues between March 2020 and June 2021. GGT bus and GGF ferry service levels have changed several times during the pandemic; the District now desires to establish new baseline service levels for its bus system, against which future changes will be measured.

Title VI guidelines issued by the Federal Transit Administration (FTA) require the District to conduct service equity analyses to consider whether contemplated major service changes will disparately impact minority populations and/or disproportionately burden low-income populations in the District's service area. The Title VI policy approved by the District's Board of Directors (Board) in August 2013 defines major service changes (in relevant part) as service increases or decreases which affect 25% or more of revenue service miles per route and which will be in effect for more than 12 months.

Several GGT service changes resulting from the pandemic meet this threshold and are the subject of the attached Title VI equity analysis. Adoption of this analysis, which focuses on the GGT service model being operated at this time, will establish a new baseline for GGT bus service against which future service changes will be evaluated Title VI purposes.

GGF ferry service changes resulting from the pandemic also have met the threshold for an analysis. However, staff has determined that resetting the baseline model for GGF is not appropriate at this time as the fixed-guideway nature of ferry service limits options for restructuring the ferry service model and relaunching more robust ferry service, particularly as compared to the greater flexibility available for redeploying bus service as commute patterns evolve. Staff will engage with the FTA regarding a potential GGF service equity analysis, and report back to the Board.

The required components of this analysis are set forth in FTA regulations and Circular 4702.1B ("Title VI Requirements and Guidelines for Federal Transit Administration Recipients") implementing Title VI of the Civil Rights Act of 1964 and the District's Title VI Policies.

I. Context of Service Reductions Resulting from the COVID 19 Pandemic

Studies have now revealed that the first cases of COVID-19 arrived in the San Francisco Bay Area in December 2019. The City and County of San Francisco declared a health emergency on February 26, 2020, and other Bay Area counties soon followed suit. Stay-at-home orders were issued by the counties in the District's service area in mid-March of 2020. From a daily weekday

average of over 16,000 passengers on GGT, counts dropped to around 3,300 per day starting March 16, and down to less than 2,500 per weekday in April 2020. Ridership on GGT fluctuated with the rise and fall of COVID and rose to around 4,750 riders per day for the last service month completed prior to preparation of this analysis, May 2021.

Reductions in GGT bus and GGF ferry service began with the first shelter-in-place order effective March 17, 2020. Changes to bus routes continued throughout 2020 to meet evolving demand and the operational parameters of social distancing requirements, driver availability, and other factors. By the end of 2020, only seven GGT routes remained in operation.

GGF service also was reduced in response to a dramatic loss of ridership in mid-March 2020. Because of the flexibility of ferry scheduling, the ferry division was able to reduce service quickly, during the week of March 16, 2020, including suspension of all weekend ferry service. Further reductions were made on all three ferry routes in the first week of April, 2020. Trips per weekday went from 72 to 39 and then to 22. Larkspur and Sausalito service, combined, went from 14 trips per weekend day to zero trips. In March of 2021, Sausalito weekday service was temporarily replaced by bus service during dock repairs at the Sausalito landing, but weekday Sausalito ferry service resumed effective June 23, 2021.

II. Title VI Policies

The District adopted its Major Service Change, Disparate Impact and Disproportionate Burden Policies (together referred to as "Title VI Policies") on August 9, 2013. These policies set forth the standards used in service equity analyses. The District's Major Service Change Policy reads in relevant part:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four month period.

The following are exemptions to the policy:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.

- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.

- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

The District's Disparate Impact policy provides:

- The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change… or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The District's Disproportionate Burden Policy provides:

- The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change… or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

Public Outreach

Prior to Board adoption of the District's Title VI Policies, public outreach regarding the policy proposals included:

- Informational meetings on July 8, 9 and July 10, 2013, in Marin County, Novato and Rohnert Park, respectively, between 4:30 p.m. and 6:30 p.m.
- Legal notices published in the *Marin Independent Journal*, the *San Francisco Examiner* and the *Santa Rosa Press Democrat* on June 18 and 25, 2013
- Signage posted onboard the ferryboats, at the Ferry Terminals, at transit hubs in Marin and Sonoma counties, at major bus stops and at the Customer Service Center at the San Rafael Transit Center
- Display boards, staff report and comment forms, including Spanish translations
- A press release issued and posted to the District's web site on June 17, 2013, including links to the staff report in both English and Spanish
- A public hearing agenda and an associated staff report posted to the District's web site on July 8, 2013
- Information e-blasted to the Bus and Ferry Subscriber's list on June 20 and July 2, 2013
- Information posted to transit-specific social media channels on July 2 and July 8, 2013
- A public hearing agenda mailed to organizations and individuals on the District's mailing list on July 8, 2013, and posted on District bulletin boards.

Comments Received

Of the comments received by the District, one alerted the District to the need to apply Title VI principles to the allocation of resources between bus and ferry services; one commented on the inconvenience of the time and location of the public hearing, service reliability, and driver attitudes; and another urged the District to reach out to community partners and agencies to get the word out about Title VI-related public hearings.

The resolution evidencing the Board's discussion and approval of the policies is attached as Exhibit A.

III. Golden Gate Transit Bus and Ferry Services

GGT Bus Services

GGT bus services are generally delineated as "Commute" and "Regional." Generally, "Commute" bus service is express, peak-period one-directional service between Sonoma or Marin County to/from San Francisco, plus shuttle-type routes designed specifically to take passengers from their places of origin to/from the primary Commute routes. "Regional" bus service, on the other hand, operates seven days a week over most of the day/night to provide basic mobility throughout the District's service area. More specifically:

- *Transbay Commute Service* provides commute service during morning and afternoon peak-hour periods. Commute routes operate Monday through Friday, except designated holidays, and serve San Francisco, Marin, and Sonoma counties. Before service reductions, commute routes included Routes 2, 4, 4C, 8, 18, 24, 24C, 24X, 27, 38, 44, 54, 54C, 56, 58, 72, 72X, 74, 76, 92, and 101X. Current commute routes are comprised of Routes 27, 54, and 72.
- *Transbay Regional Service* provides daily service throughout the day and evening between San Francisco, Marin, Sonoma, and Contra Costa counties. Current Basic routes include Routes 30, 40, 70, and 101. Route 101 receives moderate funding from the MTC's Regional Express Bus (REB) program.

GGF Ferry Services

The District's Golden Gate Ferry service includes five routes between Marin County and San Francisco: Sausalito, Larkspur, Tiburon, Special Event service to Oracle Park, and Special Event service to the Chase Center. Under normal circumstances, ferry service operates daily except Thanksgiving, Christmas, and New Year's Day.

- Sausalito Ferry Service provides daily connections between the Golden Gate Ferry landing in Sausalito and the San Francisco Ferry Terminal. This 5.5 nautical-mile route has been in operation since 1970. Before the pandemic, the service provided 18 crossings on weekdays and 12 crossings on weekends and holidays. The service operated between 7:10 am and 8:20 pm on weekdays, and between 10:40 am and 7:15 pm on weekends and holidays. Currently, weekend service is suspended, and weekday service consists of one southbound trip during the morning commute period, one southbound trip during the evening commute period, and two northbound trips during the evening commute period.
- Larkspur Ferry Service features an 11.25 nautical-mile route between the Larkspur Ferry Terminal and the San Francisco Ferry Terminal. Before the pandemic, the 40 weekday and eight weekend/holiday crossings required a fleet of five vessels. Services operated between 5:45 am and 10:05 pm on weekdays, and between 9:40 am and 8:10 pm on weekends and holidays. Currently, weekend service is suspended, and seven round trips are operated on weekdays for a total of 14 crossings.
- Tiburon Ferry weekday commute service features a 5.94 nautical-mile route between the Tiburon Ferry dock and the San Francisco Ferry Terminal. Pre-pandemic service provided four round-trips daily, restricted to the commute period. Currently, the service offers one southbound trip during the morning commute period, one southbound trip during the evening commute period, and two northbound trips during the evening commute period.

- Special Event Service to Oracle Park was suspended for most of the pandemic but now has returned and will be offered during all San Francisco Giants' home games and a number of other special events. The 13.1 nautical-mile route between the Larkspur Ferry Terminal and the dock at Oracle Park takes approximately 60 minutes. One round trip is offered for each event served, which typically totals between 80 and 90 round trips per year.
- Special Event Service to the Chase Center was suspended for the duration of the pandemic.

IV. Service Cancellations, Purpose and Public Outreach

With the advent of the pandemic there was a precipitous drop in travel in the Golden Gate Corridor, whether by Bridge, bus or ferry. With the drop in demand for District transit services, both commute and basic GGT bus services were reduced drastically in June 2020 and once again in December 2020, while GGF ferry services were reduced in March 2020 and then again in April 2020.

The reductions in bus and ferry service were a response to the drastic reduction in travel in the Golden Gate Corridor arising from the Shelter-in-Place Orders issued by our local public health officials, and the overnight shift to working from home for many residents in the District's service area, and the associated drop in revenues and made on an emergency basis, so no public outreach was implemented.

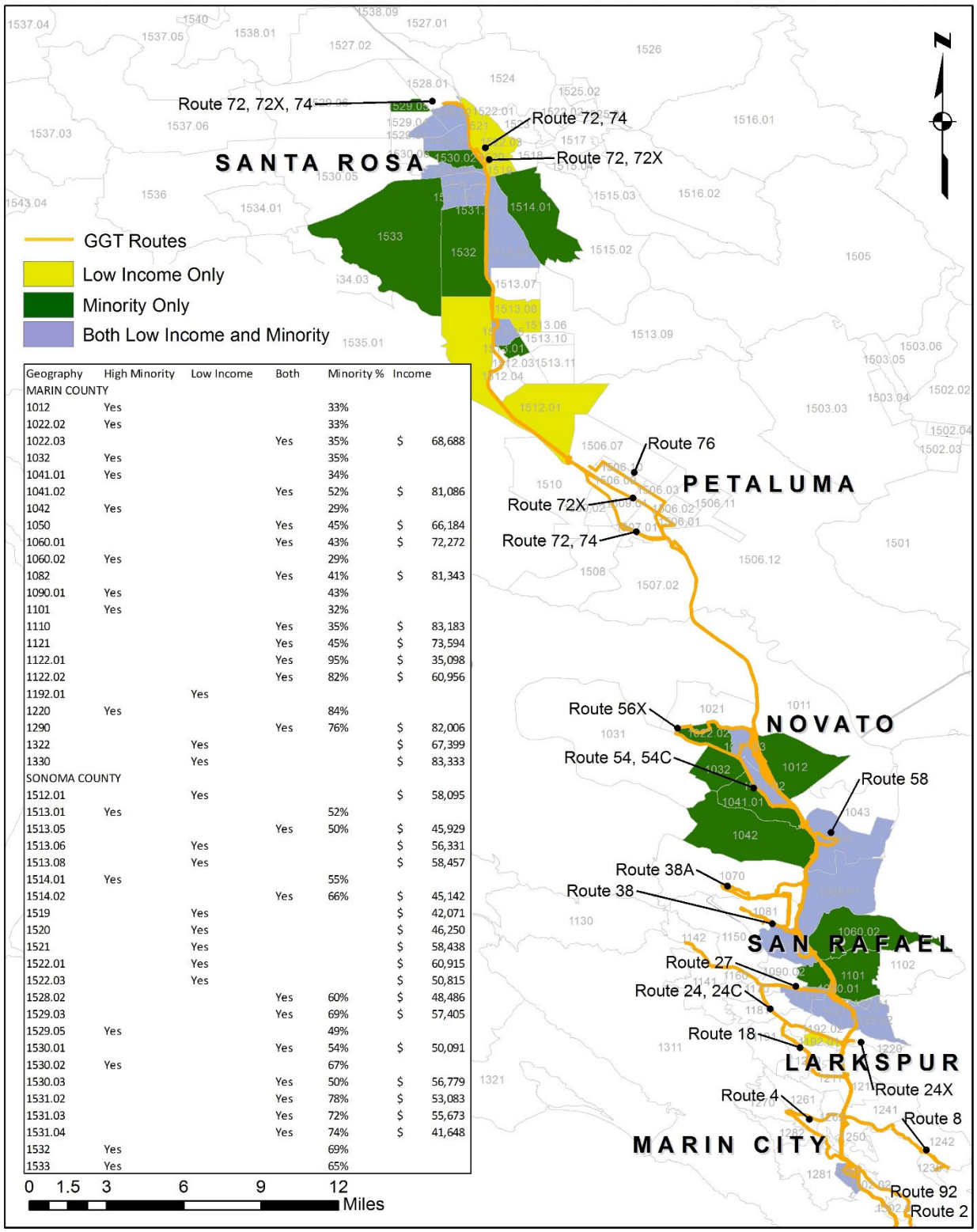
The following map shows the location of both GGF and GGT services relative to major destination and boarding locations.

Golden Gate Transit and Ferry Service Area Map

The following map shows the GGT routes with major service changes, along with demographic information showing minority and low-income populations in the service area.

GGT SERVICE AREA

GGT service area includes all of Marin & Sonoma counties. Source: ACS Census 2013-2017. Tables S1903 & BO3002.



Geography	High Minority	Low Income	Both	Minority %	Income
MARIN COUNTY					
1012	Yes			33%	
1022.02	Yes			33%	
1022.03			Yes	35%	$ 68,688
1032	Yes			35%	
1041.01	Yes			34%	
1041.02			Yes	52%	$ 81,086
1042	Yes			29%	
1050			Yes	45%	$ 66,184
1060.01			Yes	43%	$ 72,272
1060.02	Yes			29%	
1082			Yes	41%	$ 81,343
1090.01	Yes			43%	
1101	Yes			32%	
1110			Yes	35%	$ 83,183
1121			Yes	45%	$ 73,594
1122.01			Yes	95%	$ 35,098
1122.02			Yes	82%	$ 60,956
1192.01		Yes			
1220	Yes			84%	
1290			Yes	76%	$ 82,006
1322		Yes			$ 67,399
1330		Yes			$ 83,333
SONOMA COUNTY					
1512.01		Yes			$ 58,095
1513.01	Yes			52%	
1513.05			Yes	50%	$ 45,929
1513.06		Yes			$ 56,331
1513.08		Yes			$ 58,457
1514.01	Yes			55%	
1514.02			Yes	66%	$ 45,142
1519		Yes			$ 42,071
1520		Yes			$ 46,250
1521		Yes			$ 58,438
1522.01		Yes			$ 60,915
1522.03		Yes			$ 50,815
1528.02			Yes	60%	$ 48,486
1529.03			Yes	69%	$ 57,405
1529.05	Yes			49%	
1530.01			Yes	54%	$ 50,091
1530.02	Yes			67%	
1530.03			Yes	50%	$ 56,779
1531.02			Yes	78%	$ 53,083
1531.03			Yes	72%	$ 55,673
1531.04			Yes	74%	$ 41,648
1532	Yes			69%	
1533	Yes			65%	

V. Title VI Equity Analysis for the 2020 Pandemic-Related GGT Bus Service Reductions

Below is a table that shows the GGT bus routes that underwent service changes, including an indication of which were the subject of major service changes, as defined above. As described above, a major service change is defined as a 25% increase or reduction in mileage. For the routes that experienced a major service change, an Equity Analysis is required to determine whether the changes will result in a disparate impact to minority populations or a disproportionate burden on low-income populations, based on the District's Title VI Policies.

Route	Weekly Miles as of December 2021	Weekly Miles as of June 2021	Reduction	Major Service Change?
2	695.1	0	100.00%	YES
4/4C	5,213.57	0	100.00%	YES
8	293.215	0	100.00%	YES
18	1,829.445	0	100.00%	YES
24/24C/24X	3,552.975	0	100.00%	YES
25	647.02	0	100.00%	YES
27	3,710.25	1,194.155	67.81%	YES
30	5,982.306	5,538.859	7.41%	NO
38/38A	1,508.5	0	100.00%	YES
40/40X	4,620.431	3,489.212	24.48%	NO
54/54C	3,667.695	1,303.92	64.45%	YES
56X	3,699.1	0	100.00%	YES
58	1,301.94	0	100.00%	YES
70	8,587.875	7,201.588	16.14%	NO
72	6,069.595	3,691.91	39.17%	YES
74	3,069.125	0	100.00%	YES
76	2,090.22	0	100.00%	YES
92	1,223.82	0	100.00%	YES
101/101X	21,262.395	18,668.668	12.20%	NO

Equity Analysis Methodology

The FTA Circular states that for elimination of a route, the appropriate comparison population is the ridership of the affected route as compared to the ridership of the system as a whole.

Data Sources

All data on minority and low-income percentages by route was derived from the District's 2018 system-wide passenger survey, conducted as part of the Metropolitan Transportation Commission's (MTC) region-wide passenger survey. The consultant selected by MTC and by District Staff surveyed all of the District's services, including GGT and GGF. Data was collected on-board a sample of bus and ferry trips. Questionnaires were in Spanish and English and included questions about the trip being taken and demographics.

For the purpose of the disproportionate burden analysis, Staff determined riders with a household income of less than $75,000 per year to be low income. Marin County, where riders on most of GGT's commute service reside, has a comparatively high median income ($97,815, from the 2012-2016 American Community Survey). In order to reflect the high cost of living in the San Francisco Bay Area, District Staff uses 90% of the median income – $88,034 – for the service area as the low-income cut-off. Federal poverty standards are not a good fit for an area where the cost of living is so much higher than most localities. To compare, in 2021, the California State Income Limits that are used to determine eligibility for low-cost housing and other programs gave a range of $63,950 for a single-person household to $120,600 for an 8-person household for the "very low income" designation for Marin County (there are also "low income" and "extremely low income" categories). As data was collected in fixed groupings during the District's most recent passenger survey, and $75,000 is the closest grouping to $88,034, we will use household incomes of $75,000 or less as the definition of low-income.

Average daily ridership counts are based on data collected daily from onboard fare boxes and Clipper® Smart card readers. The data is kept in District databases and accessed by staff via District-created software.

Methodology

To determine whether the major services changes, considered as a whole, result in a disproportionate burden on low-income passengers, or a disparate impact on minority passengers, we

i. Multiply (a) the average daily ridership numbers for each route by (b) the percent of low-income and minority passengers on the same routes, to find (c) the estimated number of impacted low-income/non-low-income and minority/non-minority passengers effected by each service change
ii. Calculate what percentage of all effected passengers are low-income and what percent are minority
iii. Compare these percentages to the percent of GGT passengers overall who have low incomes or are minorities.

Disproportionate Burden Analysis

Table 1: Disproportionate Burden Analysis

Routes with Major Service Changes	Daily Ridership 9/19-2/20	Low-Income	Non-Low-Income	Refused	Est. Low-Income Ridership	Est. Non-Low-Income Ridership
2	225	40%	26%	33%	90	58.5
4/4C	1,426	27%	56%	15%	385.02	798.56
8	26	18%	82%	0%	4.68	21.32
18	531	53%	41%	6%	281.43	217.71
24/24C/24X	736	22%	48%	30%	161.92	353.28
25	151	26%	59%	16%	39.26	89.09
27	645	39%	39%	24%	251.55	251.55
38/38A	300	64%	30%	6%	192	90
54/54C	574	84%	11%	5%	482.16	63.14
56X	289	64%	16%	20%	184.96	46.24
58	142	56%	10%	4%	79.52	14.2
72/72X	515	50%	44%	5%	257.5	226.6
74	240	12%	66%	22%	28.8	158.4
76	243	42%	54%	5%	102.06	131.22
92	236	53%	31%	15%	125.08	73.16
Total for Routes with Major Service Changes	**6,279**	**42%**	**41%**	**16%**	**2,665.94**	**2592.97**
All GGT Routes		**52%**	**33%**	**15%**		

Table 1 shows the percentages of low-income and non-low-income riders on each impacted route when multiplied with the average daily ridership for the six full months preceding the pandemic (September 2019 through February 2020), giving an estimated low-income and non-low-income ridership number for each route. Under "Total for Routes with Major Service Changes," the table shows the estimated number and percentage of effected low-income and non-low income riders. Using the cut-off of **$75,000** to define "low-income," 52% of all bus riders are low-income, whereas 42% of riders on routes with major service reductions are low-income.

Disparate Impact Analysis

Table 2: Disparate Impact Analysis

Routes with Major Service Changes	Daily Ridership 9/19-2/20	Minority	Non-Minority	Refused	Est. Low-Income Ridership	Est. Non-Low-Income Ridership
2	225	32%	67%	33%	72	150.75
4/4C	1426	27%	70%	15%	385.02	998.2
8	26	15%	85%	0%	3.9	22.1
18	531	45%	55%	6%	238.95	292.05
24/24C/24X	736	42%	58%	30%	309.12	426.88
25	151	37%	63%	16%	55.87	95.13
27	645	38%	62%	24%	245.1	399.9
38/38A	300	33%	67%	6%	99	201
54/54C	574	29%	71%	5%	166.46	407.54
56X	289	32%	68%	20%	92.48	196.52
58	142	47%	53%	4%	66.74	75.26
72/72X	515	34%	66%	5%	175.1	339.9
74	240	21%	79%	22%	50.4	189.6
76	243	18%	82%	5%	43.74	199.26
92	236	29%	71%	15%	68.44	167.56
Total for Routes with Major Service Changes	**6,279**	**33%**	**66%**	**0.72%**	**2,072.32**	**4,161.65**
All GGT Routes		**42%**	**58%**	**.2%**		

Table 2 shows the percentages of minority and non-minority riders on each impacted route, giving an estimated minority and non-minority ridership number for each route. Under "Total for Routes with Major Service Changes," the table shows the estimated number and percentage of minority and non-minority riders. As seen above, 42% of all GGT bus riders reported identifying with a race and ethnicity other than "White Non-Hispanic," whereas 33% of riders on routes with major service reductions reported themselves as other than "White Non-Hispanic."

Equity Analysis Findings

As shown above, the major service reductions put in place as a result of the pandemic do not represent a disproportionate burden on low-income riders nor a disparate impact on minority

riders. Rather, the representation of both low-income riders and minority riders on the affected routes is *lower* than the proportion of low-income riders and minority riders on GGT services overall.

As shown in Table 3 below, whereas 52% of all GGT bus riders are low-income, only 42% of riders on routes impacted by the pandemic service reductions are low-income. In other words, there are 10% fewer low-income riders on the affected routes than on Golden Gate Transit as a whole. Under the District's Title VI Policies, disproportionate burden is defined as a difference of 10% or more (with the higher proportion on the side of the affected group of riders). Because the affected group is 10% *less* likely to be low income than GGT riders as a whole, there is no disproportionate burden.

Table 3. Low-Income and Non-Low Income Ridership

	Golden Gate Bus Ridership	Ridership of impacted routes	Difference
Low-Income (less than $75,000)	52%	42%	10%
Non-Low-Income	33%	41%	-8%

As shown in Table 4 below, 42% of passengers on GGT bus service overall identify as a member of a minority. On the routes impacted by the pandemic-related service reductions, only 33% of passengers identify as minority. Thus, there are 9% fewer minority riders on the impacted routes than on Golden Gate buses as a whole. The District's disparate impact policy defines a disparate impact as one of 10% or greater (with the higher proportion on the side of the affected group of riders). Accordingly, there is no disparate impact on minority riders from this service reduction.

Table 4. Minority and Non-Minority Ridership

	Golden Gate Bus Ridership	Ridership of impacted routes	Difference
Minority	42%	33%	9%
Non-Minority	58%	66%	-8%

Conclusion

The service reductions put in place as a result of the pandemic do not constitute a disparate impact on minority riders nor a disproportionate burden on low-income riders under the District's Title VI Policies.

Attachment: Exhibit A: Resolution 2013-078: Approve Adoption of Title VI Policies for Golden Gate Transit and Golden Gate Ferry Service and Fare Changes

EXHIBIT A

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2013-078

APPROVE ADOPTION OF POLICIES FOR GOLDEN GATE TRANSIT AND GOLDEN GATE FERRY SERVICE AND FARE CHANGES, UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, AS AMENDED

August 9, 2013

WHEREAS, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Transit (GGT) bus service and Golden Gate Ferry (GGF) service, both of which are public transportation services that occasionally receive federal funding to maintain or improve service scope and quality; and,

WHEREAS, on November 15, 2012, staff presented the Transportation Committee (Committee) with an overview of Title VI as applied to federal funding recipients, such as the District, subject to the new Circular Order issued by the Federal Transit Administration (FTA); and,

WHEREAS, on February 22, 2013, the Board approved the first action required by the new FTA Circular by adopting the required service standards and policies; and,

WHEREAS, to further comply with the new FTA Circular, the District must establish the following three policies: a Major Service Change Policy, a Disparate Impact Policy and a Disproportionate Burden Policy (Three Policies); and,

WHEREAS, the Three Policies will guide when and how the District analyzes the effects of potential future fare and service changes on minority and low-income populations and, in the event the District finds disparities, the District must evaluate whether there is an alternative that has a more equitable impact; and,

WHEREAS, the new FTA Circular requires transit providers, such as the District, to solicit and consider public input before establishing such policies; and,

WHEREAS, staff presented the Three Policies to the Committee on June 13, 2013, and the Committee recommended and the Board, by Resolution No. 2013-054 at its meeting of June 14, 2013, authorized the setting of a public hearing on a proposal to establish policies for Golden Gate Transit and Golden Gate Ferry Service and for fare changes under Title IV of the Civil Rights Act of 1964 as amended; and,

WHEREAS, the District conducted outreach relative to this proposal, as follows: (1) a press release was issued on July 17, 2013; (2) information was posted on the District's website, emailed to District's opt-in subscription lists and community-based organizations, posted on District's social media sites, and published as advertisements and legal notices in several periodicals including *San Francisco Chronicle*, *Marin Independent Journal* and the *Santa Rosa Press Democrat*; (3) Public Outreach Meetings were held on July 8, 2013 in Marin City, on July 9, 2013 in Novato, and on July 10, 2013 in Rohnert Park; and, (4) Spanish translations of printed materials, website information, and community meetings were available at all public outreach meetings and at the public hearing; and,

WHEREAS, public comments on the Three Policies could be submitted by either attending the public hearing or the public outreach meetings, emailing publichearing@goldengate.org or sending written comments to the District; and,

WHEREAS, due to concerns about Marin City residents not having received sufficient advance notice of the opportunity to comment on the Three Policies, the District extended the comment period by two weeks and held an additional public outreach meeting at the Marin City Library on July 25, 2013; and,

WHEREAS, seven public comments were received by the District as of July 25, 2013, and while several comments were related to the overall topic of Title VI, none of the comments were specific to the Three Policies; and,

WHEREAS, complete copies of the Three Policies and staff's underlying analysis, as well as a summary of the comments received and staff responses, are included herein as Attachments; and,

WHEREAS, the Transportation Committee at its meeting of August 2, 2013, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby approves adoption of policies for Golden Gate Transit and Golden Gate Ferry Service and fare changes, under Title VI of the Civil Rights Act of 1964, as amended, and attached hereto.

RESOLUTION NO. 2013-078
BOARD OF DIRECTORS MEETING OF AUGUST 9, 2013
PAGE 3

ADOPTED this 9th day of August 2013, by the following vote of the Board of Directors:

AYES (15): Directors Arnold, Belforte, Breed, Cochran, Fredericks, Moylan, Pahre, Rabbitt, Reilly, Sears, Snyder, Sobel and Theriault; Second Vice President Stroeh; President Eddie
NOES (0): None
ABSENT (4): Directors Campos, Wiener and Yee; First Vice President Grosboll

James C. Eddie
James C. Eddie
President, Board of Directors

ATTEST: Janet S Tarantino
Janet S. Tarantino
Secretary of the District

Attachment 1 - Three Policies and Analysis
Attachment 2 - Summary of Comments Received and Staff Responses

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Proposed Title VI Policies Pertaining to Major Service Changes, Disparate Impacts, and Disproportionate Burdens

Major Service Change Policy

The District must ensure that its services are provided equitably, without discrimination based on race, color, national origin or socio-economic status. To that end, the District must evaluate potential "major" service changes and all fare changes (except for those specifically exempt in the FTA Title VI Circular, such as Spare-the-Air Days and short-term promotional service demonstrations or fare decreases) for their impact on low-income and minority populations in its service area. Before this can occur, the District must adopt a Major Service Change policy to provide a concrete basis for determining which service changes need to be analyzed for equity.

Staff proposes the following for the District's Major Service Change Policy:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four month period.

Staff further proposes the following exemptions such that these changes would not be subject to a Title VI Equity Analysis:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (such as promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.
- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

The following examples will assist the public in understanding the impact of the proposed policy.

- Example 1: If Route 11 has 20 trips a day, and the District proposes to cancel six of those trips (30%) in January 2014, then that is a major service change, and a Title VI Equity Analysis must be completed. However, if only four trips are proposed for cancellation (20%), then no analysis is required. If the District cancels these four trips and then decides to cancel two more trips in January 2015 on this same Route 11, then the percentage will again be 30% over a twenty-four month period, and an analysis will be required.
- Example 2: If Route 12 has eight trips per day and four trips are proposed for cancellation, then under the proposed policy, a Title VI Analysis is not required because the route has fewer than ten total trips per day. However, if the entire route is proposed for cancellation, then an analysis is required.
- Example 3: If Route 13 is introduced in January 1, 2014 as a demonstration service, and the District proposes to discontinue it effective December 31, 2015, then no analysis

is required when the service is introduced or discontinued. However, if the District proposes to continue the service beyond January 1, 2015, then an analysis is required for it to continue, and for it to be discontinued thereafter.

- Example 4: If Route 14 operated four times a day from Corte Madera to Petaluma, and the District planned to cease operating this trip while another transit system planned to operate the same route four times a day at the same times, with the same or better fares and transfer options, then no analysis would be required.

Disparate Impact and Disproportionate Burden Policies

When a fare change or major service change is proposed, the District must analyze whether the change will result in a fair distribution of both negative effects (such as service cuts or fare increases) and positive effects (service expansions or fare reductions, such as new discounts).

In the case of the Disparate Impact Policy, the analysis focuses on whether minority riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-minority riders or residents.

Similarly, in the case of the Disproportionate Burden Policy, the analysis focuses on whether low-income riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-low-income riders or residents.

Disparate Impact Policy

In conducting equity analyses, the Disparate Impact policy provides the threshold used to determine whether greater negative impacts – or lesser positive impacts – on **minority** riders and residents are significant.

If a proposed action would have a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or a benefit that would be available to non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. If no option with a less disparate effect exists, the District must take measures to mitigate the impact of the proposed action on the affected minority population **and** demonstrate that a legitimate business purpose cannot otherwise be accomplished.

Staff proposes the following for the District's Disparate Impact Policy:

1. The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The question that must be answered for every major service change and every fare change is: are minority riders more negatively affected (or less positively affected) by this change than riders as a whole? This is determined primarily by calculating the percentage of minority riders on

Golden Gate buses (or ferries, for a ferry service or fare change) and by calculating the percentage of minority riders affected by the change. If minorities represent a higher percentage in the impacted group than in the general ridership as a whole, the question is, how much higher? If the difference is ten percent or higher, then there is a disparate impact. As a secondary aspect of, and important precursor to, this comparative analysis, the District must define the adverse effects and/or benefits being measured for the change in question.

Some hypothetical examples of how the policy could be applied follow:

- Example 1: The District proposes to discontinue Route 16. Fifty percent of Route 16's riders belong to a minority group. If ridership on the District's bus service as a whole is 35% minority, the difference in the percentage of affected riders who are minorities and the percentage of all bus riders who are minorities is 15 percentage points. That indicates that there is a disparate impact on minority riders, and in this situation, the District would be required to evaluate whether there is an alternative with a less disparate impact on minority riders. If there is no other alternative, the District would need to mitigate the negative impact of the service cancellation on minority riders **and** demonstrate that the service reduction serves a legitimate business purpose that cannot be accomplished with less impact on minority riders.

- Example 2: The District proposes to raise fares from Zone 4 to Zone 1 by 10% and the rest of the fares only 5%. Whereas the overall ridership is 35% minority, if Zone 4 to Zone 1 riders is, for example, 46% minority, then the difference between the two groups is 11 percentage points, exceeding the 10% threshold, and there would be a disparate impact. The District would have to seek alternatives with a more equitable impact. If no such alternatives are available, then the District would have to mitigate the impact on minority riders **and** demonstrate that this fare increase serves a legitimate business purpose that cannot be accomplished in another less-discriminatory way.

Disproportionate Burden Policy

As with the Disparate Impact Policy, the Disproportionate Burden Policy comes into play when a fare change or major service change is analyzed for its equity. In this case, staff determines whether **low-income** riders and residents bear a disproportionate burden of the negative effects of – or enjoy a disproportionately low benefit from – the proposed change.

The proposed Disproportionate Burden Policy is very similar to the proposed Disparate Impact Policy and reads as follow:

2. The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

If, in the course of performing a Title VI Equity Analysis, the District finds that a proposed fare or major service change has a negative impact that affects low-income riders as compared to

non-low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, or that benefits non-low-income riders more than low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. Otherwise, the District must take measures to mitigate the impact of the proposed action on the affected low-income population.

Again, illustrative examples can make the uses of the policy more transparent:

- Example 1: The District proposes to discontinue Route 16. The ridership of Route 16 is 66% low-income. If ridership on the District's bus service as a whole is 50% low-income, then the difference between the low-income ridership of the Route 16 and the overall bus ridership is 16 percentage points, which means this change exceeds the threshold for disproportionate burden, or in other words, that low-income riders are bearing a disproportionate burden of this service change. In this situation, the District would be required to take measures to mitigate or lessen the impact of this change on the low-income riders of Route 16.

- Example 2: The District proposes to cut four trips on Route 21. The ridership of Route 21 is 45% low-income. If the ridership on the District's bus service as a whole is 50% low-income, then the difference is negative five percentage points (meaning the affected ridership is five percent less low-income than the overall ridership), and the burden of this change does not fall more on low-income riders than on riders as a whole.

- Example 3: The District proposes to add a new route. The residents of the areas served are 25% low-income. If the District's ridership as a whole is 50% low-income, those benefiting from the service addition are 25% less low-income than the overall ridership. There is a disproportionate benefit, and the District would be required to consider options for mitigating this disproportion.

Summary of Comments Received and Staff Responses

1. **Comment:** Special fares for minorities?? Racism of the worst order.

   Staff response: The public comment process is not about setting special fares for minorities but instead setting a framework for evaluating the impacts of future service or fare changes on disadvantaged communities.

2. **Comment:** I have been advocating for Title VI populations in Marin City. In order to get proper notification to minority and low-income populations adequate communication must be provided as an outreach mechanism to ensure against a community not being left out. Inasmuch as this did not happen in Marin City, where both low-income and minority residents were left out with no notification of an Open House on July 8 at the Senior Center, there is a violation of Title VI. I noticed an 8 1/2 by 11 inches poster (only one hour before the meeting) at the Marin City Hub. This was another disappointment to me and others in our community. Our shuttle service is inadequate for serving our community because of the hilly terrain.

   Staff response: Given concern about the adequacy of the notification process for Marin City residents, the public comment period was extended by two weeks, additional communications were sent out, notices were posted at all bus stops in that community, and leaflets were handed out to bus riders advising that an additional public outreach meeting was scheduled in Marin City. The proposed policies are specific to regional bus and ferry services operated by the Golden Gate Bridge Highway and Transportation District. Shuttle and other fixed route and demand responsive service operated by Marin Transit and policies related to those services are the responsibility of Marin Transit.

3. **Comment:** I'm glad that you're having an additional comment period for Marin City, but in the future it's important that more advertising and outreach is implemented. Many residents were unaware about the meeting and the comment period.

   Staff response: See response to Comment #2. Future outreach efforts in Marin City will include more extensive communication efforts.

4. **Comment:** It appears the proposals brought to the hearing are all about raising fares and arguing about whether or not the District can raise some and not others without discrimination. The point should be THERE SHOULD BE NO FARE INCREASES, BUT FARE DECREASES.

   Staff response: The proposed policies provide a framework to evaluate future potential service and fare changes. No fare changes are proposed at this time.

5. **Comment:** The District's Allocation of resources between bus and ferry services needs to be re-evaluated in view of Title VI. There is a disproportionate amount of resources going to wealthy ferry riders and not to low-income bus riders.

Response: Duly noted. The proposed policies do not address specific to the District's allocation of transit resources between modes. The District plans to analyze the demographic characteristics of its ferry and regional bus riderships.

6. **Comment:** The job of the Golden Gate Transit District is to provide public transportation, in order to reduce automobile traffic and provide a reasonable-cost alternative to driving. The job of the District is transportation, NOT social justice, affirmative action or welfare. All this would do is raise the cost of transportation due to the additional resources needed to determine, implement and monitor these Title VI items. It is ridiculous to put the Transit District into this situation. The $5,000 to conduct this initial public hearing will be pocket change to the cost of implementation. The bottom line is stick to your primary objective and tell the feds to make their own determinations that the Transit District is discriminatory, and make them prove it. Focus on serving the communities you service, while keeping costs down, and not on Washington D.C's social justice schemes.

   Response: The proposed policies and overall compliance with Title VI is a condition of the District continuing to receive federal financial assistance for its public transportation programs.

7. **Comment:** I oppose any fare increases for the Golden Gate transit ferries, buses and bridge. The fares are exorbitant as they are now and are a huge burden on the average person's finances. This is supposed to be PUBLIC transportation, not ELITE transportation. It is only affordable to the rich.

   Response: The proposed policies are not specific to any fare increase at this time. They will be used to evaluate future fare increase proposals.

Agenda Item No. (4)

To: Transportation Committee/Committee of the Whole
Meeting of July 21, 2022

From: Ron Downing, Director of Planning
James P. Swindler, Deputy General Manager, Ferry Division
Denis J. Mulligan, General Manager

Subject: **ADOPT TITLE VI EQUITY ANALYSIS FINDINGS RELATIVE TO COVID-19 PANDEMIC-RELATED ADJUSTMENTS TO GOLDEN GATE FERRY SERVICE**

Recommendation

The Transportation Committee recommends that the Board of Directors (Board) adopt the findings of the Title VI equity analysis for Golden Gate Ferry (GGF) service changes related to the COVID-19 pandemic. Changes include service reductions on Larkspur, Sausalito, and Tiburon ferries. The equity analysis concludes that the changes do not have a disparate impact on minority passengers nor impose a disproportionate burden on low-income passengers.

This matter will be presented to the Board at its July 22, 2022, meeting for appropriate action.

Background

Due to the COVID-19 pandemic and the associated precipitous drop in travel in the Golden Gate Corridor, the Golden Gate Bridge, Highway and Transportation District (District) was compelled to reduce GGF service to levels commensurate with ridership and revenues between March 2020 and February 2022. Because of the flexibility of ferry scheduling, the Ferry Division was able to reduce service quickly in response to declining ridership during the week of March 16, 2020, including suspension of all weekend ferry service. Further reductions were made on all three ferry routes in the first week of April 2020. Total GGF trips per weekday on the Larkspur, Sausalito, and Tiburon routes declined from 72 to 39 and then to 22 over the period from February to April 2020. Larkspur and Sausalito service, combined, declined from 14 trips per weekend day to zero trips in April 2020. In March of 2021, Sausalito weekday service was temporarily replaced by bus service during dock repairs at the Sausalito landing, but weekday Sausalito ferry service resumed effective June 23, 2021. Weekend service from Larkspur and Sausalito was restored in July 2021. Weekend service was added to the Tiburon route in February 2022. Currently, both weekday and weekend service operate on all three routes being analyzed. However, weekday service on Larkspur remains greatly reduced compared to pre-pandemic levels.

The State of California lifted nearly all pandemic-related restrictions on June 15, 2021, and the District has begun to see a modest return of riders to its ferries, so the District has added back ferry service commensurate with this return.

Title VI guidelines issued by the Federal Transit Administration (FTA) require the District to conduct service equity analyses to consider whether contemplated major service changes will disparately impact minority riders and/or disproportionately burden low-income riders. The Title VI policy approved by the District's Board of Directors in August 2013, attached as Exhibit A, defines major service changes (in relevant part) as service increases or decreases which affect 25% or more of revenue service miles per route and which will be in effect for more than 12 months.

Reductions of ferry service between March 2020 and February 2022 meet the District's major service change threshold and are the subject of the Title VI equity analysis attached as Appendix A. This analysis also presents the GGF service levels as of June 1, 2022, which may be used to establish a new baseline for GGT service against which future potential service changes will be evaluated for Title VI purposes.

It should be noted that, though staff presented the equity analysis for bus service reductions during the pandemic in July 2021, there was some question of whether the same type of analysis was required for ferry service. Staff waited to present this ferry service equity analysis until FTA confirmed that it was appropriate to conduct a retroactive service equity analysis of pandemic-related major services changes to GGF service since March 2020.

Action to adopt the findings of the attached equity analysis does not preclude the restoration of service or implementation of new service as demand warrants, so the District will continue to restore ferry service incrementally and in a measured way as we see the return of our customers travelling in the Golden Gate Corridor. Service restoration and other service changes will continue under the General Manager’s emergency authority, and any public hearings and Title VI equity analyses required for future service changes will be performed in accordance with the District’s major service change policy and FTA Title VI guidelines at such time as these services are deemed to be permanent; generally in nine months to one year after their inception.

Title VI Findings

Service reductions on the Larkspur, Sausalito, and Tiburon ferries were determined to constitute major service changes based on Title VI guidelines issued by the FTA and the Title VI policy approved by the Board. An equity analysis was performed, and it was determined that these changes constitute neither a disparate impact on minority riders nor a disproportionate burden on low-income riders.

Fiscal Impact

There is no fiscal impact associated with adoption of the findings of this Title VI equity analysis.

Attachments: Appendix A – Title VI Equity Analysis
Exhibit A – Title VI policy approved by the District's Board of Directors in August 2013

Appendix A
Title VI Equity Analysis: COVID-19 Pandemic-Related
Golden Gate Ferry Service Adjustments

Presented to the Golden Gate Bridge, Highway and Transportation District
Transportation Committee of the Board of Directors
July 21, 2022

With the advent of COVID-19 in California and the San Francisco Bay Area, and the resulting drastic decreases in ridership on Golden Gate Ferry (GGF), the Golden Gate Bridge, Highway and Transportation District (District) was compelled to reduce service to a level commensurate with ridership and revenues between March 2020 and February 2022. GGF service levels have changed several times during the pandemic; the District now desires to establish new baseline service levels for its ferry system, against which future changes will be measured.

Title VI guidelines issued by the Federal Transit Administration (FTA) require the District to conduct service equity analyses to consider whether contemplated major service changes will disparately impact minority populations and/or disproportionately burden low-income populations in the District's service area. The Title VI policy approved by the District's Board of Directors (Board) in August 2013 defines major service changes (in relevant part) as service increases or decreases which affect 25% or more of total vehicle revenue service miles per route and which will be in effect for more than 12 months.

Effective February 5, 2022, when Tiburon Ferry weekend service was restored, the total reduction in service miles for Larkspur, Sausalito, and Tiburon ferries was under 25% (24.39%). However, interim reductions to all three ferry routes occurring between March 2020 and February 2022 exceeded the 25% threshold. FTA has determined that service equity analysis must be performed based on those interim service reductions. Accordingly, this service equity analysis retroactively evaluates the GGF service levels that existed in April 2020, which is the point at which the total reduction in GGF service miles exceeded 25% and service levels were the lowest. This analysis also presents the GGF service model being operated at this time, which may be used to establish a new baseline for GGF service against which future service changes will be evaluated for Title VI purposes.

The required components of this analysis are set forth in FTA regulations and Circular 4702.1B ("Title VI Requirements and Guidelines for Federal Transit Administration Recipients") implementing Title VI of the Civil Rights Act of 1964 and the District's Title VI Policies.

I. Golden Gate Ferry Services

The District's Golden Gate Ferry service currently includes six routes between Marin County and San Francisco: Sausalito, Larkspur, Tiburon, Angel Island, Special Event service to Oracle Park, and Special Event service to the Chase Center. Under normal circumstances, ferry service operates daily except Thanksgiving, Christmas, and New Year's Day.

- Sausalito Ferry Service provides daily connections between the Golden Gate Ferry landing in Sausalito and the San Francisco Ferry Terminal. This 5.5 nautical-mile route has been

in operation since 1970. Before the pandemic, the service provided 18 crossings on weekdays and 12 crossings on weekends and holidays. The service operated between 7:10 am and 8:20 pm on weekdays, and between 10:40 am and 7:15 pm on weekends and holidays. Currently, weekday service consists of seven southbound trips, two of which operate during the morning commute period, and six northbound trips, two of which operate during the evening commute period. On weekends, five round trips operate between the hours of 10:30 a.m. and 7:45 p.m. Prior to the pandemic, Sausalito Ferry Service was heavily oriented toward tourists, many of them from outside the region, particularly on middays and weekends.

- Larkspur Ferry Service features an 11.25 nautical-mile route between the Larkspur Ferry Terminal and the San Francisco Ferry Terminal. Before the pandemic, the 40 weekday and eight weekend/holiday crossings required a fleet of five vessels. Services operated between 5:45 am and 10:05 pm on weekdays, and between 9:40 am and 8:10 pm on weekends and holidays. Currently, nine southbound trips and ten northbound trips are operated on weekdays between the hours of 6:30 a.m. and 8:30 p.m. Five round trips are operated on weekends, between the hours of 8:00 a.m. and 9:00 p.m.
- Tiburon Ferry weekday commute service features a 5.94 nautical-mile route between the Tiburon Ferry dock and the San Francisco Ferry Terminal. Pre-pandemic service provided four round trips daily, restricted to the commute period. Currently, the service offers seven round trips between the hours of 6:45 a.m. and 7:00 p.m. Weekend service was added in February 2022, which consists of three southbound and four northbound trips, between the hours of 9:15 a.m. and 5:30 p.m.
- Angel Island service was offered starting in April 2022. There are a total of four round trips seven days a week, with half the service in the morning and half in the afternoon. It should be noted that this service was not in operation before the beginning of the pandemic and is not included in this analysis.
- Special Event Service to Oracle Park was suspended for most of the pandemic but now has returned and will be offered during all San Francisco Giants' home games and a number of other special events. The 13.1 nautical-mile route between the Larkspur Ferry Terminal and the dock at Oracle Park takes approximately 60 minutes. One round trip is offered for each event served, which typically totals between 80 and 90 round trips per year.
- Special Event Service to the Chase Center was suspended for the duration of the pandemic and has not yet resumed.
- Special Event Services are not operated daily and are not part of the regular ferry network intended for providing regional mobility. In addition, Ferry Special Event Services are expected to pay for their own operating costs, making them different from regular ferry service. This means that ridership is closely monitored on these routes to ensure that fares collected cover the cost of operation. Therefore, reductions in Special Event services are not included in this analysis.

II. Context of Service Reductions Resulting from the COVID-19 Pandemic

Studies have now revealed that the first cases of COVID-19 arrived in the San Francisco Bay Area in December 2019. The City and County of San Francisco declared a health emergency on February 26, 2020, and other Bay Area counties soon followed suit. Stay-at-home orders were issued by the counties in the District's service area in mid-March of 2020. From a daily weekday average of over 6,700 passengers on GGF during February 2020, the month before stay-at-home

orders were implemented, counts dropped to around 100 passengers per weekday starting March 16, and to around 60 passengers per weekday in April 2020. Ridership on GGF fluctuated with the rise and fall of COVID-19 cases, reaching around 1,600 riders per weekday for the last two service months completed prior to preparation of this analysis, February and March 2022.

Reductions in GGF service began with the first shelter-in-place order effective March 17, 2020. That shelter-in-place order effectively eliminated most travel, and specific to Sausalito, eliminated tourism travel. Changes to ferry service continued throughout February 2022 to meet evolving demand and the operational parameters of social distancing requirements, crew availability, and other factors. By the end of February 2022, weekend service, which was originally suspended on the Larkspur, Sausalito, and Tiburon routes in March 2020, was restored. Angel Island service was also added, but is not included in this analysis because it did not exist before the pandemic. An analysis of the Angel Island service will be forthcoming in the next months.

Because of the flexibility of ferry scheduling, the Ferry Division was able to reduce service quickly in response to declining ridership during the week of March 16, 2020, including suspension of all weekend ferry service. Further reductions were made on all three ferry routes in the first week of April 2020. Total GGF trips per weekday declined from 72 to 39 and then to 22 over the course of the period from February to April 2020. Larkspur and Sausalito service, combined, declined from 14 trips per weekend day to zero trips in April 2020 In March of 2021, Sausalito weekday service was temporarily replaced by bus service during dock repairs at the Sausalito landing, but weekday Sausalito ferry service resumed effective June 23, 2021. Weekend service from Larkspur and Sausalito was restored in July 2021. Weekend service was added to the Tiburon route in February 2022. Currently, both weekday and weekend service operate on all three routes is being analyzed, but weekday service on only the Larkspur route remains greatly reduced compared to pre-pandemic levels.

III. Title VI Policies (Adopted August 2013)

The District adopted its Major Service Change, Disparate Impact and Disproportionate Burden Policies (together referred to as "Title VI Policies") on August 9, 2013. These policies set forth the standards used in service equity analyses. The District's Major Service Change Policy reads in relevant part:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four-month period.

The following are exemptions to the Major Service Change Policy:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.

- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.

- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

The District's Disparate Impact Policy provides:

- The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change… or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The District's Disproportionate Burden Policy provides:

- The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change… or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

Public Outreach on Title VI Policies 2013

Prior to Board adoption of the District's Title VI Policies, public outreach regarding the policy proposals included:

- Informational meetings on July 8, 9 and July 10, 2013, in Marin County, Novato and Rohnert Park, respectively, between 4:30 p.m. and 6:30 p.m.
- Legal notices published in the *Marin Independent Journal*, the *San Francisco Examiner* and the *Santa Rosa Press Democrat* on June 18 and 25, 2013
- Signage posted onboard the ferryboats, at the Ferry Terminals, at transit hubs in Marin and Sonoma counties, at major bus stops and at the Customer Service Center at the San Rafael Transit Center
- Display boards, staff report and comment forms, including Spanish translations
- A press release issued and posted to the District's web site on June 17, 2013, including links to the staff report in both English and Spanish
- A public hearing agenda and an associated staff report posted to the District's web site on July 8, 2013
- Information e-blasted to the Bus and Ferry Subscriber's list on June 20 and July 2, 2013
- Information posted to transit-specific social media channels on July 2 and July 8, 2013
- A public hearing agenda mailed to organizations and individuals on the District's mailing list on July 8, 2013 and posted on District bulletin boards.

Comments Received on Title VI Policies (2013)

Of the comments received by the District, one alerted the District to the need to apply Title VI principles to the allocation of resources between bus and ferry services; one commented on the inconvenience of the time and location of the public hearing, service reliability, and driver attitudes; and another urged the District to reach out to community partners and agencies to get the word out about Title VI-related public hearings.

The resolution evidencing the Board's discussion and approval of the policies is attached as Exhibit A.

IV. Service Cancellations, Reinstatements, and Public Outreach (2020-2022)

With the advent of the pandemic there was a precipitous drop in travel in the Golden Gate Corridor, whether by bridge, bus, or ferry. With the drop in demand for District transit services, GGF ferry services were reduced in March 2020 and then again in April 2020. Larkspur and Sausalito weekend service were reinstated in July 2021, and Tiburon weekend service began on February 5, 2022.

The reductions in ferry service were a response to the drastic reduction in travel in the Golden Gate Corridor arising from the Shelter-in-Place Orders issued by our local public health officials and the overnight shift to working from home for many residents in the District's service area, and the associated drop in revenues. The service reductions had to be made on an emergency basis, so the District did not seek public input. However, as changes were made to the schedule, thorough efforts were made to reach out to the public to communicate these changes.

When evaluating the extent to which each route needed to be reduced in response to the pandemic, the District considered the following factors: ridership and the maintenance of a baseline service. Of the three routes, Sausalito service was reduced the most, given that tourism travel on that route became non-existent due to the pandemic. However, the survey data reflected that route as having a relatively high low-income population (as noted in Section V, Table 2), due to being skewed by visitors' responses from outside the region. Sausalito residents, as a whole, have much higher income levels.

Ridership levels on the Sausalito route fell to a level that did not justify additional crossings, and only a base level of service was offered. Because Sausalito benefited from hourly bus service throughout the pandemic, low income and minority riders tended to use the bus service instead of the ferry, because the buses provided more direct access with lower fares.

The following map shows the location of both GGF and GGT services relative to major destination and boarding locations.

Golden Gate Transit and Ferry Service Area Map

V. Title VI Equity Analysis for the 2020 Pandemic-Related GGF Service Reductions

Below is a table that shows the major service changes to each of the three GGF routes between March 2020 and February 2022, as compared to pre-pandemic service levels in March 2019. As described above, a major service change is defined as a reduction or increase of 25% or more in total vehicle revenue miles in service on any specific route. An Equity Analysis is required to determine whether these major service changes will result in a disparate impact to minority populations or a disproportionate burden on low-income populations, based on the District's Title VI Policies.

Table 1: Major Service Changes

Percent reduction of service from pre-pandemic service levels (March 2019) to April 2020.

Route	Number of Trips in March 2019 (Pre-Pandemic Service Level)	Number of Trips in April 2020 (Lowest Level of Service During the Pandemic)	Major Service Changes in April 2020 (Percentage of Service Reduction for Total Trips)
Larkspur	Weekday: 42 Weekend: 8 Total: 226	Weekday:14 Weekend:0 Total:70	-69%
Sausalito	Weekday: 18 Weekend: 12 Total: 114	Weekday:4 Weekend:0 Total:20	-82%
Tiburon	Weekday: 14 Weekend: 0 Total: 70	Weekday:4 Weekend:0 Total:20	-71%

As described earlier, service was gradually added to each of the ferry routes between April 2020 and present. April 2020 represents the lowest service levels on each of the ferry routes between March 2020 and February 2022; therefore, this analysis reflects the April 2020 service levels.

Equity Analysis Methodology

In accordance with the District's Title VI Policies, disparate impact is measured by comparing the percentage of minority riders on the GGF system as a whole to the percentage of minority riders on affected routes, and disproportionate burden is measured by comparing the percentage of low-income riders on the GGF system as a whole to the percentage of low-income riders on affected routes.

Data Sources

All data on minority and low-income ridership percentages by route was derived from the District's 2018 system-wide passenger survey, conducted as part of the Metropolitan Transportation Commission's (MTC) region-wide passenger survey. The consultant selected by MTC and by District staff to conduct this study surveyed all of the District's services, including GGT and GGF. Data was collected on-board a sample of ferry trips. Questionnaires were produced in Spanish and English and included questions about the trip being taken and demographics. Note that survey responses on the Sausalito Ferry route were often skewed toward tourists from outside the regular service area of this route, and respondents were more likely to be low income or minority. As noted earlier, those riders did not visit during the pandemic.

For the purpose of the disproportionate burden analysis, staff determined riders with a household income of less than $75,000 per year to be low income. Marin County, where riders on most of GGF's service reside, has a comparatively high median income ($97,815, from the 2012-2016 American Community Survey). In order to reflect the high cost of living in the San Francisco Bay Area, District staff uses 90% of the median income – $88,034 – for the service area as the low-income cut-off. Federal poverty standards are not a good fit for an area where the cost of living is

so much higher than in most localities. To compare, in 2021, the California State Income Limits that are used to determine eligibility for low-cost housing and other programs gave a range of $63,950 for a single-person household to $120,600 for an 8-person household for the "very low income" designation for Marin County. (There are also "low income" and "extremely low income" categories). As data was collected in fixed groupings during the District's most recent passenger survey, and $75,000 is the closest grouping to $88,034, we will use household incomes of $75,000 or less as the definition of low-income.

Average daily ridership counts are based on data collected daily from onboard fare boxes and Clipper® smart card readers. The data is kept in District databases and accessed by staff via District-created software.

Methodology

To determine whether the major services changes, considered as a whole, result in a disproportionate burden on low-income passengers, or a disparate impact on minority passengers, we

i. Multiply (a) the average daily ridership numbers for each route by (b) the percent of low-income and minority passengers on the same routes, to find (c) the estimated number of impacted low-income/non-low-income and minority/non-minority passengers affected by each service change.
ii. Calculate what percentage of all affected passengers are low-income and what percentage are minority. For purposes of this analysis, the GGF system as a whole includes the Larkspur, Sausalito, and Tiburon routes.
iii. Compare the percentage of low-income and minority passengers on the affected routes to the percentage of low-income and minority passengers for the GGF system as a whole.

Disproportionate Burden Analysis and Findings

Table 2: Disproportionate Burden Analysis

Routes with Major Service Changes	Pre-Pandemic Daily Ridership 9/19-2/20	Low-Income	Non-Low-Income	Refused to Answer	Est. Low-Income Ridership	Est. Non-Low-Income Ridership
Larkspur	4526	45.40%	46.40%	8.20%	2055	2100
Sausalito	1430	55%	17.50%	27.60%	787	250
Tiburon	772	33.30%	49.40%	17.30%	257	381
Total for Routes with Major Service Changes	**6728**	**46.05%**	**40.60%**	**13.35%**	**3098**	**2732**
Total for GGF System	**6728**	**46.05%**	**40.60%**	**13.35%**	**3098**	**2732**

Table 2 shows the percentages of low-income and non-low-income riders on each impacted route when multiplied with the average daily ridership for the six full months preceding the pandemic (September 2019 through February 2020), giving an estimated low-income and non-low-income ridership number for each route. Under the District's Title VI Policies, disproportionate burden is defined as a difference of 10% or more (with the higher proportion on the side of the affected group of riders) based on the cumulative impact of the service changes. In this case, it is appropriate to analyze all of the ferry service together, as reductions were made to all ferry services in response to the pandemic and the resulting drop in ridership across all ferry services. Under "Total for Routes with Major Service Changes," the table shows the estimated number and percentage of affected low-income and non-low-income riders. Using the cut-off of **$75,000** to define "low-income," the percentage of low-income ferry riders on routes with major service changes (46.05%) is the same as the percentage of low-income ferry riders on the GGF system as a whole (46.05%) because all of the routes in the GGF system experienced major service changes. Therefore, cumulative service reductions to these three routes did not disproportionately burden low-income riders. Note that these service reductions, when analyzed on a route-specific basis, also did not disproportionately burden low-income riders because none of the low-income populations on the affected routes is 10% larger than the low-income population of the GGF system as a whole.

Disparate Impact Analysis and Findings

Table 3: Disparate Impact Analysis

Routes with Major Service Changes	Daily Ridership 9/19-2/20	Minority	Non-Minority	Refused to Answer	Est. Minority Ridership	Est. Non-Minority Ridership
Larkspur	4526	32.80%	66.90%	0.20%	1485	3028
Sausalito	1430	24.50%	75.50%	0.00%	350	1080
Tiburon	772	17.3%	82.70%	0.00%	133	638
Total for Routes with Major Service Changes	**6728**	**31.73%**	**68.17%**	**0.10%**	**2135**	**4586**
Total for GGF System	**6728**	**31.73%**	**68.17%**	**0.10%**	**2135**	**4586**

Table 3 shows the percentages of minority and non-minority riders on each impacted route, giving an estimated minority and non-minority ridership number for each route. Under "Total for Routes with Major Service Changes," the table shows the estimated number and percentage of minority (31.73%) and non-minority (68.17%) riders. Under the District's Title VI Policies, disparate impact is defined as a difference of 10% or more (with the higher proportion on the side of the affected group of riders) based on the cumulative impact of the service changes. As noted above, cumulatively analyzing these service changes is appropriate because all ferry services were reduced in response to the pandemic and the resulting drop in ridership across all ferry services. The percentage of minority ferry riders on routes with major service changes (31.73%) is the same as the percentage of minority ferry riders on the GGF system as a whole (31.73%) because all of the routes in the GGF system experienced major service changes. Therefore, service reductions or eliminations to these three routes did not cumulatively result in a disparate impact to minority riders. It is important to note that these service reductions, when analyzed on a route-specific basis, also did not result in a disparate impact to minority riders because none of the minority populations on the affected routes is 10% larger than the minority population of the GGF system as a whole.

Conclusion

The ferry service reductions resulting from the pandemic do not constitute a disparate impact on minority riders nor a disproportionate burden on low-income riders under the District's Title VI Policies.

Currently, District staff is monitoring demand and ridership on all three regular ferry services in order to respond to demand as it arises. Service will continue to be added as warranted by demand and as funds permit.

In order to set a new baseline for measuring changes to ferry service, especially with regard to evaluating equity impacts of such changes, staff proposes to use the ferry service as of June 1, 2022 as the new baseline, as follows:

Service	Weekday trips	Weekend trips
Larkspur	22	10
Sausalito	14	10
Tiburon	14	7

Attachment: EXHIBIT A: Resolution 2013-078: Approve Adoption of Title VI Policies for Golden Gate Transit and Golden Gate Ferry Service and Fare Changes

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EXHIBIT A

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2013-078

APPROVE ADOPTION OF POLICIES FOR GOLDEN GATE TRANSIT AND GOLDEN GATE FERRY SERVICE AND FARE CHANGES, UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, AS AMENDED

August 9, 2013

WHEREAS, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Transit (GGT) bus service and Golden Gate Ferry (GGF) service, both of which are public transportation services that occasionally receive federal funding to maintain or improve service scope and quality; and,

WHEREAS, on November 15, 2012, staff presented the Transportation Committee (Committee) with an overview of Title VI as applied to federal funding recipients, such as the District, subject to the new Circular Order issued by the Federal Transit Administration (FTA); and,

WHEREAS, on February 22, 2013, the Board approved the first action required by the new FTA Circular by adopting the required service standards and policies; and,

WHEREAS, to further comply with the new FTA Circular, the District must establish the following three policies: a Major Service Change Policy, a Disparate Impact Policy and a Disproportionate Burden Policy (Three Policies); and,

WHEREAS, the Three Policies will guide when and how the District analyzes the effects of potential future fare and service changes on minority and low-income populations and, in the event the District finds disparities, the District must evaluate whether there is an alternative that has a more equitable impact; and,

WHEREAS, the new FTA Circular requires transit providers, such as the District, to solicit and consider public input before establishing such policies; and,

WHEREAS, staff presented the Three Policies to the Committee on June 13, 2013, and the Committee recommended and the Board, by Resolution No. 2013-054 at its meeting of June 14, 2013, authorized the setting of a public hearing on a proposal to establish policies for Golden Gate Transit and Golden Gate Ferry Service and for fare changes under Title IV of the Civil Rights Act of 1964 as amended; and,

WHEREAS, the District conducted outreach relative to this proposal, as follows: (1) a press release was issued on July 17, 2013; (2) information was posted on the District's website, emailed to District's opt-in subscription lists and community-based organizations, posted on District's social media sites, and published as advertisements and legal notices in several periodicals including *San Francisco Chronicle*, *Marin Independent Journal* and the *Santa Rosa Press Democrat*; (3) Public Outreach Meetings were held on July 8, 2013 in Marin City, on July 9, 2013 in Novato, and on July 10, 2013 in Rohnert Park; and, (4) Spanish translations of printed materials, website information, and community meetings were available at all public outreach meetings and at the public hearing; and,

WHEREAS, public comments on the Three Policies could be submitted by either attending the public hearing or the public outreach meetings, emailing publichearing@goldengate.org or sending written comments to the District; and,

WHEREAS, due to concerns about Marin City residents not having received sufficient advance notice of the opportunity to comment on the Three Policies, the District extended the comment period by two weeks and held an additional public outreach meeting at the Marin City Library on July 25, 2013; and,

WHEREAS, seven public comments were received by the District as of July 25, 2013, and while several comments were related to the overall topic of Title VI, none of the comments were specific to the Three Policies; and,

WHEREAS, complete copies of the Three Policies and staff's underlying analysis, as well as a summary of the comments received and staff responses, are included herein as Attachments; and,

WHEREAS, the Transportation Committee at its meeting of August 2, 2013, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby approves adoption of policies for Golden Gate Transit and Golden Gate Ferry Service and fare changes, under Title VI of the Civil Rights Act of 1964, as amended, and attached hereto.

ADOPTED this 9th day of August 2013, by the following vote of the Board of Directors:

AYES (15): Directors Arnold, Belforte, Breed, Cochran, Fredericks, Moylan, Pahre, Rabbitt, Reilly, Sears, Snyder, Sobel and Theriault; Second Vice President Stroeh; President Eddie
NOES (0): None
ABSENT (4): Directors Campos, Wiener and Yee; First Vice President Grosboll

James C. Eddie
James C. Eddie
President, Board of Directors

ATTEST: Janet S Tarantino
Janet S. Tarantino
Secretary of the District

Attachment 1 - Three Policies and Analysis
Attachment 2 - Summary of Comments Received and Staff Responses

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Proposed Title VI Policies Pertaining to Major Service Changes, Disparate Impacts, and Disproportionate Burdens

Major Service Change Policy

The District must ensure that its services are provided equitably, without discrimination based on race, color, national origin or socio-economic status. To that end, the District must evaluate potential "major" service changes and all fare changes (except for those specifically exempt in the FTA Title VI Circular, such as Spare-the-Air Days and short-term promotional service demonstrations or fare decreases) for their impact on low-income and minority populations in its service area. Before this can occur, the District must adopt a Major Service Change policy to provide a concrete basis for determining which service changes need to be analyzed for equity.

Staff proposes the following for the District's Major Service Change Policy:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four month period.

Staff further proposes the following exemptions such that these changes would not be subject to a Title VI Equity Analysis:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (such as promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.
- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

The following examples will assist the public in understanding the impact of the proposed policy.

- Example 1: If Route 11 has 20 trips a day, and the District proposes to cancel six of those trips (30%) in January 2014, then that is a major service change, and a Title VI Equity Analysis must be completed. However, if only four trips are proposed for cancellation (20%), then no analysis is required. If the District cancels these four trips and then decides to cancel two more trips in January 2015 on this same Route 11, then the percentage will again be 30% over a twenty-four month period, and an analysis will be required.
- Example 2: If Route 12 has eight trips per day and four trips are proposed for cancellation, then under the proposed policy, a Title VI Analysis is not required because the route has fewer than ten total trips per day. However, if the entire route is proposed for cancellation, then an analysis is required.
- Example 3: If Route 13 is introduced in January 1, 2014 as a demonstration service, and the District proposes to discontinue it effective December 31, 2015, then no analysis

is required when the service is introduced or discontinued. However, if the District proposes to continue the service beyond January 1, 2015, then an analysis is required for it to continue, and for it to be discontinued thereafter.

- Example 4: If Route 14 operated four times a day from Corte Madera to Petaluma, and the District planned to cease operating this trip while another transit system planned to operate the same route four times a day at the same times, with the same or better fares and transfer options, then no analysis would be required.

Disparate Impact and Disproportionate Burden Policies

When a fare change or major service change is proposed, the District must analyze whether the change will result in a fair distribution of both negative effects (such as service cuts or fare increases) and positive effects (service expansions or fare reductions, such as new discounts).

In the case of the Disparate Impact Policy, the analysis focuses on whether minority riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-minority riders or residents.

Similarly, in the case of the Disproportionate Burden Policy, the analysis focuses on whether low-income riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-low-income riders or residents.

Disparate Impact Policy

In conducting equity analyses, the Disparate Impact policy provides the threshold used to determine whether greater negative impacts – or lesser positive impacts – on **minority** riders and residents are significant.

If a proposed action would have a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or a benefit that would be available to non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. If no option with a less disparate effect exists, the District must take measures to mitigate the impact of the proposed action on the affected minority population **and** demonstrate that a legitimate business purpose cannot otherwise be accomplished.

Staff proposes the following for the District's Disparate Impact Policy:

1. The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The question that must be answered for every major service change and every fare change is: are minority riders more negatively affected (or less positively affected) by this change than riders as a whole? This is determined primarily by calculating the percentage of minority riders on

Golden Gate buses (or ferries, for a ferry service or fare change) and by calculating the percentage of minority riders affected by the change. If minorities represent a higher percentage in the impacted group than in the general ridership as a whole, the question is, how much higher? If the difference is ten percent or higher, then there is a disparate impact. As a secondary aspect of, and important precursor to, this comparative analysis, the District must define the adverse effects and/or benefits being measured for the change in question.

Some hypothetical examples of how the policy could be applied follow:

- Example 1: The District proposes to discontinue Route 16. Fifty percent of Route 16's riders belong to a minority group. If ridership on the District's bus service as a whole is 35% minority, the difference in the percentage of affected riders who are minorities and the percentage of all bus riders who are minorities is 15 percentage points. That indicates that there is a disparate impact on minority riders, and in this situation, the District would be required to evaluate whether there is an alternative with a less disparate impact on minority riders. If there is no other alternative, the District would need to mitigate the negative impact of the service cancellation on minority riders **and** demonstrate that the service reduction serves a legitimate business purpose that cannot be accomplished with less impact on minority riders.

- Example 2: The District proposes to raise fares from Zone 4 to Zone 1 by 10% and the rest of the fares only 5%. Whereas the overall ridership is 35% minority, if Zone 4 to Zone 1 riders is, for example, 46% minority, then the difference between the two groups is 11 percentage points, exceeding the 10% threshold, and there would be a disparate impact. The District would have to seek alternatives with a more equitable impact. If no such alternatives are available, then the District would have to mitigate the impact on minority riders **and** demonstrate that this fare increase serves a legitimate business purpose that cannot be accomplished in another less-discriminatory way.

Disproportionate Burden Policy

As with the Disparate Impact Policy, the Disproportionate Burden Policy comes into play when a fare change or major service change is analyzed for its equity. In this case, staff determines whether **low-income** riders and residents bear a disproportionate burden of the negative effects of – or enjoy a disproportionately low benefit from – the proposed change.

The proposed Disproportionate Burden Policy is very similar to the proposed Disparate Impact Policy and reads as follow:

2. The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

If, in the course of performing a Title VI Equity Analysis, the District finds that a proposed fare or major service change has a negative impact that affects low-income riders as compared to

non-low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, or that benefits non-low-income riders more than low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. Otherwise, the District must take measures to mitigate the impact of the proposed action on the affected low-income population.

Again, illustrative examples can make the uses of the policy more transparent:

- Example 1: The District proposes to discontinue Route 16. The ridership of Route 16 is 66% low-income. If ridership on the District's bus service as a whole is 50% low-income, then the difference between the low-income ridership of the Route 16 and the overall bus ridership is 16 percentage points, which means this change exceeds the threshold for disproportionate burden, or in other words, that low-income riders are bearing a disproportionate burden of this service change. In this situation, the District would be required to take measures to mitigate or lessen the impact of this change on the low-income riders of Route 16.

- Example 2: The District proposes to cut four trips on Route 21. The ridership of Route 21 is 45% low-income. If the ridership on the District's bus service as a whole is 50% low-income, then the difference is negative five percentage points (meaning the affected ridership is five percent less low-income than the overall ridership), and the burden of this change does not fall more on low-income riders than on riders as a whole.

- Example 3: The District proposes to add a new route. The residents of the areas served are 25% low-income. If the District's ridership as a whole is 50% low-income, those benefiting from the service addition are 25% less low-income than the overall ridership. There is a disproportionate benefit, and the District would be required to consider options for mitigating this disproportion.

Summary of Comments Received and Staff Responses

1. **Comment:** Special fares for minorities?? Racism of the worst order.

   Staff response: The public comment process is not about setting special fares for minorities but instead setting a framework for evaluating the impacts of future service or fare changes on disadvantaged communities.

2. **Comment:** I have been advocating for Title VI populations in Marin City. In order to get proper notification to minority and low-income populations adequate communication must be provided as an outreach mechanism to ensure against a community not being left out. Inasmuch as this did not happen in Marin City, where both low-income and minority residents were left out with no notification of an Open House on July 8 at the Senior Center, there is a violation of Title VI. I noticed an 8 1/2 by 11 inches poster (only one hour before the meeting) at the Marin City Hub. This was another disappointment to me and others in our community. Our shuttle service is inadequate for serving our community because of the hilly terrain.

   Staff response: Given concern about the adequacy of the notification process for Marin City residents, the public comment period was extended by two weeks, additional communications were sent out, notices were posted at all bus stops in that community, and leaflets were handed out to bus riders advising that an additional public outreach meeting was scheduled in Marin City. The proposed policies are specific to regional bus and ferry services operated by the Golden Gate Bridge Highway and Transportation District. Shuttle and other fixed route and demand responsive service operated by Marin Transit and policies related to those services are the responsibility of Marin Transit.

3. **Comment:** I'm glad that you're having an additional comment period for Marin City, but in the future it's important that more advertising and outreach is implemented. Many residents were unaware about the meeting and the comment period.

   Staff response: See response to Comment #2. Future outreach efforts in Marin City will include more extensive communication efforts.

4. **Comment:** It appears the proposals brought to the hearing are all about raising fares and arguing about whether or not the District can raise some and not others without discrimination. The point should be THERE SHOULD BE NO FARE INCREASES, BUT FARE DECREASES.

   Staff response: The proposed policies provide a framework to evaluate future potential service and fare changes. No fare changes are proposed at this time.

5. **Comment:** The District's Allocation of resources between bus and ferry services needs to be re-evaluated in view of Title VI. There is a disproportionate amount of resources going to wealthy ferry riders and not to low-income bus riders.

Response: Duly noted. The proposed policies do not address specific to the District's allocation of transit resources between modes. The District plans to analyze the demographic characteristics of its ferry and regional bus riderships.

6. **Comment:** The job of the Golden Gate Transit District is to provide public transportation, in order to reduce automobile traffic and provide a reasonable-cost alternative to driving. The job of the District is transportation, NOT social justice, affirmative action or welfare. All this would do is raise the cost of transportation due to the additional resources needed to determine, implement and monitor these Title VI items. It is ridiculous to put the Transit District into this situation. The $5,000 to conduct this initial public hearing will be pocket change to the cost of implementation. The bottom line is stick to your primary objective and tell the feds to make their own determinations that the Transit District is discriminatory, and make them prove it. Focus on serving the communities you service, while keeping costs down, and not on Washington D.C's social justice schemes.

   Response: The proposed policies and overall compliance with Title VI is a condition of the District continuing to receive federal financial assistance for its public transportation programs.

7. **Comment:** I oppose any fare increases for the Golden Gate transit ferries, buses and bridge. The fares are exorbitant as they are now and are a huge burden on the average person's finances. This is supposed to be PUBLIC transportation, not ELITE transportation. It is only affordable to the rich.

   Response: The proposed policies are not specific to any fare increase at this time. They will be used to evaluate future fare increase proposals.

Agenda Item No. (4)

To: Transportation Committee/Committee of the Whole
Meeting of October 27, 2022

From: Barbara Vincent, Principal Planner
Ron Downing, Director of Planning
James P. Swindler, Deputy General Manager, Ferry Division
Denis J. Mulligan, General Manager

Subject: **ADOPT TITLE VI EQUITY ANALYSIS FINDINGS RELATIVE TO ASSUMPTION OF ANGEL ISLAND FERRY SERVICE AND FARES, AND ADOPTING THE CURRENT SERVICE MODEL AND FARES ON A PERMANENT BASIS**

Recommendation

The Transportation Committee recommends that the Board of Directors (Board) approve the following actions:

1. Adopt the findings of the attached Title VI equity analysis for assumption of the Angel Island ferry service; and,
2. Adopt the Angel Island ferry service and fares upon completion of the current service and fare pilots.

The equity analysis concludes that introduction of this new service does not have a disparate impact on minority riders; however, it does represent a disproportionate benefit to non-low-income riders under the Golden Gate Bridge, Highway and Transportation District's (District) Title VI Policies. Additionally, the fares on the Angel Island did not disparately impact minority riders but constitute a slight disproportionate impact to low-income riders on Golden Gate Ferry (GGF) service.

This matter will be presented to the Board of Directors at its October 28, 2022, meeting for appropriate action.

Background

In December 2020, Blue & Gold Fleet (Blue & Gold) notified the State of California Department of Parks and Recreation (State Parks) of its intent to end its contract for ferry service between San Francisco and Angel Island. Blue & Gold's application to be relieved of its obligation to provide this service is still pending with the California Public Utilities Commission.

In anticipation of Blue & Gold ceasing its Angel Island service, the Board of Directors voted on October 22, 2021 to establish a new Golden Gate Ferry route between San Francisco and Angel Island, to be initially implemented as a one-year demonstration project. The Board held a public hearing on the proposed San Francisco-Angel Island ferry service fares on November 5, 2021 and approved the fares on November 19, 2021.

Then in February 2022, in response to public comment received during the November 2021 public process for setting Angel Island fares, the Board approved new discounted Non-Profit/Educational Group Fares on Golden Gate Ferry that are applicable to its Angel Island service.

As part of this action, Staff proposes the Board approve the following one-way fares, which applied during the service and fare pilots:

Adult Limited Use Single Ride	$14.00
Clipper Adult	$9.00
Youth (aged 5-18)	$7.00
Senior	$7.00
Disabled/Medicare	$7.00
Clipper START (Regional Low-Income Fare Pilot)	$7.00
Children (aged 4 and under)	Free
Private Group Adult	$9.00
Private Group Youth/Senior/Disabled	$7.00
Non-Profit/Educational Group Adult	$7.00
Non-Profit/Educational Group Youth/Senior/Disabled	$4.50

Under the current Federal Transit Administration (FTA) regulations and Circular 4702.1B “Title VI Requirements and Guidelines for Federal Transit Administration Recipients" implementing Title VI of the Civil Rights Act of 1964 (Title VI regulations and guidelines), transit agencies are not required to perform a Title VI service equity analysis unless a demonstration project lasts longer than one year and it otherwise qualifies as a major service change under the transit agency's major service change policy. The District's Major Service Change Policy defines a major service change as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four month period.

Angel Island ferry service commenced on December 13, 2021 and may continue beyond one year, if the attached analysis is approved by the Board. Adding Angel Island ferry service constitutes a major service change under the District's Major Service Change Policy because this new service resulted in a 100% increase in the total vehicle revenue miles in service on a route. After operating the service for about eight months, Staff was able to gather rider demographic information through a survey, thereby enabling the District to conduct the requisite Title VI equity analysis for its new Angel Island ferry service.

The Title VI equity analysis, attached as Appendix A, conforms to the requirements of the Title VI regulations and guidelines and the District's Title VI Policies, including analyzing demographic

data to demonstrate how the service would address the transportation needs of disadvantaged communities.

Title VI Findings

The assumption of Angel Island ferry service from Blue & Gold does not constitute a disparate impact on minority riders. It does, however, present sufficiently less benefit to low-income riders, compared to non-low-income riders, to be considered a disproportionate burden under the District's Title VI Policies.

Despite providing a disproportionately lesser benefit to low-income riders, the Angel Island ferry service represents an important means of access to a national historic landmark in the Bay Area and the largest natural island in San Francisco Bay. Home to a former U.S. Immigration Station that processed immigrants from all over the world, and predominantly immigrants from China and other Asian countries during the early 20th century, the state park now provides guided tours of the facilities. Angel Island is also a popular locale for hiking, boating, and recreation. Providing public ferry service allows visitors from all over the Bay Area and beyond to conveniently access this beautiful and important historic site.

The fares on the Angel Island service do not disparately impact minority riders but constitute a slight disproportionate impact to low-income riders on Golden Gate Ferry (GGF) service.

Fiscal Impact

There is no fiscal impact associated with adoption of the findings of this Title VI equity analysis. There also is no anticipated fiscal impact associated with making the piloted Angel Island ferry service fare structure permanent.

Attachment: Appendix A – Title VI Equity Analysis

Appendix A
Title VI Equity Analysis: Assume Operation of Angel Island Ferry Service

Presented to the Golden Gate Bridge, Highway and Transportation District
Transportation Committee of the Board of Directors
October 27, 2022

I. Background

In December 2020, Blue & Gold Fleet (Blue & Gold) notified the State of California Department of Parks and Recreation (State Parks) of its intent to end its contract for ferry service between San Francisco and Angel Island. Blue & Gold's application with the California Public Utilities Commission to be relieved of its obligation to provide this service is still pending.

In anticipation of Blue & Gold ceasing its Angel Island service, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) voted on October 22, 2021 to establish a new Golden Gate Ferry route between San Francisco and Angel Island, to be initially implemented as a one-year demonstration project. The Board held a public hearing on fares for the proposed San Francisco-Angel Island ferry service on November 5, 2021 and approved the fares on November 19, 2021.

Then in February 2022, in response to public comment received during the November 2021 public process for setting Angel Island fares, the Board approved new discounted Non-Profit/Educational Group Fares on Golden Gate Ferry that are applicable to its Angel Island service.

Under the current Federal Transit Administration (FTA) regulations and Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" implementing Title VI of the Civil Rights Act of 1964 (Title VI guidelines), transit agencies are not required to perform a Title VI service equity analysis unless a demonstration project lasts longer than one year and it otherwise qualifies as a major service change under the transit agency's major service change policy.

One of the cornerstones of the Title VI equity analysis is to use demographic data to demonstrate how the service would address the transportation needs of disadvantaged communities. The required components of the Title VI equity analyses are set forth in the Title VI regulations and guidelines, and the District's Title VI Policies.

The demographic data regarding Angel Island ferry riders was collected in late August and early September 2022, as detailed below in Section V, under "Data Sources."

II. Title VI Policies (Adopted August 2013)

The District adopted its Major Service Change, Disparate Impact and Disproportionate Burden Policies (together referred to as "Title VI Policies") on August 9, 2013. These policies set forth the standards used in service equity analyses. The District's Major Service Change Policy reads in relevant part:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four month period.

The following are exemptions to the Major Service Change Policy:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.

- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.

- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

The District's Disparate Impact Policy provides:

- The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change… or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The District's Disproportionate Burden Policy provides:

- The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change… or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

Public Outreach on Title VI Policies 2013

Prior to Board adoption of the District's Title VI Policies, public outreach regarding the policy proposals included:

- Informational meetings on July 8, 9 and July 10, 2013, in Marin County, Novato and Rohnert Park, respectively, between 4:30 p.m. and 6:30 p.m.
- Legal notices published in the *Marin Independent Journal*, the *San Francisco Examiner* and the *Santa Rosa Press Democrat* on June 18 and 25, 2013.
- Signage posted onboard the ferryboats, at the Ferry Terminals, at transit hubs in Marin and Sonoma counties, at major bus stops and at the Customer Service Center at the San Rafael Transit Center.
- Display boards, staff report and comment forms, including Spanish translations.

- A press release issued and posted to the District's web site on June 17, 2013, including links to the staff report in both English and Spanish.
- A public hearing agenda and an associated staff report posted to the District's web site on July 8, 2013.
- Information e-blasted to the Bus and Ferry Subscriber's list on June 20 and July 2, 2013.
- Information posted to transit-specific social media channels on July 2 and July 8, 2013.
- A public hearing agenda mailed to organizations and individuals on the District's mailing list on July 8, 2013, and posted on District bulletin boards.

Comments Received on Title VI Policies (2013)

Of the comments received by the District, one alerted the District to the need to apply Title VI principles to the allocation of resources between bus and ferry services; one commented on the inconvenience of the time and location of the public hearing, service reliability, and driver attitudes; and another urged the District to reach out to community partners and agencies to get the word out about Title VI-related public hearings.

The resolution evidencing the Board's discussion and approval of the policies is attached as Exhibit A.

III. Golden Gate Ferry Services

The District's Golden Gate Ferry (GGF) service currently includes six routes between Marin County and San Francisco: Sausalito, Larkspur, Tiburon, Angel Island, Special Event service to Oracle Park, and Special Event service to the Chase Center. Under normal circumstances, ferry service operates daily except Thanksgiving, Christmas, and New Year's Day.

- Sausalito Ferry Service provides daily connections between the Golden Gate Ferry landing in Sausalito and the San Francisco Ferry Terminal. This 5.5 nautical-mile route has been in operation since 1970. Before the pandemic, the service provided 18 crossings on weekdays and 12 crossings on weekends and holidays. The service operated between 7:10 am and 8:20 pm on weekdays, and between 10:40 am and 7:15 pm on weekends and holidays. Currently, weekday service consists of seven southbound trips, two of which operate during the morning commute period, and six northbound trips, two of which operate during the evening commute period. On weekends, five round trips operate between the hours of 10:30 a.m. and 7:45 p.m.
- Larkspur Ferry Service features an 11.25 nautical-mile route between the Larkspur Ferry Terminal and the San Francisco Ferry Terminal. Before the pandemic, the 40 weekday and eight weekend/holiday crossings required a fleet of five vessels. Services operated between 5:45 am and 10:05 pm on weekdays, and between 9:40 am and 8:10 pm on weekends and holidays. Currently, nine southbound trips and ten northbound trips are operated on weekdays between the hours of 6:30 a.m. and 8:30 p.m. Five round trips are operated on weekends, between the hours of 8:00 a.m. and 9:00 p.m.
- Tiburon Ferry weekday commute service features a 5.94 nautical-mile route between the Tiburon Ferry dock and the San Francisco Ferry Terminal. Pre-pandemic service provided four round trips daily, restricted to the commute period. Currently, the service offers seven round trips between the hours of 6:45 a.m. and 7:00 p.m. Weekend service was added on

January 31, 2022, which consists of three southbound and four northbound trips, between the hours of 9:15 a.m. and 5:30 p.m.

- Angel Island service was offered starting on December 13, 2021. There are a total of four round trips operated seven days a week, with half the service in the morning and half in the afternoon.
- Special Event Service to Oracle Park was suspended for most of the pandemic but now has resumed operations during all San Francisco Giants' home games and a number of other special events. The 13.1 nautical-mile route between the Larkspur Ferry Terminal and the dock at Oracle Park takes approximately 60 minutes. One round trip is offered for each event served, which typically totals between 80 and 90 round trips per year.
- Special Event Service to the Chase Center was suspended for the duration of the pandemic and has not resumed.
- Special Event Services are not operated daily and are not part of the regular ferry network intended for providing regional mobility. In addition, Special Event Services are expected to pay for their own operating costs, making them different from regular ferry service. This means that ridership is closely monitored on these routes to ensure that fares collected cover the cost of operation. Therefore, reductions in Special Event services are not included in this analysis.

IV. The Angel Island Ferry Service Change Proposal, Fare Proposal, and Public Outreach (2020-2022)

The District performed the following outreach regarding GGF's assumption of Angel Island ferry service:

- Press release sent to local news media and stakeholders
- Article in the Marin Independent Journal
- Article in the Golden Gate Gazette newsletter
- Monthly e-blasts sent to customer database
- Promotion of service on social media (Facebook, Instagram, and Twitter)
- Signage posted on board ferry vessels and in terminals and on board buses

In addition, a public hearing was held on November 5, 2021 to receive comments on the proposed fares for the Angel Island ferry service. Then in February 2022, in response to public comment received during the public process for the proposed fares, the Board approved a Pilot Program for lower Non-Profit/Educational Group Fares on Golden Gate Ferry that are applicable to its Angel Island service.

Since the Angel Island service started, the District has received a handful of comments on Angel Island service related to general information requests, passenger and staff conduct, purchasing tickets, and the ferry route.

The following map shows the location of both GGF and Golden Gate Transit (GGT) services relative to major destination and boarding locations.

Golden Gate Transit and Ferry Service Area Map

V. Title VI Service Equity Analysis for the Assumption of the Angel Island Ferry Service

Equity Analysis Methodology

In accordance with the District's Title VI Policies, disparate impact is measured by comparing the percentage of minority riders on the GGF system as a whole to the percentage of minority riders on affected routes, and disproportionate burden is measured by comparing the percentage of low-income riders on the GGF system as a whole to the percentage of low-income riders on affected routes.

To analyze fare equity, the fare increase for minority and non-minority riders and low-income and non-low-income riders is compared. If the average fare increase for minority riders is more than 10% greater than the average fare increase for non-minority riders, there is a finding of disparate impact. If the average fare increase for low-income riders is more than 10% greater for low-income than for non-low-income riders, there is a finding of disproportionate burden.

Data Sources

With the exception of the Angel Island ferry service, all data on minority and low-income ridership percentages by route was derived from the District's 2018 system-wide passenger survey, conducted as part of the Metropolitan Transportation Commission's (MTC) region-wide passenger survey. The consultant selected by MTC and by District staff to conduct this study surveyed all of the District's services, including GGT and GGF. Data was collected on-board a sample of ferry trips. Questionnaires were produced in Spanish and English and included questions about the trip being taken and demographics.

Data for Angel Island ferry riders was collected in a survey that was conducted on August 27, 2022 and September 2, 2022. Only trips destined to Angel Island were sampled to avoid surveying the same passengers on their return trip. Passengers completed a single-page survey asking their race, household income range, method of payment (Clipper Card, Clipper Phone App, Limited Use Ticket, or Group Sales Invoice), fare category (Adult, Youth, Senior, Disabled, Clipper Start, General Group Fare, or Student Group Fare), and city of residence. 394 responses were collected and tabulated by District staff.

Because school group fares are an element of Angel Island ferry ridership, information was collected from the District's Customer Service department about school groups that purchased group fares during the time period in which the on-board surveys were conducted. School group fares were purchased for a total of four different schools on August 25, August 26, September 1, and September 3, and an analysis was performed based on census data of the area immediately surrounding the location of schools that purchased these fares. This data was compiled with the on-board survey data to provide a more complete picture of racial composition and household income of Angel Island ferry ridership.

For the purpose of the disproportionate burden analysis, staff determined riders with a household income of less than $75,000 per year to be low income. Marin County, where riders on most of GGF's service reside, has a comparatively high median income ($97,815, from the 2012-2016 American Community Survey). In order to reflect the high cost of living in the San Francisco Bay Area, District staff uses 90% of the median income – $88,034 – for the service area as the low-income cut-off. Federal poverty standards are not a good fit for an area where the cost of living is so much higher than in most localities. To compare, in 2021, the California State Income Limits that are used to determine eligibility for low-cost housing and other programs gave a range of $63,950 for a single-person household to $120,600 for an 8-person household for the "very low income" designation for Marin County. (There are also "low income" and "extremely low income" categories). As data was collected in fixed groupings during the District's most recent passenger survey, and $75,000 is the closest grouping to $88,034, we will use household incomes of $75,000 or less as the definition of low-income.

Average daily ridership counts are based on Clipper card reader data and on manual ferry log data. The data is kept in District databases and accessed by staff via District-created software.

Methodology

To determine whether commencement of the Angel Island service results in a disproportionate burden on low-income passengers, or a disparate impact on minority passengers, we

i. Multiply (a) the average daily ridership numbers for each route by (b) the percent of low-income and minority passengers on the same routes, to find (c) the estimated number of impacted low-income/non-low-income and minority/non-minority passengers affected by each service change.
ii. Calculate what percentage of all affected passengers are low-income and what percentage are minority. For purposes of this analysis, the GGF system as a whole includes the Larkspur, Sausalito, Tiburon, and Angel Island routes.
iii. Compare the percentage of low-income and minority passengers on the affected routes to the percentage of low-income and minority passengers for the GGF system as a whole.

Disproportionate Burden Analysis and Findings

Table 1: Disproportionate Burden Analysis

	Daily Ridership 1/2022-8/2022	Low-Income	Non-Low-Income	Refused to answer	Est. Low-Income Ridership	Est. Non-Low-Income Ridership
Angel Island	313	10.19%	86.59%	3.22%	32	271
GGF System	2496	46.05%	40.60%	13.35%	1149	1013

Table 1 shows the percentages of low-income and non-low-income riders on the Angel Island ferry when multiplied with the average daily ridership for the period from January 1 through August 31, 2022, giving an estimated low-income and non-low-income ridership number. Under the District's Title VI Policies, disproportionate burden is defined as a difference of 10% or more (with the higher proportion on the side of the affected group of riders) based on the cumulative impact of the service changes. Using the cut-off of **$75,000** to define "low-income," the percentage of low-income ferry riders on the Angel Island route (10.19%) is 35.86% lower than the percentage of low-income ferry riders on the GGF system as a whole (46.05%). Therefore, the addition of the Angel Island ferry service provides a disproportionately lesser benefit to low-income riders.

Disparate Impact Analysis and Findings

Table 2: Disparate Impact Analysis

	Daily Ridership 1/2022-8/2022	Minority	Non-Minority	Refused to answer	Est. Minority Ridership	Est. Non-Minority Ridership
Angel Island	313	51.34%	47.79%	0.60%	161	150
GGF System	2496	31.73%	68.10%	0.10%	792	1700

Table 2 shows the percentages of minority and non-minority riders on the Angel Island ferry, multiplied times the average daily ridership, giving an estimated minority and non-minority ridership number. Minority riders make up 51.34% of Angel Island ferry riders, compared to 31.73% on GGF system as a whole. Since the proportion of minority riders on Angel Island ferry is higher than that on GGF system as a whole, adding Angel Island service provides a greater positive impact on minority riders compared to non-minority riders. Therefore, there is no disparate impact on minority riders.

VI. Title VI Fare Equity Analysis for the Angel Island Ferry Service Fares

The GGF Angel Island service fares differ from the fares charged by the previous operator, Blue & Gold. Accordingly, the District determined it would be to conduct a Title VI fare equity Analysis on whether the different fares will result in a disparate impact to minority populations or a disproportionate burden on low-income populations, based on the District's Title VI Policies.

The one-way fares that applied during service and fare pilots, and studied via this equity analysis are:

Adult Limited Use Single Ride	$14.00
Clipper Adult	$9.00
Youth (aged 5-18)	$7.00
Senior	$7.00
Disabled/Medicare	$7.00
Clipper START (Regional Low-Income Fare Pilot)	$7.00
Children (aged 4 and under)	Free
Private Group Adult	$9.00
Private Group Youth/Senior/Disabled	$7.00
Non-Profit/Educational Group Adult	$7.00
Non-Profit/Educational Group Youth/Senior/Disabled	$4.50

A. Equity Analysis Methodology

To analyze the equity implications of the multiple fare changes for Angel Island ferry service, all fare payment media and fare types were examined for the level of use by low-income and minority patrons. The media and fare types examined were:

Fares Types
- Adult Cash fare
- Adult Clipper fare
- Senior/Youth/Disabled fare; Clipper Start fare (Discount fare)

Fare Media Types
- Adult Limited Use Single Ride fare (LU fare)
- Clipper (includes Clipper telephone app fares)
- Private group fare
- Adult Non-Profit/Educational Group fare
- Youth Non-Profit/Educational Group fare

It should be noted that these fare categories vary slightly from the questionnaire, because a distinction had to be made between student group fares for adults and youths when performing the analysis. Clipper Discount fares were not analyzed separately, because Clipper Discount and cash fares are the same. Clipper Start fares are also the same as the other discount fares, but no Clipper Start fares were recorded on this survey. It is important to note that this effort did not incorporate Private Group Fares, which are charged differently from School Group Fares. General Group Fares were analyzed with other fare media in the on-board survey.

Based on FTA Title VI guidelines, for proposed changes that increase or decrease fares by payment type or fare media, the District should analyze any available information generated from ridership surveys that indicates whether minority and/or low-income passengers are disproportionately more likely to use the payment types or fare media subject to the proposed change. The methodology developed to analyze the impact of setting the Angel Island service fares at a different level than other GGF fares on minority (compared to non-minority) populations and low-income (compared to non-low income) populations included the following steps:

1. Defining the term low-income as those with an annual household income at or below 90% of the median for the service area. As addressed above, for analysis of GGT service in Marin, staff uses the median for Marin County, making the threshold $75,000.
2. Defining the term “minority” to mean those who self-identified as any ethnicity other than “white” alone in the 2018 Golden Gate Transit and Ferry On-Board Survey, and on the on-board Angel Island survey.
3. Using data collected internally on school groups riding the ferry, consult census data to identify the proportion of minority residents in the zip codes of the schools that the rider groups came from.
4. Using data from the 2018 Golden Gate Transit and Golden Gate Ferry On-Board Survey (a survey conducted as part of the MTC Regional Survey), the on-board Angel Island ferry survey, and the census data, along with current and proposed

fares, to determine whether the proposed fare differences will have a disparate impact or disproportionate burden on minority or low-income populations, respectively, based on the District's Title VI policies.

Data used for the analysis: *2018 Golden Gate Transit and Golden Gate Ferry On-Board Survey, the On-board Angel Island Survey, and Data from the U.S. Census*

In late 2017, MTC hired consultant ETC Institute to perform an on-board passenger survey of the District's fixed-route bus and ferry services. The survey was designed to compile accurate trip information to support MTC's travel model and the District's Title VI obligations by providing both demographic and travel data. The survey collected information including traditional demographics, languages spoken, fare media used as well as information about the passenger's trip. The survey was conducted on board buses and ferries in April, May, and early June of 2018. ETC Institute has provided District staff with a complete summary report as well as underlying data collected as part of the survey.

Because GGF was not yet operating the Angel Island service at the time of the 2018 survey, staff lacked demographic data on Angel Island riders. To supply that data, staff conducted an on-board survey of all Angel Island trips from San Francisco to Angel Island on one Saturday, August 27, 2022 and on Friday, September 2, 2022. 394 survey responses were collected, representing a solid sampling of riders.

Because students are not expected to know their household income, a different approach was taken to understand the demographic composition of this important subset of Angel Island ridership. Data was collected by Customer Service staff from four student group trips that took place close to the dates of the on-board survey, on August 25, August 26, September 1, and September 3. This data is collected as part of the process of selling group fares. Staff analyzed the racial and ethnic composition and median income of the zip code where the subject schools were located, and determined the proportion of minority/non-minority populations for each group, as well as the median income for each rider in each group. Race/ethnicity and income data was from the American Community Survey Census for the period of 2016-2020, based on the individual's zip code. This data was then merged with the on-board Angel Island survey data to create an overall picture of the racial composition and income level of Angel Island ridership.

B. Fare Equity Analysis Findings

Staff analyzed the impacts of the proposed fare increase associated with GGF taking over the Angel Island service in the context of all regular ferry service, including Sausalito, Larkspur, and Tiburon service fares. Special Event Service to Oracle or Chase Center fares were not analyzed because those fares are self-supporting and are therefore not comparable.

As GGF has a somewhat complex fare structure with four different routes and several different fare categories and fare media on each, a relatively complex analysis was required. Fares vary based on three characteristics:

1. The route;
2. The fare category (Adult Cash, Adult Clipper, and Discount fares);
3. The fare media (Limited Use Single Ride fares (LU fares); Clipper and Clipper phone app; Private group fares; and adult and youth school group fares). Transfers are also included where applicable, though there are no current transfer agreements in the case of the Angel Island ferry.

Adult category passengers receive a discount when using the Clipper card, so Adult Clipper and Adult LU fares are different. Because Senior, Youth, and Disabled category riders are already receiving a discount, the Clipper fare for these categories is not discounted further and is the same as the LU fare, so all discount fares are analyzed as one group.

First, using data from the 2018 Golden Gate Transit and Ferry On-Board Survey, the on-board Angel Island survey, and the census data, staff compared percentages of low-income to non-low-income riders and of minority riders to non-minority riders by fare media and fare payment category.

Table 3: Fare Payment Type Usage, GGF Overall

Payment Type	Low-Income	Non-Low-Income	Minority	Non-Minority
Cash Adult	3%	7%	4%	7%
Discount	4%	7%	3%	9%
Clipper Adult	13%	53%	12%	52%
Private Group	0%	1%	1%	1%
School Group Adult	0%	1%	1%	1%
School Group Youth	0%	10%	5%	5%

Table 3: Fare Payment Type Usage, Angel Island Ferry

Payment Type	Low-Income	Non-Low-Income	Minority	Non-Minority
Cash Adult	3%	10%	7%	7%
Discount	3%	4%	4%	5%
Clipper Adult	4%	23%	10%	9%
Private Group	1%	5%	4%	2%
School Group Adult	0%	6%	4%	3%
School Group Youth	0%	42%	23%	22%

As can be seen in the above tables, “Clipper Adult” is a more preponderant payment method in all four categories of riders on ferry overall than on Angel Island service. On the other hand “School Group Youth” is a much higher proportion of payments among non-low-income riders on Angel Island than it is on ferry overall. It also is the highest proportion of fare payment among both minority and non-minority riders. “Cash adult” represents a relatively low proportion of payment method on ferry in general and on Angel Island service specifically, with the highest proportion of users on Angel Island service being in the non-low-income category.

Next, staff estimated the increase or decrease in fares by payment type, based on the four categories of low-income, non-low-income, minority, and non-minority riders on Angel Island service. This was done by multiplying the number of passengers surveyed, separated by category, by the change in fare by payment method (whether by increase or decrease). This is reflected in Table 4 below.

Table 4: Fare Change by Payment Type and Passenger Category

Payment Type	Low-Income	Non-Low-Income	Minority	Non-Minority	Total
Cash Adult	$80.75	$297.50	$195.90	$208.25	$378.25
Discount	$23.00	$32.00	$29	$31	$55.00
Clipper Adult	($97.50)	($536.25)	($221.25)	($195.00)	($633.75)
Private Group	($3.00)	($26.26)	($19)	($12.00)	($29.26)
School Group Adult	$0.00	($121.00)	($72)	($50)	($121.00)
School Group Youth	$0.00	($300.00)	($153)	($147)	($300.00)
Grand Total	$3.25	($654.01)	($239.60)	($164.25)	($650.76)

Table 5: Fare Change by Payment Type and Passenger Category (Percent)

Payment Type	Low-Income	Non-Low-Income	Minority	Non-Minority	Total
Cash Adult	-12.41%	-45.72%	-48.51%	-51.57%	-58.12%
Discount	-3.53%	-4.92%	-7.18%	-7.68%	-8.45%
Clipper Adult	14.98%	82.40%	54.79%	48.29%	97.39%
Private Group	0.46%	4.04%	4.64%	2.97%	4.50%
School Group Adult	0.00%	18.59%	17.70%	12.26%	18.59%
School Group Youth	0.00%	46.10%	37.89%	36.40%	46.10%
Overall by Category	-0.50%	100.50%	59.33%	40.67%	100.00%

In Table 5, the amounts in parentheses indicate a decrease in fare amounts. Whereas those paying cash adult and any kind of discount fare paid more with the new Angel Island fares, those paying Clipper Adult fares and all kinds of group fares paid less.

It should be noted that in Table 6, because the fare increase or decrease is being divided by a negative number (the grand total of -$650.76), the negative percentages indicate a fare increase and the positive percentages indicate a fare decrease. Though low-income riders experienced an increase in adult cash fares and discount fares, they also experienced a decrease in Clipper Adult fares, they experienced an overall half percent increase in fares. Minority riders also experienced an increase in Cash Adult and Discount fares, but overall they received 59% of the benefits of lowered fares compared to 41% for non-minority riders.

Table 6: Summary of Fare Impacts

	Low-Income	Non-Low Income	Minority	Non-Minority
Percentage of ridership	10.19%	86.59%	51.34%	47.79%
Percentage of fare impact	-0.50%	100.50%	59.33%	40.67%
Difference	10.69%	-13.91%	-7.99%	7.12%

The analysis showed that minority riders overall received a benefit from the new Angel Island fares. Minority passengers constitute 25.49% of ferry ridership overall and 51.34% of Angel Island ridership. Minority riders received 59.33% of the benefit from the new fares. Low-income riders represent 20.64% of overall ferry riders and 10.19% of Angel Island ridership. Low-income riders received a slight overall fare increase based on the new fares which represents a half a percentage point greater than their representation in the ridership. This constitutes a small disproportionate burden. In the first case, minority riders disparately benefit from the fare decision made by the District, while low-income riders are slightly more disadvantaged than would be expected by their representation among the ridership. Therefore, staff concluded that there was not a disparate impact but a small disproportionate burden created by this fare change.

Conclusion

The assumption of Angel Island ferry service (e.g., the major service change resulting from introducing a new service) does not constitute a disparate impact on minority riders, as they are using the service at disproportionately higher rates. It does, however, represent a disproportionate benefit to non-low-income riders under the District's Title VI Policies, as these riders are using the service at disproportionately lower rates.

Despite the disproportionate benefit to low-income riders, the District has determined that continuing to provide the service serves greater equity goals as the Angel Island ferry service represents an important means of access to a major historical site in the Bay Area, with particular relevance for disenfranchised populations, because the site was home to the former immigration station that processed immigrants from all over the world, and predominantly immigrants from China and other Asian countries during the early 20th century. Information and documentation on the station's history is provided on-site by the State Park Service and the Angel Island Immigration Station Foundation. Visitors come from all over the Bay Area and beyond to view this very important historical site, and the San Francisco to Angel Island ferry service provides them with the most convenient way to access this site from San Francisco.

Lastly, the adjusted fares on the Angel Island service constitute a slight disproportionate burden to low-income riders but do not disparately impact minority riders on GGF service.

ATTACHMENT:

EXHIBIT A: Resolution 2013-078: Approve Adoption of Title VI Policies for Golden Gate Transit and Golden Gate Ferry Service and Fare Changes

EXHIBIT A: Resolution 2013-078: Approve Adoption of Title VI Policies for Golden Gate Transit and Golden Gate Ferry Service and Fare Changes

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2013-078

APPROVE ADOPTION OF POLICIES FOR GOLDEN GATE TRANSIT AND GOLDEN GATE FERRY SERVICE AND FARE CHANGES, UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, AS AMENDED

August 9, 2013

WHEREAS, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Transit (GGT) bus service and Golden Gate Ferry (GGF) service, both of which are public transportation services that occasionally receive federal funding to maintain or improve service scope and quality; and,

WHEREAS, on November 15, 2012, staff presented the Transportation Committee (Committee) with an overview of Title VI as applied to federal funding recipients, such as the District, subject to the new Circular Order issued by the Federal Transit Administration (FTA); and,

WHEREAS, on February 22, 2013, the Board approved the first action required by the new FTA Circular by adopting the required service standards and policies; and,

WHEREAS, to further comply with the new FTA Circular, the District must establish the following three policies: a Major Service Change Policy, a Disparate Impact Policy and a Disproportionate Burden Policy (Three Policies); and,

WHEREAS, the Three Policies will guide when and how the District analyzes the effects of potential future fare and service changes on minority and low-income populations and, in the event the District finds disparities, the District must evaluate whether there is an alternative that has a more equitable impact; and,

WHEREAS, the new FTA Circular requires transit providers, such as the District, to solicit and consider public input before establishing such policies; and,

WHEREAS, staff presented the Three Policies to the Committee on June 13, 2013, and the Committee recommended and the Board, by Resolution No. 2013-054 at its meeting of June 14, 2013, authorized the setting of a public hearing on a proposal to establish policies for Golden Gate Transit and Golden Gate Ferry Service and for fare changes under Title IV of the Civil Rights Act of 1964 as amended; and,

WHEREAS, the District conducted outreach relative to this proposal, as follows: (1) a press release was issued on July 17, 2013; (2) information was posted on the District's website, emailed to District's opt-in subscription lists and community-based organizations, posted on District's social media sites, and published as advertisements and legal notices in several periodicals including *San Francisco Chronicle*, *Marin Independent Journal* and the *Santa Rosa Press Democrat*; (3) Public Outreach Meetings were held on July 8, 2013 in Marin City, on July 9, 2013 in Novato, and on July 10, 2013 in Rohnert Park; and, (4) Spanish translations of printed materials, website information, and community meetings were available at all public outreach meetings and at the public hearing; and,

WHEREAS, public comments on the Three Policies could be submitted by either attending the public hearing or the public outreach meetings, emailing publichearing@goldengate.org or sending written comments to the District; and,

WHEREAS, due to concerns about Marin City residents not having received sufficient advance notice of the opportunity to comment on the Three Policies, the District extended the comment period by two weeks and held an additional public outreach meeting at the Marin City Library on July 25, 2013; and,

WHEREAS, seven public comments were received by the District as of July 25, 2013, and while several comments were related to the overall topic of Title VI, none of the comments were specific to the Three Policies; and,

WHEREAS, complete copies of the Three Policies and staff's underlying analysis, as well as a summary of the comments received and staff responses, are included herein as Attachments; and,

WHEREAS, the Transportation Committee at its meeting of August 2, 2013, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby approves adoption of policies for Golden Gate Transit and Golden Gate Ferry Service and fare changes, under Title VI of the Civil Rights Act of 1964, as amended, and attached hereto.

RESOLUTION NO. 2013-078
BOARD OF DIRECTORS MEETING OF AUGUST 9, 2013
PAGE 3

ADOPTED this 9th day of August 2013, by the following vote of the Board of Directors:

AYES (15): Directors Arnold, Belforte, Breed, Cochran, Fredericks, Moylan, Pahre, Rabbitt, Reilly, Sears, Snyder, Sobel and Theriault; Second Vice President Stroeh; President Eddie
NOES (0): None
ABSENT (4): Directors Campos, Wiener and Yee; First Vice President Grosboll

James C. Eddie
James C. Eddie
President, Board of Directors

ATTEST: Janet S Tarantino
Janet S. Tarantino
Secretary of the District

Attachment 1 - Three Policies and Analysis
Attachment 2 - Summary of Comments Received and Staff Responses

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Proposed Title VI Policies Pertaining to Major Service Changes, Disparate Impacts, and Disproportionate Burdens

Major Service Change Policy

The District must ensure that its services are provided equitably, without discrimination based on race, color, national origin or socio-economic status. To that end, the District must evaluate potential "major" service changes and all fare changes (except for those specifically exempt in the FTA Title VI Circular, such as Spare-the-Air Days and short-term promotional service demonstrations or fare decreases) for their impact on low-income and minority populations in its service area. Before this can occur, the District must adopt a Major Service Change policy to provide a concrete basis for determining which service changes need to be analyzed for equity.

Staff proposes the following for the District's Major Service Change Policy:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four month period.

Staff further proposes the following exemptions such that these changes would not be subject to a Title VI Equity Analysis:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (such as promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.
- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

The following examples will assist the public in understanding the impact of the proposed policy.

- Example 1: If Route 11 has 20 trips a day, and the District proposes to cancel six of those trips (30%) in January 2014, then that is a major service change, and a Title VI Equity Analysis must be completed. However, if only four trips are proposed for cancellation (20%), then no analysis is required. If the District cancels these four trips and then decides to cancel two more trips in January 2015 on this same Route 11, then the percentage will again be 30% over a twenty-four month period, and an analysis will be required.
- Example 2: If Route 12 has eight trips per day and four trips are proposed for cancellation, then under the proposed policy, a Title VI Analysis is not required because the route has fewer than ten total trips per day. However, if the entire route is proposed for cancellation, then an analysis is required.
- Example 3: If Route 13 is introduced in January 1, 2014 as a demonstration service, and the District proposes to discontinue it effective December 31, 2015, then no analysis

is required when the service is introduced or discontinued. However, if the District proposes to continue the service beyond January 1, 2015, then an analysis is required for it to continue, and for it to be discontinued thereafter.

- Example 4: If Route 14 operated four times a day from Corte Madera to Petaluma, and the District planned to cease operating this trip while another transit system planned to operate the same route four times a day at the same times, with the same or better fares and transfer options, then no analysis would be required.

Disparate Impact and Disproportionate Burden Policies

When a fare change or major service change is proposed, the District must analyze whether the change will result in a fair distribution of both negative effects (such as service cuts or fare increases) and positive effects (service expansions or fare reductions, such as new discounts).

In the case of the Disparate Impact Policy, the analysis focuses on whether minority riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-minority riders or residents.

Similarly, in the case of the Disproportionate Burden Policy, the analysis focuses on whether low-income riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-low-income riders or residents.

Disparate Impact Policy

In conducting equity analyses, the Disparate Impact policy provides the threshold used to determine whether greater negative impacts – or lesser positive impacts – on **minority** riders and residents are significant.

If a proposed action would have a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or a benefit that would be available to non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. If no option with a less disparate effect exists, the District must take measures to mitigate the impact of the proposed action on the affected minority population **and** demonstrate that a legitimate business purpose cannot otherwise be accomplished.

Staff proposes the following for the District's Disparate Impact Policy:

1. The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The question that must be answered for every major service change and every fare change is: are minority riders more negatively affected (or less positively affected) by this change than riders as a whole? This is determined primarily by calculating the percentage of minority riders on

Golden Gate buses (or ferries, for a ferry service or fare change) and by calculating the percentage of minority riders affected by the change. If minorities represent a higher percentage in the impacted group than in the general ridership as a whole, the question is, how much higher? If the difference is ten percent or higher, then there is a disparate impact. As a secondary aspect of, and important precursor to, this comparative analysis, the District must define the adverse effects and/or benefits being measured for the change in question.

Some hypothetical examples of how the policy could be applied follow:

- Example 1: The District proposes to discontinue Route 16. Fifty percent of Route 16's riders belong to a minority group. If ridership on the District's bus service as a whole is 35% minority, the difference in the percentage of affected riders who are minorities and the percentage of all bus riders who are minorities is 15 percentage points. That indicates that there is a disparate impact on minority riders, and in this situation, the District would be required to evaluate whether there is an alternative with a less disparate impact on minority riders. If there is no other alternative, the District would need to mitigate the negative impact of the service cancellation on minority riders **and** demonstrate that the service reduction serves a legitimate business purpose that cannot be accomplished with less impact on minority riders.

- Example 2: The District proposes to raise fares from Zone 4 to Zone 1 by 10% and the rest of the fares only 5%. Whereas the overall ridership is 35% minority, if Zone 4 to Zone 1 riders is, for example, 46% minority, then the difference between the two groups is 11 percentage points, exceeding the 10% threshold, and there would be a disparate impact. The District would have to seek alternatives with a more equitable impact. If no such alternatives are available, then the District would have to mitigate the impact on minority riders **and** demonstrate that this fare increase serves a legitimate business purpose that cannot be accomplished in another less-discriminatory way.

Disproportionate Burden Policy

As with the Disparate Impact Policy, the Disproportionate Burden Policy comes into play when a fare change or major service change is analyzed for its equity. In this case, staff determines whether **low-income** riders and residents bear a disproportionate burden of the negative effects of – or enjoy a disproportionately low benefit from – the proposed change.

The proposed Disproportionate Burden Policy is very similar to the proposed Disparate Impact Policy and reads as follow:

2. The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

If, in the course of performing a Title VI Equity Analysis, the District finds that a proposed fare or major service change has a negative impact that affects low-income riders as compared to

non-low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, or that benefits non-low-income riders more than low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. Otherwise, the District must take measures to mitigate the impact of the proposed action on the affected low-income population.

Again, illustrative examples can make the uses of the policy more transparent:

- Example 1: The District proposes to discontinue Route 16. The ridership of Route 16 is 66% low-income. If ridership on the District's bus service as a whole is 50% low-income, then the difference between the low-income ridership of the Route 16 and the overall bus ridership is 16 percentage points, which means this change exceeds the threshold for disproportionate burden, or in other words, that low-income riders are bearing a disproportionate burden of this service change. In this situation, the District would be required to take measures to mitigate or lessen the impact of this change on the low-income riders of Route 16.

- Example 2: The District proposes to cut four trips on Route 21. The ridership of Route 21 is 45% low-income. If the ridership on the District's bus service as a whole is 50% low-income, then the difference is negative five percentage points (meaning the affected ridership is five percent less low-income than the overall ridership), and the burden of this change does not fall more on low-income riders than on riders as a whole.

- Example 3: The District proposes to add a new route. The residents of the areas served are 25% low-income. If the District's ridership as a whole is 50% low-income, those benefiting from the service addition are 25% less low-income than the overall ridership. There is a disproportionate benefit, and the District would be required to consider options for mitigating this disproportion.

Summary of Comments Received and Staff Responses

1. **Comment:** Special fares for minorities?? Racism of the worst order.

   Staff response: The public comment process is not about setting special fares for minorities but instead setting a framework for evaluating the impacts of future service or fare changes on disadvantaged communities.

2. **Comment:** I have been advocating for Title VI populations in Marin City. In order to get proper notification to minority and low-income populations adequate communication must be provided as an outreach mechanism to ensure against a community not being left out. Inasmuch as this did not happen in Marin City, where both low-income and minority residents were left out with no notification of an Open House on July 8 at the Senior Center, there is a violation of Title VI. I noticed an 8 1/2 by 11 inches poster (only one hour before the meeting) at the Marin City Hub. This was another disappointment to me and others in our community. Our shuttle service is inadequate for serving our community because of the hilly terrain.

   Staff response: Given concern about the adequacy of the notification process for Marin City residents, the public comment period was extended by two weeks, additional communications were sent out, notices were posted at all bus stops in that community, and leaflets were handed out to bus riders advising that an additional public outreach meeting was scheduled in Marin City. The proposed policies are specific to regional bus and ferry services operated by the Golden Gate Bridge Highway and Transportation District. Shuttle and other fixed route and demand responsive service operated by Marin Transit and policies related to those services are the responsibility of Marin Transit.

3. **Comment:** I'm glad that you're having an additional comment period for Marin City, but in the future it's important that more advertising and outreach is implemented. Many residents were unaware about the meeting and the comment period.

   Staff response: See response to Comment #2. Future outreach efforts in Marin City will include more extensive communication efforts.

4. **Comment:** It appears the proposals brought to the hearing are all about raising fares and arguing about whether or not the District can raise some and not others without discrimination. The point should be THERE SHOULD BE NO FARE INCREASES, BUT FARE DECREASES.

   Staff response: The proposed policies provide a framework to evaluate future potential service and fare changes. No fare changes are proposed at this time.

5. **Comment:** The District's Allocation of resources between bus and ferry services needs to be re-evaluated in view of Title VI. There is a disproportionate amount of resources going to wealthy ferry riders and not to low-income bus riders.

Response: Duly noted. The proposed policies do not address specific to the District's allocation of transit resources between modes. The District plans to analyze the demographic characteristics of its ferry and regional bus riderships.

6. **Comment:** The job of the Golden Gate Transit District is to provide public transportation, in order to reduce automobile traffic and provide a reasonable-cost alternative to driving. The job of the District is transportation, NOT social justice, affirmative action or welfare. All this would do is raise the cost of transportation due to the additional resources needed to determine, implement and monitor these Title VI items. It is ridiculous to put the Transit District into this situation. The $5,000 to conduct this initial public hearing will be pocket change to the cost of implementation. The bottom line is stick to your primary objective and tell the feds to make their own determinations that the Transit District is discriminatory, and make them prove it. Focus on serving the communities you service, while keeping costs down, and not on Washington D.C's social justice schemes.

   Response: The proposed policies and overall compliance with Title VI is a condition of the District continuing to receive federal financial assistance for its public transportation programs.

7. **Comment:** I oppose any fare increases for the Golden Gate transit ferries, buses and bridge. The fares are exorbitant as they are now and are a huge burden on the average person's finances. This is supposed to be PUBLIC transportation, not ELITE transportation. It is only affordable to the rich.

   Response: The proposed policies are not specific to any fare increase at this time. They will be used to evaluate future fare increase proposals.

Agenda Item No. (4)

To: Transportation Committee/Committee of the Whole
Meeting of February 24, 2023

From: Emily DelRoss, Senior Planner
Ron Downing, Director of Planning
Kellee J. Hopper, Deputy General Manager, Administration and Development
Denis J. Mulligan, General Manager

Subject: **ADOPT TITLE VI EQUITY ANALYSIS FINDINGS RELATIVE TO GOLDEN GATE TRANSIT ROUTE 114, AND ADOPTING THE CURRENT SERVICE ON A PERMANENT BASIS**

Recommendation

The Transportation Committee recommends that the Board of Directors approve the following actions relative to Golden Gate Transit Route 114, and adopting the current service on a permanent basis:

1. Adopt the findings of the attached Title VI equity analysis for the establishment of Route 114 as regular service; and,

2. Adopt the Route 114 as regular Golden Gate Transit service.

This matter will be presented to the Board of Directors at its February 24, 2023, meeting for appropriate action.

Background

On March 21, 2022, the Golden Gate Bridge, Highway and Transportation District (District) began pilot service on Route 114. This commuter bus service between Mill Valley and San Francisco closely replicates the Route 4 alignment, which was discontinued via emergency action in December 2020 in response to low ridership resulting from the COVID-19 pandemic. Route 114 service was implemented in response to requests from the public to reinstate Mill Valley to San Francisco commute service. The Route 114 alignment includes service to Marin City, which was not served by Route 4, to provide greater transit access to the low-income and minority populations of this area. Route 114 has been well utilized with 231 average daily boardings in the fall of 2022. The success of Route 114, as indicated by its ridership during the one-year demonstration period, supports establishing the route as a permanent part of Golden Gate Transit bus service.

To comply with Federal Transit Administration (FTA) regulations and the District's Title VI policies, the District is required to conduct a Title VI equity analysis for any demonstration or pilot

project lasting longer than one year that qualifies as a major service change under the District's Major Service Change Policy. March 21, 2023 will mark the one-year anniversary of service operation on the Route 114.

Title VI Findings

Under the District's Title VI Policies and the equity analysis attached, it appears that the establishment of Route 114 as regular service may result in a disparate impact on minority riders and a disproportionate burden to low-income riders. However, staff has concluded that this analysis, which was conducted using Route 4 demographic data from 2018 and Route 114 ridership data from 2022, has limited predictive value because the routing of the new Route 114 service extends into a higher-minority and lower-income area of Marin City, which was not served by Route 4.

Nonetheless, when the District finds that a service change is expected to have a disparate impact on minority riders or a disproportionate burden on low-income riders, it must show that there are no alternatives that would have a less disparate impact on minority riders or a less disproportionate burden on low-income riders but would still accomplish the transit provider's legitimate program goals.

In this case, staff expects Route 114 actually will improve service equity when compared with either not offering Route 114 or aligning the new route exactly with the discontinued Route 4, as Route 114 gains market-share, particularly among newly served minority and low-income riders boarding and disembarking at the Marin City Hub at Donahue Street and Terners Drive. This conclusion is based on the experiences of well-established Golden Gate Transit routes serving this same Marin City area, which have higher minority and low-income ridership than Golden Gate Transit service as a whole (whereas Route 4 minority and low-income ridership was lower).

In sum, the inclusion of Marin City in the Route 114 routing, with its significant minority and low-income populations, illustrates the District's commitment to enhancing transit services for disadvantaged populations within its service area.

In addition, the District has a legitimate business justification for continuing to provide Route 114 service as it supports the organization's goal of managing traffic in the Golden Gate Corridor and providing regional mobility by offering commuters in Mill Valley an alternative to single occupancy vehicles. Further, continuation of Route 114 service supports the public interest as requests for commute service from Mill Valley to San Francisco were higher than for any other city in Marin and Sonoma counties.

Fiscal Impact

There is no fiscal impact associated with adoption of the findings of this Title VI equity analysis. There also is no anticipated fiscal impact associated with making the piloted Route 114 bus service permanent as this service is included in the FY 22/23 operating budget.

Attachment: Appendix A – Title VI Equity Analysis

Attachment

Appendix A
Title VI Equity Analysis: The Establishment of Route 114 as Regular Service

Presented to the Golden Gate Bridge, Highway and Transportation District Transportation Committee of the Board of Directors February 24, 2023

I. Background

In 1972, Golden Gate Transit (GGT) launched Route 4, providing commuter bus service between Mill Valley and San Francisco. For decades, Route 4 was the Golden Gate Bridge, Highway and Transportation District's (District) highest-ridership commuter route with 1,404 average daily boardings in the fall of 2019. When stay-at-home orders took effect on March 17, 2020 in response to the COVID-19 pandemic, ridership system-wide drastically declined as many commuters transitioned to telework. In the Fall of 2020, Route 4 had an average of 42 daily boardings. Through emergency action in December 2020, service on Route 4 was temporarily discontinued along with commuter routes 2, 8, 18, 24, 25, 38, 56X, 58, 74, 76, and 92 due to lack of ridership.

As the pandemic progressed over the next year, the number of commuters gradually increased as many employers switched to hybrid or fully in-office work models. During this time, the District received more requests to reinstate service from Mill Valley to San Francisco than any other discontinued commute route. Service on Route 114 went into effect on March 21, 2022 on a pilot basis in response to these requests. Since its implementation, Route 114 has been well-utilized with 231 average daily boardings in the Fall of 2022.

Route 114 closely replicated the routing of Route 4, with the only differences being the addition of service to Marin City and the removal of service on Tiburon Boulevard between Tower Drive and East Strawberry Drive. The added service via the bus stop at the Marin City Hub at Donahue Street and Terners Drive provides access to commuter service for the predominantly high-minority and low-income population of this unincorporated area bordering Mill Valley and Sausalito. Previously, service on Tiburon Boulevard between Tower Drive and East Strawberry Drive acted as a mid-day reverse peak turn-around for Route 4; it has not been included in the renumbered Route 114 as midday service has not been reintroduced.

Under the current Federal Transit Administration (FTA) regulations and Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," implementing Title VI of the Civil Rights Act of 1964 (Title VI guidelines), transit agencies are required to perform a Title VI service equity analysis if a demonstration project lasts longer than one year and it otherwise qualifies as a major service change under the transit agency's Major Service Change Policy. Accordingly, the District is required to conduct a service equity analysis before it can decide to operate Route 114 after March 21, 2023.

One of the cornerstones of the Title VI equity analysis is the use of demographic data to demonstrate how the service addresses the transportation needs of disadvantaged communities. The required components of Title VI equity analyses are set forth in the Title VI regulations and guidelines, and the District's Title VI Policies.

In compliance with FTA regulations and the District's Title VI Policies, the below Title VI service equity analysis of Route 114 assesses potential impacts to minority and low-income riders.

II. Title VI Policies (Adopted August 2013)

The District adopted its Major Service Change, Disparate Impact and Disproportionate Burden Policies (together referred to as "Title VI Policies") on August 9, 2013. These policies set forth the standards used in service equity analyses. The District's Major Service Change Policy reads in relevant part:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four-month period.

The following are exemptions to the Major Service Change Policy:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.
- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

The District's Disparate Impact Policy provides:

- The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change… or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The District's Disproportionate Burden Policy provides:

- The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

Public Outreach on Title VI Policies 2013

Prior to Board adoption of the District's Title VI Policies, public outreach regarding the policy proposals included:

- Informational meetings on July 8, 9 and 10, 2013, in Marin County, Novato and Rohnert Park, respectively, between 4:30 p.m. and 6:30 p.m.
- Legal notices published in the Marin Independent Journal, the San Francisco Examiner and the Santa Rosa Press Democrat on June 18 and 25, 2013.
- Signage posted onboard the ferryboats, at the Ferry Terminals, at transit hubs in Marin and Sonoma counties, at major bus stops and at the Customer Service Center at the San Rafael Transit Center.
- Display boards, staff report and comment forms, including Spanish translations.

- A press release issued and posted to the District's web site on June 17, 2013, including links to the staff report in both English and Spanish.
- A public hearing agenda and an associated staff report posted to the District's web site on July 8, 2013.
- Information e-blasted to the Bus and Ferry Subscriber's list on June 20 and July 2, 2013.
- Information posted to transit-specific social media channels on July 2 and 8, 2013.
- A public hearing agenda mailed to organizations and individuals on the District's mailing list on July 8, 2013, and posted on District bulletin boards.

Comments Received on Title VI Policies (2013)

Of the comments received by the District, one alerted the District to the need to apply Title VI principles to the allocation of resources between bus and ferry services; one commented on the inconvenience of the time and location of the public hearing, service reliability, and driver attitudes; and the other urged the District to reach out to community partners and agencies to the get the word out about Title VI-related public hearings.

The resolution evidencing the Board's discussion and approval of the policies is attached as Exhibit A.

III. Golden Gate Transit Services

GGT bus services are generally delineated as "Commute" and "Regional." Generally, "Commute" bus service is express, peak-period one-directional service between Sonoma or Marin County to/from San Francisco, plus shuttle-type routes designed specifically to take passengers from their places of origin to/from the primary Commute routes. "Regional" bus service, on the other hand, operates seven days a week over most of the day/night to provide basic mobility throughout the District's service area. More specifically:

- Transbay Commute Service provides commute service during morning and afternoon peak-hour periods. Commute routes operate Monday through Friday, except designated holidays, and serve San Francisco, Marin, and Sonoma counties. Before COVID-19-related service reductions, commute routes included Routes 2, 4, 4C, 8, 18, 24, 24C, 24X, 27, 38, 44, 54, 54C, 56, 58, 72, 72X, 74, 76, 92, and 101X. In addition to the cancellation of most of the commute routes, most GGT routes were renumbered effective December 12, 2021, and current commute routes are comprised of Routes 114, 132, 154, and 172.
- Transbay Regional Service provides daily service throughout the day and evening between San Francisco, Marin, Sonoma, and Contra Costa counties. Current Regional routes include Routes 101, 130, 150, and 580. Route 101 receives moderate funding from the MTC's Regional Express Bus (REB) program.

The following map shows the location of both Golden Gate Ferry (GGF) and GGT services relative to major destination and boarding locations.

IV. The Establishment of Route 114 as Regular Service Proposal and Public Outreach

The District performed the following outreach regarding the proposed establishment of Route 114 as regular Service:

- Press release sent to local news media and stakeholders
- Article in the Golden Gate Gazette newsletter
- E-blasts sent to customer database
- Promotion of service on social media (Facebook, Instagram, and Twitter)

Since the Route 114 service was implemented on a temporary basis, the District has received many positive comments related to the service.

V. Title VI Service Equity Analysis for the Establishment of Route 114 as Regular Service

Equity Analysis Methodology

In accordance with the District's Title VI Policies, disparate impact is measured by comparing the percentage of minority riders on the GGT system as a whole to the percentage of minority riders on affected routes, and disproportionate burden is measured by comparing the percentage of low-income riders in the GGT system as a whole to the percentage of low-income riders on affected routes. With introduction of new service, as is the case here, the focus is on ensuring that protected communities receive equitable access to the benefits of new service as opposed to bearing disparate impacts or disproportionate burdens as a result of service cuts.

Data Sources

All data on minority and low-income ridership percentages by route was derived from the District's 2018 system-wide passenger survey, conducted as part of the Metropolitan Transportation Commission's (MTC) region-wide passenger survey. The consultant selected by MTC and by District staff to conduct this study surveyed all of the District's services, including GGT and GGF. Questionnaires were produced in Spanish and English, and included questions about the trip being taken and demographics.

For the purpose of the disproportionate burden analysis, staff determined riders with a household income of less than $75,000 per year to be low-income. Marin County, where riders on most of GGT's service reside, has a comparatively high median income ($97,815, from the 2012-2016 American Community Survey). In order to reflect the high cost of living in the San Francisco Bay Area, District staff uses 90% of the median income – $88,034 – for the service area as the low-income cut-off. Federal poverty standards are not a good fit for an area where the cost of living is so much higher than in most localities. To compare, in 2021, the California State Income Limits that are used to determine eligibility for low-cost housing and other programs gave a range of $63,950 for a single-person household to $120,600 for an 8-person household for the "very low income" designation for Marin County. (There are also "low income" and "extremely low income" categories.) As data was collected in fixed groupings during the District's most recent passenger survey, and $75,000 is the closest grouping to $88,034, this analysis uses household incomes of $75,000 or less as the definition of low-income.

Average daily ridership counts are based on Clipper card reader data and on farebox data. For the purposes of this analysis, we have used data from September, October, and November of 2022. The data is kept in District databases and accessed by staff via District-created software.

Methodology

To determine whether the establishment of Route 114 as regular service results in a disproportionate burden on low-income passengers, or a disparate impact on minority passengers, we:

i. Multiply (a) the average daily ridership numbers for each route by (b) the percent of low-income and minority passengers on the same routes, to find (c) the estimated number of impacted low-income/non-low-income and minority/non-minority passengers affected by each service change.

ii. Calculate what percentage of all affected passengers are low-income and what percentage are minority. For purposes of this analysis, the GGT system as a whole includes all active bus routes at the time of the 2018 system-wide passenger survey.

iii. Compare the percentage of low-income and minority passengers on the affected routes to the percentage of low-income and minority passengers for the GGT system as a whole.

In this case, we have conducted this analysis using ridership data from Route 114 and demographic data from Route 4. As described above, Route 4 was the predecessor route to Route 114 in the years before the COVID-19-related service cuts. Though not identical, the routing is sufficiently similar to serve as the starting point of our analysis.

Disproportionate Burden Analysis and Findings

Table 1: Disproportionate Burden Analysis

	Daily Ridership 09/2022-11/2022*	Low-Income**	Non-Low-Income**	Refused to Answer**	Est. Low-Income Ridership	Est. Non-Low-Income Ridership
Route 4	231	28.00%	56.00%	16.00%	65	130
GGT System	4,198	52.10%	32.89%	15.01%	2,187	1,381

Sources:
*Route 114, *Bus Route Performance Report*, Transtat.
**Route 4, *Golden Gate Transit Route-Specific Results, 2018 Golden Gate Transit and Golden Gate Ferry On-Board Survey*.

Table 1 shows the percentages of low-income and non-low-income riders on the Route 4 when multiplied with the average daily ridership for the period from September 1, 2022 through November 30, 2022, giving an estimated low-income and non-low-income ridership numbers. Under the District's Title VI Policies, disproportionate burden is defined as a difference of 10% or more (with the higher proportion on the side of the affected group of riders) based on the cumulative impact of the service changes. Using the cut-off of $75,000 to define "low-income," the percentage of low-income riders on Route 4 (28.00%) was 24.10% lower than the percentage of low-income riders on the GGT system as a whole (52.10%). Therefore, establishing Route 114 as regular service appears to provide a disproportionately lesser benefit to low-income riders.

Disparate Impact Analysis and Findings

Table 2: Disparate Impact Analysis

	Daily Ridership 09/2022-11/2022*	Minority**	Non-Minority**	Refused to Answer**	Est. Minority Ridership	Est. Non-Minority Ridership
Route 4	231	29.00%	70.00%	1.00%	67	162
GGT System	4,198	40.60%	58.80%	0.60%	1,705	2,469

Sources:
*Route 114, *Bus Route Performance Report*, Transtat.
**Route 4, *Golden Gate Transit Route-Specific Results, 2018 Golden Gate Transit and Golden Gate Ferry On-Board Survey*.

Table 2 shows the percentages of minority and non-minority riders on Route 4, multiplied by the average daily ridership, giving an estimated minority and non-minority ridership numbers. Under the District's Title

VI Policies, disparate impact is measured by comparing the percentage of minority riders on the GGT system as a whole to the percentage of non-minority riders on affected routes. Minority riders made up 29.00% of Route 4 riders, compared to 40.60% on the GGT system as a whole. As the proportion of minority riders on Route 4 was 11.60% lower than the proportion of minority riders on the GGT system as a whole, establishing Route 114 as regular service appears to provide a lesser positive impact on minority riders compared to non-minority riders, thereby indicating a potential disparate impact on minority riders.

Based on this analysis, the District must describe its legitimate business justification for the service change and any mitigation measures it will take to minimize potential adverse effects.

Legitimate Business Justification

Under the District's Title VI Policies, establishing Route 114 as regular service appears to result in a disproportionate burden to low-income riders and a disparate impact to minority riders.

However, staff believes that the 2018 survey data used for the analysis (looking at Route 4) is unlikely to be fully indicative of the current use of Route 114 over time because Route 4 did not serve Marin City, which has a higher minority and low-income population than the service area as a whole. This belief is supported by the survey data of Routes 30 and 70 (now numbered 130 and 150), each of which served Marin City at the time of the 2018 customer survey.

Table 3: Minority and Low-Income Ridership on Route 4 Compared to Commute Routes Servicing Marin City in 2018

	Minority	Non-Minority	Low-Income	Non-Low-Income
Route 4	29.00%	70.00%	28.00%	56.00%
Route 30	55.00%	46.00%	62.00%	26.00%
Route 70	58.00%	42.00%	56.00%	24.00%
GGT System	40.60%	58.80%	52.10%	32.89%

Source: *Golden Gate Transit Route-Specific Results, 2018 Golden Gate Transit and Golden Gate Ferry On-Board Survey*.

This analysis shows that Routes 30 and 70 were used disproportionately by minority and low-income riders, possibly due to the route's service in Marin City.

Staff also has considered boarding and alighting data from September 2022, comparing Route 114 (which replaced Route 4), Route 130 (which replaced Route 30) and Route 150 (which replaced Route 70).

Table 4: Boardings and Alightings on Commute Routes Serving Marin City in September 2022

	Total Monthly Ridership	Boardings at Marin City	% of Total Ridership	Alightings at Marin City	% of Total Ridership
Route 114	5,475	142	2.59%	107	1.95%
Route 130	32,587	2,914	8.94%	2,117	6.50%
Route 150	18,792	2,144	11.41%	2,190	11.65%
Total	56,854	5,200	9.15%	4,414	7.76%

Source: *Passenger Counts by Stop by Month,* MobileStatistics.

This data shows that Routes 130 and 150 have had substantially greater market penetration in Marin City. This difference is expected to diminish and possibly be eliminated entirely over time.

Taking into account the two different sources of data, staff anticipates that, as Route 114 becomes more well-known and the Marin City community adjusts to using Route 114 as a commute option, we will see a higher proportion of minority and low-income riders boarding and alighting from Route 114, as with Routes 130 and 150.

In addition, the District also has a substantial legitimate business justification for establishing Route 114 as regular service. Over the past year, passengers have become dependent upon it to commute to San Francisco. If the District were to terminate Route 114 service, commuters would be forced to utilize other modes of travel, including single occupancy vehicles. It is estimated that Route 114 commute services keeps 60,060 annual vehicle trips off the Golden Gate Bridge, supporting the District's mission to manage Golden Gate Corridor traffic.

There also is a strong public interest in maintaining Route 114 service. Many commuters rely on traveling by bus from Mill Valley to San Francisco, which was made evident by the number of requests for service reinstatement after December 2020 when the route was temporarily discontinued in response to the pandemic. As noted above, the District received more requests to reinstate service from Mill Valley to San Francisco than any other discontinued route. Since reinstatement of service, Route 114 has been well utilized with 231 average daily boardings in the fall of 2022, further exemplifying the public's interest and support of the route.

Mitigation Efforts

While the District has a legitimate basis to anticipate rising minority and low-income use of Route 114, and a legitimate business justification for establishing Route 114 as regular service, it also will continue its mitigation efforts to reduce any disproportionate burdens borne by low-income passengers and any disparate impact borne by minority passengers within its service area. The District provides an extensive network of bus and ferry services for communities throughout the North Bay Area. Board-adopted Strategic Visions for both the bus and ferry services guide the District's decisions about implementing new and expanded service. The District has been following these policy statements since 2012, methodically adding and adjusting service to meet changing travel needs in the region, with particular attention to providing equitable service to low income, minority, and other disadvantaged passengers.

In the post-pandemic era, the District's services are focused more than ever on providing regional mobility to transit-dependent riders, who are overwhelmingly low-income and substantially minority. In determining routing for Route 114, the District decided to include the Marin City Hub at Donahue Street and Terners Drive to provide access to commuter service for the predominantly high minority and low-income population of the unincorporated area bordering Mill Valley and Sausalito. As discussed above, Route 4, the predecessor to Route 114, did not serve the Marin City Hub. This routing change exemplifies the District's commitment to improving transit access for disadvantaged populations.

Through marketing and public outreach efforts, the District will continue to promote Route 114 as a service to low-income populations, especially from Marin City. Further, the District will utilize its Language Assistance Plan as a guide to effectively disseminate information about the service to non-English speakers.

Conclusion

Under the District's Title VI Policies, it appears that the establishment of Route 114 as regular service may constitute a disparate impact on minority riders and a disproportionate burden to low-income riders, as these

populations are using the service at disproportionately lower rates. However, Route 114 is available to minority and low-income riders via the Marin City Hub at Donahue Street and Terners Drive, while Route 4 (on which statistical analysis was based) did not.

Despite the apparent disparate impact and disproportionate burden findings, the District has a legitimate business justification for continuing to provide Route 114 service as it supports the organization's goal of managing traffic in the Golden Gate Corridor and providing regional mobility by offering commuters in Mill Valley an alternative to single occupancy vehicles. Further, continuation of Route 114 service supports public interest as requests for commute service from Mill Valley to San Francisco were higher than for any other city in Marin and Sonoma counties. Finally, the inclusion of Marin City in the Route 114 routing, with its large minority and low-income populations, illustrates the District's commitment to enhancing transit services to more equitably serve disadvantaged populations within its service area.

ATTACHMENT:

EXHIBIT A: Resolution 2013-078: Approve Adoption of Title VI Policies for Golden Gate Transit and Golden Gate Ferry Service and Fare Changes

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Exhibit A

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2013-078

APPROVE ADOPTION OF POLICIES FOR GOLDEN GATE TRANSIT AND GOLDEN GATE FERRY SERVICE AND FARE CHANGES, UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, AS AMENDED

August 9, 2013

WHEREAS, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Transit (GGT) bus service and Golden Gate Ferry (GGF) service, both of which are public transportation services that occasionally receive federal funding to maintain or improve service scope and quality; and,

WHEREAS, on November 15, 2012, staff presented the Transportation Committee (Committee) with an overview of Title VI as applied to federal funding recipients, such as the District, subject to the new Circular Order issued by the Federal Transit Administration (FTA); and,

WHEREAS, on February 22, 2013, the Board approved the first action required by the new FTA Circular by adopting the required service standards and policies; and,

WHEREAS, to further comply with the new FTA Circular, the District must establish the following three policies: a Major Service Change Policy, a Disparate Impact Policy and a Disproportionate Burden Policy (Three Policies); and,

WHEREAS, the Three Policies will guide when and how the District analyzes the effects of potential future fare and service changes on minority and low-income populations and, in the event the District finds disparities, the District must evaluate whether there is an alternative that has a more equitable impact; and,

WHEREAS, the new FTA Circular requires transit providers, such as the District, to solicit and consider public input before establishing such policies; and,

WHEREAS, staff presented the Three Policies to the Committee on June 13, 2013, and the Committee recommended and the Board, by Resolution No. 2013-054 at its meeting of June 14, 2013, authorized the setting of a public hearing on a proposal to establish policies for Golden Gate Transit and Golden Gate Ferry Service and for fare changes under Title IV of the Civil Rights Act of 1964 as amended; and,

WHEREAS, the District conducted outreach relative to this proposal, as follows: (1) a press release was issued on July 17, 2013; (2) information was posted on the District's website, emailed to District's opt-in subscription lists and community-based organizations, posted on District's social media sites, and published as advertisements and legal notices in several periodicals including *San Francisco Chronicle*, *Marin Independent Journal* and the *Santa Rosa Press Democrat*; (3) Public Outreach Meetings were held on July 8, 2013 in Marin City, on July 9, 2013 in Novato, and on July 10, 2013 in Rohnert Park; and, (4) Spanish translations of printed materials, website information, and community meetings were available at all public outreach meetings and at the public hearing; and,

WHEREAS, public comments on the Three Policies could be submitted by either attending the public hearing or the public outreach meetings, emailing publichearing@goldengate.org or sending written comments to the District; and,

WHEREAS, due to concerns about Marin City residents not having received sufficient advance notice of the opportunity to comment on the Three Policies, the District extended the comment period by two weeks and held an additional public outreach meeting at the Marin City Library on July 25, 2013; and,

WHEREAS, seven public comments were received by the District as of July 25, 2013, and while several comments were related to the overall topic of Title VI, none of the comments were specific to the Three Policies; and,

WHEREAS, complete copies of the Three Policies and staff's underlying analysis, as well as a summary of the comments received and staff responses, are included herein as Attachments; and,

WHEREAS, the Transportation Committee at its meeting of August 2, 2013, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby approves adoption of policies for Golden Gate Transit and Golden Gate Ferry Service and fare changes, under Title VI of the Civil Rights Act of 1964, as amended, and attached hereto.

ADOPTED this 9th day of August 2013, by the following vote of the Board of Directors:

AYES (15): Directors Arnold, Belforte, Breed, Cochran, Fredericks, Moylan, Pahre, Rabbitt, Reilly, Sears, Snyder, Sobel and Theriault; Second Vice President Stroeh; President Eddie
NOES (0): None
ABSENT (4): Directors Campos, Wiener and Yee; First Vice President Grosboll

James C. Eddie
James C. Eddie
President, Board of Directors

ATTEST: Janet S Tarantino
Janet S. Tarantino
Secretary of the District

Attachment 1 - Three Policies and Analysis
Attachment 2 - Summary of Comments Received and Staff Responses

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Proposed Title VI Policies Pertaining to Major Service Changes, Disparate Impacts, and Disproportionate Burdens

Major Service Change Policy

The District must ensure that its services are provided equitably, without discrimination based on race, color, national origin or socio-economic status. To that end, the District must evaluate potential "major" service changes and all fare changes (except for those specifically exempt in the FTA Title VI Circular, such as Spare-the-Air Days and short-term promotional service demonstrations or fare decreases) for their impact on low-income and minority populations in its service area. Before this can occur, the District must adopt a Major Service Change policy to provide a concrete basis for determining which service changes need to be analyzed for equity.

Staff proposes the following for the District's Major Service Change Policy:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four month period.

Staff further proposes the following exemptions such that these changes would not be subject to a Title VI Equity Analysis:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (such as promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.
- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

The following examples will assist the public in understanding the impact of the proposed policy.

- Example 1: If Route 11 has 20 trips a day, and the District proposes to cancel six of those trips (30%) in January 2014, then that is a major service change, and a Title VI Equity Analysis must be completed. However, if only four trips are proposed for cancellation (20%), then no analysis is required. If the District cancels these four trips and then decides to cancel two more trips in January 2015 on this same Route 11, then the percentage will again be 30% over a twenty-four month period, and an analysis will be required.
- Example 2: If Route 12 has eight trips per day and four trips are proposed for cancellation, then under the proposed policy, a Title VI Analysis is not required because the route has fewer than ten total trips per day. However, if the entire route is proposed for cancellation, then an analysis is required.
- Example 3: If Route 13 is introduced in January 1, 2014 as a demonstration service, and the District proposes to discontinue it effective December 31, 2015, then no analysis

is required when the service is introduced or discontinued. However, if the District proposes to continue the service beyond January 1, 2015, then an analysis is required for it to continue, and for it to be discontinued thereafter.

- Example 4: If Route 14 operated four times a day from Corte Madera to Petaluma, and the District planned to cease operating this trip while another transit system planned to operate the same route four times a day at the same times, with the same or better fares and transfer options, then no analysis would be required.

Disparate Impact and Disproportionate Burden Policies

When a fare change or major service change is proposed, the District must analyze whether the change will result in a fair distribution of both negative effects (such as service cuts or fare increases) and positive effects (service expansions or fare reductions, such as new discounts).

In the case of the Disparate Impact Policy, the analysis focuses on whether minority riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-minority riders or residents.

Similarly, in the case of the Disproportionate Burden Policy, the analysis focuses on whether low-income riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-low-income riders or residents.

Disparate Impact Policy

In conducting equity analyses, the Disparate Impact policy provides the threshold used to determine whether greater negative impacts – or lesser positive impacts – on **minority** riders and residents are significant.

If a proposed action would have a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or a benefit that would be available to non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. If no option with a less disparate effect exists, the District must take measures to mitigate the impact of the proposed action on the affected minority population **and** demonstrate that a legitimate business purpose cannot otherwise be accomplished.

Staff proposes the following for the District's Disparate Impact Policy:

1. The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The question that must be answered for every major service change and every fare change is: are minority riders more negatively affected (or less positively affected) by this change than riders as a whole? This is determined primarily by calculating the percentage of minority riders on

Golden Gate buses (or ferries, for a ferry service or fare change) and by calculating the percentage of minority riders affected by the change. If minorities represent a higher percentage in the impacted group than in the general ridership as a whole, the question is, how much higher? If the difference is ten percent or higher, then there is a disparate impact. As a secondary aspect of, and important precursor to, this comparative analysis, the District must define the adverse effects and/or benefits being measured for the change in question.

Some hypothetical examples of how the policy could be applied follow:

- Example 1: The District proposes to discontinue Route 16. Fifty percent of Route 16's riders belong to a minority group. If ridership on the District's bus service as a whole is 35% minority, the difference in the percentage of affected riders who are minorities and the percentage of all bus riders who are minorities is 15 percentage points. That indicates that there is a disparate impact on minority riders, and in this situation, the District would be required to evaluate whether there is an alternative with a less disparate impact on minority riders. If there is no other alternative, the District would need to mitigate the negative impact of the service cancellation on minority riders **and** demonstrate that the service reduction serves a legitimate business purpose that cannot be accomplished with less impact on minority riders.

- Example 2: The District proposes to raise fares from Zone 4 to Zone 1 by 10% and the rest of the fares only 5%. Whereas the overall ridership is 35% minority, if Zone 4 to Zone 1 riders is, for example, 46% minority, then the difference between the two groups is 11 percentage points, exceeding the 10% threshold, and there would be a disparate impact. The District would have to seek alternatives with a more equitable impact. If no such alternatives are available, then the District would have to mitigate the impact on minority riders **and** demonstrate that this fare increase serves a legitimate business purpose that cannot be accomplished in another less-discriminatory way.

Disproportionate Burden Policy

As with the Disparate Impact Policy, the Disproportionate Burden Policy comes into play when a fare change or major service change is analyzed for its equity. In this case, staff determines whether **low-income** riders and residents bear a disproportionate burden of the negative effects of – or enjoy a disproportionately low benefit from – the proposed change.

The proposed Disproportionate Burden Policy is very similar to the proposed Disparate Impact Policy and reads as follow:

2. The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

If, in the course of performing a Title VI Equity Analysis, the District finds that a proposed fare or major service change has a negative impact that affects low-income riders as compared to

non-low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, or that benefits non-low-income riders more than low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. Otherwise, the District must take measures to mitigate the impact of the proposed action on the affected low-income population.

Again, illustrative examples can make the uses of the policy more transparent:

- Example 1: The District proposes to discontinue Route 16. The ridership of Route 16 is 66% low-income. If ridership on the District's bus service as a whole is 50% low-income, then the difference between the low-income ridership of the Route 16 and the overall bus ridership is 16 percentage points, which means this change exceeds the threshold for disproportionate burden, or in other words, that low-income riders are bearing a disproportionate burden of this service change. In this situation, the District would be required to take measures to mitigate or lessen the impact of this change on the low-income riders of Route 16.

- Example 2: The District proposes to cut four trips on Route 21. The ridership of Route 21 is 45% low-income. If the ridership on the District's bus service as a whole is 50% low-income, then the difference is negative five percentage points (meaning the affected ridership is five percent less low-income than the overall ridership), and the burden of this change does not fall more on low-income riders than on riders as a whole.

- Example 3: The District proposes to add a new route. The residents of the areas served are 25% low-income. If the District's ridership as a whole is 50% low-income, those benefiting from the service addition are 25% less low-income than the overall ridership. There is a disproportionate benefit, and the District would be required to consider options for mitigating this disproportion.

Summary of Comments Received and Staff Responses

1. **Comment:** Special fares for minorities?? Racism of the worst order.

   Staff response: The public comment process is not about setting special fares for minorities but instead setting a framework for evaluating the impacts of future service or fare changes on disadvantaged communities.

2. **Comment:** I have been advocating for Title VI populations in Marin City. In order to get proper notification to minority and low-income populations adequate communication must be provided as an outreach mechanism to ensure against a community not being left out. Inasmuch as this did not happen in Marin City, where both low-income and minority residents were left out with no notification of an Open House on July 8 at the Senior Center, there is a violation of Title VI. I noticed an 8 1/2 by 11 inches poster (only one hour before the meeting) at the Marin City Hub. This was another disappointment to me and others in our community. Our shuttle service is inadequate for serving our community because of the hilly terrain.

   Staff response: Given concern about the adequacy of the notification process for Marin City residents, the public comment period was extended by two weeks, additional communications were sent out, notices were posted at all bus stops in that community, and leaflets were handed out to bus riders advising that an additional public outreach meeting was scheduled in Marin City. The proposed policies are specific to regional bus and ferry services operated by the Golden Gate Bridge Highway and Transportation District. Shuttle and other fixed route and demand responsive service operated by Marin Transit and policies related to those services are the responsibility of Marin Transit.

3. **Comment:** I'm glad that you're having an additional comment period for Marin City, but in the future it's important that more advertising and outreach is implemented. Many residents were unaware about the meeting and the comment period.

   Staff response: See response to Comment #2. Future outreach efforts in Marin City will include more extensive communication efforts.

4. **Comment:** It appears the proposals brought to the hearing are all about raising fares and arguing about whether or not the District can raise some and not others without discrimination. The point should be THERE SHOULD BE NO FARE INCREASES, BUT FARE DECREASES.

   Staff response: The proposed policies provide a framework to evaluate future potential service and fare changes. No fare changes are proposed at this time.

5. **Comment:** The District's Allocation of resources between bus and ferry services needs to be re-evaluated in view of Title VI. There is a disproportionate amount of resources going to wealthy ferry riders and not to low-income bus riders.

Response: Duly noted. The proposed policies do not address specific to the District's allocation of transit resources between modes. The District plans to analyze the demographic characteristics of its ferry and regional bus riderships.

6. **Comment:** The job of the Golden Gate Transit District is to provide public transportation, in order to reduce automobile traffic and provide a reasonable-cost alternative to driving. The job of the District is transportation, NOT social justice, affirmative action or welfare. All this would do is raise the cost of transportation due to the additional resources needed to determine, implement and monitor these Title VI items. It is ridiculous to put the Transit District into this situation. The $5,000 to conduct this initial public hearing will be pocket change to the cost of implementation. The bottom line is stick to your primary objective and tell the feds to make their own determinations that the Transit District is discriminatory, and make them prove it. Focus on serving the communities you service, while keeping costs down, and not on Washington D.C's social justice schemes.

   Response: The proposed policies and overall compliance with Title VI is a condition of the District continuing to receive federal financial assistance for its public transportation programs.

7. **Comment:** I oppose any fare increases for the Golden Gate transit ferries, buses and bridge. The fares are exorbitant as they are now and are a huge burden on the average person's finances. This is supposed to be PUBLIC transportation, not ELITE transportation. It is only affordable to the rich.

   Response: The proposed policies are not specific to any fare increase at this time. They will be used to evaluate future fare increase proposals.

Agenda Item No. (6)

To: Finance-Auditing Committee/Committee of the Whole
Meeting of March 23, 2023

From: Ron Downing, Director of Planning
Kellee J. Hopper, Deputy General Manager, Administration and Development
Joseph M. Wire, Auditor-Controller
Denis J. Mulligan, General Manager

Subject: **APPROVE FISCAL YEARS 2023/2024 – 2027/2028 FIVE-YEAR FARE PROGRAM, AMEND THE MASTER ORDINANCE, APPROVE TITLE VI ANALYSIS, AND ADOPT NOTICE OF EXEMPTION**

Recommendation

The Finance-Auditing Committee recommends that the Board of Directors:

1. Approve the Fiscal Years 2023/24 – 2027/28 Five-Year Fare Program, containing Option 2 for both Golden Gate Transit (GGT) bus and Golden Gate Ferry (GGF) fares;
2. Amend the Master Ordinance accordingly;
3. Approve the associated Title VI Equity Analysis; and,
4. Authorize the Filing of a Notice of Exemption under the California Environmental Quality Act (CEQA).

If approved, the proposed Fare Program will increase fares for the Golden Gate Bridge, Highway and Transportation District's (District) Regional Bus, Ferry, and Americans with Disabilities Act (ADA)-compliant complementary paratransit service effective July 1, 2023, with the exception of GGF special event fares to Oracle Park and Chase Center, which will be addressed in a separate future action.

This matter will be presented to the Board of Directors at its March 24, 2023, meeting for appropriate action.

Summary

Financial projections reviewed by the Finance-Auditing Committee in October 2022 show that the District currently faces a five-year projected deficit of $423 million, assuming a return of full pre-pandemic transit service levels. The deficit is reduced to $187 million over five years, assuming a "low expenditure growth" scenario that more closely tracks current transit service levels. Even if trends in southbound crossings and transit ridership reverted to pre-COVID patterns during the

next five years, the cost of running a full service of transit operations would be $177 million higher than the revenues generated from those services.

Annual Fare Increases Will Offset a Percentage of Increased Expenses

In December 2022, the Board adopted the final Short-Range Transit Plan, which contains a 25% farebox recovery goal for bus service and a 40% farebox recovery goal for ferry service. However, due to the pandemic and the resulting loss in riders, farebox recovery rates during Fiscal Year (FY) 21/22 were 7.0% for bus and 17.2% for ferry.

In light of lagging ridership returns in the wake of COVID-19, the proposed fare scenarios were not designed to reach the Board's farebox recovery targets at this time. Rather, staff developed multiple scenarios to: (1) enact modest, incremental fare increases over the life of the Five-Year Fare Program, instead of a single large increase; (2) keep the rate of increases low to moderate to facilitate ridership recovery, and (3) attempt to increase fare revenue at a rate similar to the incremental increases in GGT and GGF expenses, which are primarily driven by salary, medical insurance and fuel costs, coupled with asset depreciation.

Four options were approved by the Board to be brought forward for public review and comment. Because there are slight differences in the options as applied to GGT bus and GGF ferry fares, the four options are described by mode below:

Scenarios for Bus Fare Changes

The Board approved seeking public comment on the following four possible scenarios to increase GGT bus fares:

1) Increase cash fares for all GGT bus trips (including local trips in all counties, and trips between the East Bay and San Francisco) by $0.25 each year;

2) Increase cash fares for regional bus trips between the North Bay and San Francisco by $0.25 each year, with changes in Local and East Bay Fares as outlined below;

3) Increase cash fares for regional bus trips between the North Bay and San Francisco by three percent (3%) each year, with changes in Local and East Bay Fares as outlined below;

4) Increase cash fares for regional bus trips between the North Bay and San Francisco by four percent (4%) each year, with changes in Local and East Bay Fares as outlined below;

Under each of the four scenarios:

- The existing discount for adult customers paying with Clipper cards and the Clipper mobile app would continue at 20 percent (except for Marin Local fares as discussed below).

- Fares for customers who qualify for youth, senior, persons with disabilities, and Medicare discounts would continue to be 50% of adult cash fares when paid with cash, a Clipper card, or the Clipper mobile app.

- Fares for low-income riders who pay via the region's means-based Clipper START program would continue to be 50% of adult cash fares.

Proposed Changes in Local and East Bay Fares for Scenarios 2, 3 and 4

Local fares (for trips within a single county) and fares between Marin County and the East Bay would change under Scenarios 2, 3 and 4 as follows:

- Marin County local fares would continue to mirror Marin Transit's fare policy. Future adjustments by Marin Transit would be incorporated into GGT fares through a separate Board action.

- Sonoma County adult local cash fares would be decreased to reduce the gap between GGT fares and the fares of overlapping local transit systems. The adult cash fare would be lowered from $5.00 to $3.00 in the first year of the program and remain as such for the remaining four years of the program. Adult Clipper fares would be lowered from $4.00 to $2.40. These reduced local fares would be maintained for the duration of the proposed Five-Year Fare Program, with one exception: Should local fares be increased by the other operators in Sonoma County, the GGT local fares would be increased to correspond to the new fares adopted by the local transit operators, again, through separate Board action.

- Fares for trips within the East Bay and travel between the East Bay and San Francisco would continue to match the BART Early Bird Express program fares. The GGT fares would be adjusted to match changes to BART fares for the duration of the program, again, with separate Board action, if necessary.

- Fares increases for trips within San Francisco would mirror the increases for regional bus trips between the North Bay and San Francisco (e.g., $0.25 under Scenario 2, three percent under Scenario 3, or four percent under Scenario 4).

In scenarios 2, 3 and 4, based on long-standing practice, local fares for travel within Marin County would continue to be aligned with the fares established by Marin Transit. These fares would be adjusted only if Marin Transit changes its fares. GGT carries approximately 220,000 local passengers annually in Marin County. The current 10% Clipper discount off the adult cash fare would continue unless and until Marin Transit changes its discount.

Local fares for travel within Sonoma County traditionally have been set to discourage local riders from taking up seats for longer-distance regional (intercounty) riders and to encourage them to travel instead on service provided by local transit systems. GGT local fares are currently $5.00 cash or $4.00 (reflecting a 20% discount) for Clipper card users. This is significantly higher than the $1.50 to $2.10 charged to ride local systems in Sonoma County. While the number of local riders on GGT is low in Sonoma County, the District has received requests to reduce fares for those who must rely on GGT instead of the local systems. This is especially true for low-income riders who may use GGT at times of day when the local systems have reduced service levels or are not in operation at all.

GGT buses typically have excess capacity available during off-peak times, and a modest increase in local riders would not have a negative impact on the availability of seating for intercounty riders. In scenarios 2, 3 and 4, staff estimates the fiscal impact of reducing local fares within Sonoma County to be minimal due to the low number of local riders, approximately 28,000 annually. In addition, any revenue decrease could be offset by attracting new riders who were previously price-sensitive to GGT.

The District has partnered with BART since 2019 to operate two Early Bird Express lines that connect the East Bay with San Francisco during early morning hours when the BART system is closed to accommodate the Transbay Tube seismic retrofit project. These bus trips are subsidized by BART.

As part of the contract with BART, the District observes a fare policy for affected trip types that is lower than the GGT fares that would otherwise be charged. As a function of observing these fares, all East Bay local and East Bay to San Francisco GGT trips paid with Clipper must also be set at these lower fares. Approximately 3,441 East Bay local and 159 East Bay to San Francisco riders used GGT last year.

BART has indicated that these early morning bus trips may continue indefinitely to provide BART more flexibility with its operational needs. As a result, in scenarios 2, 3 and 4, the Clipper fares for East Bay local rides as well as East Bay to San Francisco fares will be held at $2.00 for local travel within the East Bay, and $3.50 for travel between the East Bay and San Francisco. These rates would increase only if BART increases its fares. This proposal also would extend the reduced rates to fares paid with cash on regular GGT service, to provide a clearer fare policy to riders in the same three scenarios.

Proposed Paratransit Fare Changes

Paratransit fares would continue to be set at twice the price of adult bus cash fares, as allowed by federal law. Due to the nature of the District's paratransit service, which requires long deadhead moves to pick up passengers and low intercounty demand, these are expensive trips to provide. For example, it costs more than $260 to transport a customer from Santa Rosa to San Francisco, for which they currently pay $28.00. Intercounty paratransit fares currently cover only about 9% of operating costs. Paratransit fares also would be subject to corresponding increases associated with the four GGT fare change scenarios above.

Scenarios for Ferry Fare Changes

The Board also approved seeking public comment on the following four possible scenarios to increase GGF ferry fares:

1) Increase all GGF fares (Clipper, single use ride tickets and Group fares) by $0.25 each year;
2) Increase GGF Clipper adult fares and increase Group fares by $0.25 each year, and reduce the means-based fares as outlined below;
3) Increase GGF Clipper adult fares and increase Group fares by three percent (3%) each year, and reduce the means-based fares as outlined below;

4) Increase GGF Clipper adult fares and Group fares by four percent (4%) each year, and reduce the means-based fares as outlined below.

Customers who qualify for youth, senior, persons with disabilities, and Medicare discounts would continue to receive a 50% discount off adult single ride ticket prices.

Ferry single ride tickets, which are commonly used by tourists riding the District's Sausalito ferries, represent approximately 35% of annual GGF revenue. In scenarios 2, 3 and 4, it is proposed that the existing prices of single ride tickets remain unchanged, except for a one-time $0.50 increase for the Larkspur Ferry in the first year. This would standardize the single ride ticket prices at $14.00 for the Larkspur, Sausalito, and Tiburon routes, and cap the fare at $7.00 for riders who qualify for the youth, senior, persons with disabilities, and Medicare discounts. This change would keep the fare from increasing for approximately 67,000 one-way passenger trips each year.

Means-Based Ferry Fare Change for Scenarios 2, 3 and 4

Currently, participants in the Bay Area's means-based Clipper START program receive a 50% discount from the adult single ride ferry fares. However, single ride ticket prices are considerably higher than Clipper fares on GGF, so the discount these customers receive is not significantly different from the adult Clipper fares available to other riders.

Scenarios 2, 3 and 4 propose that the 50% Clipper START ferry discount be based on Clipper fares and not the fares for single ride tickets. This will lower the cost of ferry trips for low-income residents. For example, the current Sausalito fare would drop from $7 (50% of $14) to $3.75 (50% of $7.50) under Clipper START.

Staff estimates the fiscal impact of reducing Clipper START fares to be minimal due to low patronage, estimated at 3,700 one-way passenger trips yearly. Approximately 78% of the Clipper START usage is on the Larkspur route (2,900 one-way passenger trips), 10% on the Sausalito route (380 one-way passenger trips), 6% on the Tiburon route (230 one-way passenger trips), and 5% on the Angel Island route (190 one-way passenger trips). These riders would see a 54% to 63% reduction in their one-way fare depending on which ferry route they use. Any revenue decreases associated with offering a greater Clipper START discount might be offset by an increase in new riders.

Ferry Group Fares

Group fares for non-profit/educational group travel on GGF were established by the Board in February 2022. These fares offer a more affordable means of travel, particularly to Angel Island, and were set at $4.50 for Youths/Seniors/Persons with Disabilities or Medicare card holders or $7.00 for adults traveling as a group. Ferry group fares represent approximately 2% of total fare revenues for GGF and subject to increase under each of the four scenarios above.

Angel Island State Park Entrance Fees

California State Parks currently charges a fee of $1.00 or $1.50 for all visitors going to and coming from Angel Island State Park. These entrance fees are currently paid by the District and are meant

to be passed through to park visitors. However, in implementing Angel Island Service, the District had technical impediments to adding the park fee to the existing single use fares, so only riders who pay with an adult Clipper card are paying the $1.50 park fee in addition to the District's regular Clipper fare. Scenarios 2, 3 and 4 would update this practice to add the entrance fee for everyone who uses GGF to access the park. The amount paid by customers for single use fares (but not Clipper adult or Group fares) would increase by $1.00 or $1.50, depending on fare type, to include the park entrance fee. This fee is passed through to California State Parks and does not represent revenue to the District.

Option 2 is Recommended for Adoption

In consideration of public comments and the Board's adopted goals, it is recommended that the Board adopt Option 2 for Golden Gate Transit bus fares and Golden Gate Ferry fares. Option 2 meets the goals of maintaining modest fare increases of $0.25 each year for adult cash fares over the life of the Five-Year Fare Program and keeps the rate of increases low to moderate to facilitate ridership recovery. Furthermore, Option 2 provides for more affordable fares for low-income riders traveling locally within Sonoma County, within the East Bay, and from the East Bay to San Francisco; maintains conformity with Marin Transit's fares for local travel within Marin County; and provides for greater affordability for low-income riders on Golden Gate Ferry. The average fare increase per passenger boarding per year is $0.10 for bus, $0.18 for ferry, and $0.13 overall when new discounts and non-adult fares are taken into consideration. The fiscal impact of Option 2, based on current ridership with modest growth, is shown in the table below.

Option 2 Fare Changes Recommended for Adoption	Five-Year Net Revenue Impact	Average Annual Net Revenue Impact	Average Annual % Fare Increase
Bus	$1,300,000	$260,000	1.6%
Ferry	$1,700,000	$340,000	1.7%
Grand Total	$3,000,000	$600,000	1.6%

In consideration of public comments received and the Board's adopted goals, it is recommended that the Board adopt Option 2 for Golden Gate Transit bus fares and Golden Gate Ferry fares. Option 2 meets the goals of maintaining modest fare increases of $0.25 each year over the life of the Five-Year Fare Program and keeps the rate of increases low to moderate to facilitate ridership recovery. Furthermore, Option 2 provides for more affordable fares for low-income riders traveling locally within Sonoma County, within the East Bay, and between the East Bay and San Francisco; maintains conformity with Marin Transit's fares for local travel within Marin County; and provides for greater affordability for low-income riders on Golden Gate Ferry. Appendix A shows current fares effective July 1, 2021, and the new fares to be implemented under Option 2 effective each year from July 1, 2023, through July 1, 2027, if approved.

Public Involvement Process for the Proposed Fare Program and Comments Received

Public notification and public comment activities regarding the proposed fare program revisions, including details regarding the scenarios being considered, began immediately after the Public Hearing was approved by the Board on January 27, 2023. Public notification activities to inform bus, ferry and paratransit riders prior to the public hearing on February 23, 2023 at 9:00 a.m. included:

- Two online public meetings (at noon on February 16 and in the evening on February 21) to explain the potential fare program changes, and solicit comments;
- Advertisements in English and Spanish in local publications *(San Francisco Chronicle, Santa Rosa Press Democrat, Petaluma Argus Courier, Ukiah Daily Journal, Marin Independent Journal, East Bay News, The Del Norte Triplicate, Pacific Sun, La Voz* (which covers all the North Bay Counties that are part of the District except Del Norte County)*,* and *La Prensa*) announcing the online meetings and the public hearing;
- Press release to local media;
- Social media postings on Facebook and Twitter;
- E-mail blast to customers and community-based organizations;
- Article posted on the District's website; and
- Posters placed on-board the District's buses and ferries and at the San Rafael Transit Center and ferry terminals.

Materials were made available in Spanish and other languages as necessary, following the District's Language Implementation Plan.

Public Comment Process

Public comments on this proposal could be submitted in several ways:

1. Commenting during online event or the Public Hearing;
2. Sending email to publichearing@goldengate.org; and/or,
3. Sending written comments by mail to the District Secretary.

The District's practice is to treat all comments equally without regard to the manner in which they are submitted or received. Therefore, individuals did not have to attend the public hearing and provide input in person. All comments received through the above methods were considered in staff's development of the final recommendation. Comments needed to be submitted by 4:30 p.m. on February 24, 2023.

Prior to the hearing, twenty-four (24) comments were received on the fare increase proposal, including 14 comments specific to the proposal and 10 comments that were not specific to the proposal. Of the 14 comments specific to the proposal, five were in opposition to the proposal, five were in support of one of the proposal options or a hybrid option, three were neither against nor in favor of the proposal, and one suggested an alternative option to the proposal. At the public hearing on February 23, one final public comment was submitted during the public hearing.

Staff responses to comments received in opposition to the proposal, and comments neither in support of nor opposed to the proposal, are shown in Appendix B.

Title VI Equity Analysis

In accordance with the Federal Transit Administration regulations and guidance implementing Title VI of the Civil Rights Act of 1964 as well as the District's Title VI Policies, staff conducted a Title VI Equity Analysis to determine whether adoption of the proposed FY 2023/24 – FY

2027/28 Fare Program would result in a disparate impact to minority populations or impose a disproportionate burden on low-income populations using GGT bus service, including paratransit, and/or GGF ferry services. Staff reviewed the proposed fare increases for each fare zone combination and payment type for bus, ferry and ADA complementary paratransit services.

Overall, the analysis concludes that no disproportionate burden on low-income populations nor disparate impact on minority populations will result from the proposed fare increases.

The detailed Title VI Equity Analysis of the proposed fare increase is shown in Appendix C.

California Environmental Quality Act

Staff concludes that the FY 2023/24 – FY 2027/28 Fare Program is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 21080(b)(8) of the Public Resources Code because it is 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. Staff recommends that the Board direct the General Manager to file a Notice of Exemption in the offices of the county clerk of Sonoma, Marin, San Francisco and Contra Costa.

Fiscal Impact

If approved, this five-year fare program is estimated to generate approximately $3.0 million in new revenues to support the District's bus, ferry, and ADA paratransit programs.

Appendices:

- Appendix A: Proposed FY 2023/24 – 2027/28 Fare Program – Fare Tables
- Appendix B: Public Comments and Staff Responses to the Five-Year Fare Program Proposal
- Appendix C: Title VI Equity Analysis

Appendix A
Proposed FY 2023/24 – 2027/28 Fare Program
Fare Tables

Option 2 – $0.25 Annual Increases for Regional Trips:

Bus – Adult Cash

Year 1

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$5.25	$8.25	$9.50	$14.25	$3.50
South/Central Marin	$8.25	$2.00	$2.00	$9.50	$7.00
North Marin	$9.50	$2.00	$2.00	$7.75	$7.00
Sonoma	$14.25	$9.50	$7.75	$3.00	$13.00
East Bay	$3.50	$7.00	$7.00	$13.00	$2.00

Year 2

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$5.50	$8.50	$9.75	$14.50	$3.50
South/Central Marin	$8.50	$2.00	$2.00	$9.75	$7.25
North Marin	$9.75	$2.00	$2.00	$8.00	$7.25
Sonoma	$14.50	$9.75	$8.00	$3.00	$13.25
East Bay	$3.50	$7.25	$7.25	$13.25	$2.00

Year 3

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$5.75	$8.75	$10.00	$14.75	$3.50
South/Central Marin	$8.75	$2.00	$2.00	$10.00	$7.50
North Marin	$10.00	$2.00	$2.00	$8.25	$7.50
Sonoma	$14.75	$10.00	$8.25	$3.00	$13.50
East Bay	$3.50	$7.50	$7.50	$13.50	$2.00

Year 4

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$6.00	$9.00	$10.25	$15.00	$3.50
South/Central Marin	$9.00	$2.00	$2.00	$10.25	$7.75
North Marin	$10.25	$2.00	$2.00	$8.50	$7.75
Sonoma	$15.00	$10.25	$8.50	$3.00	$13.75
East Bay	$3.50	$7.75	$7.75	$13.75	$2.00

Year 5

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$6.25	$9.25	$10.50	$15.25	$3.50
South/Central Marin	$9.25	$2.00	$2.00	$10.50	$8.00
North Marin	$10.50	$2.00	$2.00	$8.75	$8.00
Sonoma	$15.25	$10.50	$8.75	$3.00	$14.00
East Bay	$3.50	$8.00	$8.00	$14.00	$2.00

Option 2 – $0.25 Annual Increases for Regional Trips (Continued):

Bus – Adult Clipper

Year 1

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$4.20	$6.60	$7.60	$11.40	$3.50
South/Central Marin	$6.60	$1.80	$1.80	$7.60	$5.60
North Marin	$7.60	$1.80	$1.80	$6.20	$5.60
Sonoma	$11.40	$7.60	$6.20	$2.40	$10.40
East Bay	$3.50	$5.60	$5.60	$10.40	$2.00

Year 2

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$4.40	$6.80	$7.80	$11.60	$3.50
South/Central Marin	$6.80	$1.80	$1.80	$7.80	$5.80
North Marin	$7.80	$1.80	$1.80	$6.40	$5.80
Sonoma	$11.60	$7.80	$6.40	$2.40	$10.60
East Bay	$3.50	$5.80	$5.80	$10.60	$2.00

Year 3

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$4.60	$7.00	$8.00	$11.80	$3.50
South/Central Marin	$7.00	$1.80	$1.80	$8.00	$6.00
North Marin	$8.00	$1.80	$1.80	$6.60	$6.00
Sonoma	$11.80	$8.00	$6.60	$2.40	$10.80
East Bay	$3.50	$6.00	$6.00	$10.80	$2.00

Year 4

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$4.80	$7.20	$8.20	$12.00	$3.50
South/Central Marin	$7.20	$1.80	$1.80	$8.20	$6.20
North Marin	$8.20	$1.80	$1.80	$6.80	$6.20
Sonoma	$12.00	$8.20	$6.80	$2.40	$11.00
East Bay	$3.50	$6.20	$6.20	$11.00	$2.00

Year 5

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$5.00	$7.40	$8.40	$12.20	$3.50
South/Central Marin	$7.40	$1.80	$1.80	$8.40	$6.40
North Marin	$8.40	$1.80	$1.80	$7.00	$6.40
Sonoma	$12.20	$8.40	$7.00	$2.40	$11.20
East Bay	$3.50	$6.40	$6.40	$11.20	$2.00

Option 2 – $0.25 Annual Increases for Regional Trips (Continued):

Bus – Clipper START

Year 1

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$2.50	$4.00	$4.75	$7.00	$3.50
South/Central Marin	$4.00	$1.00	$1.00	$4.75	$3.50
North Marin	$4.75	$1.00	$1.00	$3.75	$3.50
Sonoma	$7.00	$4.75	$3.75	$1.50	$6.50
East Bay	$3.50	$3.50	$3.50	$6.50	$2.00

Year 2

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$2.75	$4.25	$4.75	$7.25	$3.50
South/Central Marin	$4.25	$1.00	$1.00	$4.75	$3.50
North Marin	$4.75	$1.00	$1.00	$4.00	$3.50
Sonoma	$7.25	$4.75	$4.00	$1.50	$6.50
East Bay	$3.50	$3.50	$3.50	$6.50	$2.00

Year 3

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$2.75	$4.25	$5.00	$7.25	$3.50
South/Central Marin	$4.25	$1.00	$1.00	$5.00	$3.75
North Marin	$5.00	$1.00	$1.00	$4.00	$3.75
Sonoma	$7.25	$5.00	$4.00	$1.50	$6.75
East Bay	$3.50	$3.75	$3.75	$6.75	$2.00

Year 4

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$3.00	$4.50	$5.00	$7.50	$3.50
South/Central Marin	$4.50	$1.00	$1.00	$5.00	$3.75
North Marin	$5.00	$1.00	$1.00	$4.25	$3.75
Sonoma	$7.50	$5.00	$4.25	$1.50	$6.75
East Bay	$3.50	$3.75	$3.75	$6.75	$2.00

Year 5

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$3.00	$4.50	$5.25	$7.50	$3.50
South/Central Marin	$4.50	$1.00	$1.00	$5.25	$4.00
North Marin	$5.25	$1.00	$1.00	$4.25	$4.00
Sonoma	$7.50	$5.25	$4.25	$1.50	$7.00
East Bay	$3.50	$4.00	$4.00	$7.00	$2.00

Option 2 – $0.25 Annual Increases for Regional Trips (Continued):

Bus – Youth/Seniors/Persons with Disabilities/Medicare

Year 1

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$2.50	$4.00	$4.75	$7.00	$1.75
South/Central Marin	$4.00	$1.00	$1.00	$4.75	$3.50
North Marin	$4.75	$1.00	$1.00	$3.75	$3.50
Sonoma	$7.00	$4.75	$3.75	$1.50	$6.50
East Bay	$1.75	$3.50	$3.50	$6.50	$1.00

Year 2

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$2.75	$4.25	$4.75	$7.25	$1.75
South/Central Marin	$4.25	$1.00	$1.00	$4.75	$3.50
North Marin	$4.75	$1.00	$1.00	$4.00	$3.50
Sonoma	$7.25	$4.75	$4.00	$1.50	$6.50
East Bay	$1.75	$3.50	$3.50	$6.50	$1.00

Year 3

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$2.75	$4.25	$5.00	$7.25	$1.75
South/Central Marin	$4.25	$1.00	$1.00	$5.00	$3.75
North Marin	$5.00	$1.00	$1.00	$4.00	$3.75
Sonoma	$7.25	$5.00	$4.00	$1.50	$6.75
East Bay	$1.75	$3.75	$3.75	$6.75	$1.00

Year 4

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$3.00	$4.50	$5.00	$7.50	$1.75
South/Central Marin	$4.50	$1.00	$1.00	$5.00	$3.75
North Marin	$5.00	$1.00	$1.00	$4.25	$3.75
Sonoma	$7.50	$5.00	$4.25	$1.50	$6.75
East Bay	$1.75	$3.75	$3.75	$6.75	$1.00

Year 5

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	$3.00	$4.50	$5.25	$7.50	$1.75
South/Central Marin	$4.50	$1.00	$1.00	$5.25	$4.00
North Marin	$5.25	$1.00	$1.00	$4.25	$4.00
Sonoma	$7.50	$5.25	$4.25	$1.50	$7.00
East Bay	$1.75	$4.00	$4.00	$7.00	$1.00

*Clipper Start = Means Based

**Y = Youth, S = Seniors, D = Persons with Disabilities, M = Medicare

Option 2 – $0.25 Annual Increases for Regional Trips (Continued):

Paratransit

Year 1

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	N/A	$16.50	$19.00	$28.50	$7.00
South/Central Marin	$16.50	$4.00	$4.00	$19.00	$14.00
North Marin	$19.00	$4.00	$4.00	$15.50	$14.00
Sonoma	$28.50	$19.00	$15.50	$6.00	$26.00
East Bay	$7.00	$14.00	$14.00	$26.00	N/A

Year 2

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	N/A	$17.00	$19.50	$29.00	$7.00
South/Central Marin	$17.00	$4.00	$4.00	$19.50	$14.50
North Marin	$19.50	$4.00	$4.00	$16.00	$14.50
Sonoma	$29.00	$19.50	$16.00	$6.00	$26.50
East Bay	$7.00	$14.50	$14.50	$26.50	N/A

Year 3

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	N/A	$17.50	$20.00	$29.50	$7.00
South/Central Marin	$17.50	$4.00	$4.00	$20.00	$15.00
North Marin	$20.00	$4.00	$4.00	$16.50	$15.00
Sonoma	$29.50	$20.00	$16.50	$6.00	$27.00
East Bay	$7.00	$15.00	$15.00	$27.00	N/A

Year 4

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	N/A	$18.00	$20.50	$30.00	$7.00
South/Central Marin	$18.00	$4.00	$4.00	$20.50	$15.50
North Marin	$20.50	$4.00	$4.00	$17.00	$15.50
Sonoma	$30.00	$20.50	$17.00	$6.00	$27.50
East Bay	$7.00	$15.50	$15.50	$27.50	N/A

Year 5

To/From	SF	South/Central Marin	North Marin	Sonoma	East Bay
SF	N/A	$18.50	$21.00	$30.50	$7.00
South/Central Marin	$18.50	$4.00	$4.00	$21.00	$16.00
North Marin	$21.00	$4.00	$4.00	$17.50	$16.00
Sonoma	$30.50	$21.00	$17.50	$6.00	$28.00
East Bay	$7.00	$16.00	$16.00	$28.00	N/A

Option 2 – $0.25 Annual Increases for Regional Trips (Continued):

Ferry

Year 1

Route	Adult Single Ride	Adult Clipper	*Clipper START	**Y/S/D/M
Angel Island	$15.50	$9.25	$5.40	$8.00
Larkspur	$14.00	$8.75	$4.40	$7.00
Sausalito	$14.00	$7.75	$3.90	$7.00
Tiburon	$14.00	$7.75	$3.90	$7.00

Group – Adult	$7.25
Group – **Y/S/D/M	$4.75

Year 2

Route	Adult Single Ride	Adult Clipper	*Clipper START	**Y/S/D/M
Angel Island	$15.50	$9.50	$5.50	$8.00
Larkspur	$14.00	$9.00	$4.50	$7.00
Sausalito	$14.00	$8.00	$4.00	$7.00
Tiburon	$14.00	$8.00	$4.00	$7.00

Group – Adult	$7.50
Group – **Y/S/D/M	$5.00

Year 3

Route	Adult Single Ride	Adult Clipper	*Clipper START	**Y/S/D/M
Angel Island	$15.50	$9.75	$5.65	$8.00
Larkspur	$14.00	$9.25	$4.65	$7.00
Sausalito	$14.00	$8.25	$4.15	$7.00
Tiburon	$14.00	$8.25	$4.15	$7.00

Group – Adult	$7.75
Group – **Y/S/D/M	$5.25

*Clipper Start = Means Based
**Y = Youth, S = Seniors, D = Persons with Disabilities, M = Medicare

Year 4

Route	Adult Single Ride	Adult Clipper	*Clipper START	**Y/S/D/M
Angel Island	$15.50	$10.00	$5.75	$8.00
Larkspur	$14.00	$9.50	$4.75	$7.00
Sausalito	$14.00	$8.50	$4.25	$7.00
Tiburon	$14.00	$8.50	$4.25	$7.00

Group – Adult	$8.00
Group – **Y/S/D/M	$5.50

Option 2 – $0.25 Annual Increases for Regional Trips (Continued):

Ferry (Continued)
Year 5

Route	Adult Single Ride	Adult Clipper	*Clipper START	**Y/S/D/M
Angel Island	$15.50	$10.25	$5.90	$8.00
Larkspur	$14.00	$9.75	$4.90	$7.00
Sausalito	$14.00	$8.75	$4.40	$7.00
Tiburon	$14.00	$8.75	$4.40	$7.00

Group – Adult	$8.25
Group – **Y/S/D/M	$5.75

*Clipper Start = Means Based
**Y = Youth, S = Seniors, D = Persons with Disabilities, M = Medicare

Attachment B
Staff Responses to Public Comments Received

Summary

At the close of the comment period on February 24, 2023, the District received comments from 24 unique commenting individuals, including written and electronic comments. Of these commenting individuals, 14 comments were applicable to the Proposed Five-Year Fare Program, while 10 were not relevant to the Proposal. Out of the 24 comments, 5 comments (21%) expressed opposition to the proposed fare program and 5 comments (21%) expressed support for the proposed fare program. A total of 3 comments (12.5%) were neither in support nor in opposition, and 1 comment (4%) suggested an alternative to the proposal.

Comments Received

Comments Made in Support of the Proposal

The District received 5 comments in support of the fare proposal.

Comments Made Neither in Support nor Opposed to the Proposal

The District received 3 comments neither in support nor opposed to the fare program.

Comments Made in Opposition to the Proposal

The District received 5 comments in opposition to the fare increase proposal.

Comment Made in Support of Alternate Proposal

The District received 1 comment in support of an alternate fare increase proposal.

Responses to Comments

Responses to Comments Made in Opposition to the Proposal

Comment: Raising Fares Will Decrease Ridership and Revenue (1)
Response: Although fare increases typically result in a small reduction of ridership, the overall effect of a fare increase across five years will be net positive revenue, based on calculations projected from the existing ridership baseline and revenue baseline. Fare increases have historically been one of the methods the District has used to continue to provide services and keep pace with inflation, which increases District costs annually.

Comment: Increased Fares Will Be More Expensive Than Driving Across the Bridge (1)
Response: The current IRS reimbursable cost of driving is $0.655 per mile, which includes wear and tear, fuel, insurance, and other costs. For example, a 40-mile round trip between San Rafael and San Francisco would cost $26.20, plus $8.75 toll, and approximately $25 for parking in the

downtown area. This $59.95 total cost would compare to $13.20 in fares on Golden Gate Transit bus service.

Comment: Will Be Too Expensive for Those Who Cannot Work From Home (1)
Response: The current proposed $0.25 fare increase is in line with annual wage inflation increases for those currently commuting. This fare would be significantly cheaper than driving, as noted above. A variety of fare discounts are possible for seniors, youth, and persons with disabilities. Discounted Clipper START fares are also available to people who meet certain income criteria. The Clipper START card provides a 50% discount compared to regular adult fares.

Comment: Raise Bridge Tolls Instead (1)
Response: Bridge tolls currently are set to increase on July 1, 2023. This increase in revenue has already been accounted for, and it was determined that it will not be sufficient to meet the subsidy required to continue providing existing transit service considering increasing expenses. Historically, bus and ferry fares have had small annual incremental increases to keep pace with inflation.

Comment: Eliminate Board of Supervisors Bonuses and Reduce Fares (1)
Response: Directors are paid $50 per meeting day, up to a maximum of $5,000 in a year, except for the President of the Board who, as an ex-officio member of all committees, may be paid up to $7,500 in one year. Eliminating these expenses would represent just a small amount of the revenue savings in comparison to the proposed Five-Year Fare Program revenue projections. Directors do not receive any bonuses for their service. Any reduction in fares would result in a decrease in revenue and thus would necessitate a reduction in bus and ferry service to continue with financially self-sustaining operations.

Response to Comment Made Proposing Alternate to the Proposal (1)

Comment: Exempt Seniors from Fare Increase (1)
Response: There are multiple discount fare categories, including the existing senior discount fares that offer a 50% discount from the comparable regular adult fares.

Responses to Comments Made in Support of the Proposal with Responses to Specific Fare-Related Comments and Questions (4)

Comment: Support Option 3 and Option 4 with Fare Capping Suggestion (2)
Response: Golden Gate Transit Bus and Golden Gate Ferry are currently unable to provide fare capping in the current Clipper environment. However, the District will consider various fare options when Clipper 2.0 becomes available in the future.

Comment: Support Option 1 but Charge Local Riders the Regional Fare (1)
Response: While charging higher fares for local rides in the four counties served by GGT would generate additional revenue for the District, many local riders outside of San Francisco are low-income and transit dependent. Raising local fares for those riders would create a hardship.

Comment: Support for Less Than 5 Years and Increase Fares by 5% (1)
Response: A Five-Year Fare Program is the direction preferred by the District based on prior experience in implementing Fare Programs. A Five-Year Fare Program allows riders to anticipate future expenses and allows the District to better plan for expected fare revenue in future years, as opposed to fares being raised in separate annual programs. A Five-Year Fare Program is also preferred to avoid potentially significant single-year fare increases at much higher rates. While a 5% fare increase would be more in line with current inflation, it is anticipated that future inflation rates will be lower. For ease of communication with the public, the $0.25 annual fare increase (Option 2) is the preferred scenario, which is approximately 3% for adult fares. It is important to note that local fares in Marin County are set by Marin Transit (MT), and the District follows MT's lead for ease of rider understanding of the fare structure where GGT and MT routes overlap.

Summary of Comments Not Related to the Proposal

The District received 10 comments unrelated to the proposal. These comments include topics regarding bus schedules and service routing (4), Golden Gate Bridge tolls (2), suggestions for ferry sponsorship (1), suggestions for fare-free days (1), comments on driving costs versus transit costs (1), and a question regarding individual ferry route costs (1).

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APPENDIX C
Title VI Equity Analysis: FY 2023/24-2027/28 Fare Program

Presented to the Golden Gate Bridge, Highway and Transportation District
Finance Committee of the Board of Directors
March 23, 2023

I. Background

The Golden Gate Bridge, Highway and Transportation District (District) last adopted transit fare increases in 2017, when the Board of Directors (Board) approved a five-year fare program with annual adjustments for the period of July 1, 2017 through June 20, 2022. Fares were not adjusted for Fiscal Year (FY) 2022-23.

Financial projections reviewed by the Finance-Auditing Committee in October 2022 show that the District currently faces a five-year projected deficit of $423 million, assuming a return of full pre-pandemic transit service levels. The deficit is reduced to $187 million over five years, assuming a "low expenditure growth" scenario that more closely tracks current transit service levels. Even if trends in southbound crossings and transit ridership reverted to pre-COVID patterns during the next five years, the revenue generated from those services would be significantly short of covering the cost of a full service of transit operations by an estimated $177 million.

The current proposal before the Board is to implement a five-year fare program for Golden Gate Transit (GGT) bus services, including regional paratransit services, and Golden Gate Ferry (GGF) services for FY 2023/24 through 2027/28. This proposal addresses two Board-adopted goals: first, to adjust transit fares as a means of continuing transit services with an appropriate level of passenger support; and second, to add approximately $3.0 million in new revenue over the five-year period to help address the District's projected $177 million five-year financial shortfall.

Before the Board can adopt these proposed fare changes, the Board must consider whether the proposed changes will disparately impact minority passengers and/or disproportionately burden low-income passengers. The required components of this Title VI Equity Analysis are set forth in the Federal Transit Administration's regulations and FTA Circular 4702.1B ("Title VI Requirements and Guidelines for Federal Transit Administration Recipients") implementing Title VI of the Civil Rights Act of 1964, and in the District's Title VI Policies.

II. Title VI Policies (Adopted August 2013)

The District adopted its Major Service Change, Disparate Impact and Disproportionate Burden Policies (together referred to as "Title VI Policies") on August 9, 2013. These policies set forth the standards used in fare equity analyses. The District's Disparate Impact policy provides:

- The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change… or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold

applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The District's Disproportionate Burden Policy provides:

- The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change… or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

Public Outreach on Title VI Policies (2013)

Prior to Board adoption of the District's Title VI Policies, public outreach regarding the policy proposals included:

- Informational meetings on July 8, 9 and 10, 2013, in Marin City, Novato and Rohnert Park, respectively, between 4:30 p.m. and 6:30 p.m.
- Legal notices published in the *Marin Independent Journal*, the *San Francisco Examiner* and the *Santa Rosa Press Democrat* on June 18 and 25, 2013
- Signage posted onboard the ferryboats, at the Ferry Terminals, at transit hubs in Marin and Sonoma counties, at major bus stops and at the Customer Service Center at the San Rafael Transit Center
- Display boards, staff report and comment forms, including Spanish translations
- A press release issued and posted to the District's web site on June 17, 2013, including links to the staff report in both English and Spanish
- A public hearing agenda and an associated staff report posted to the District's web site on July 8, 2013
- Information e-blasted to the Bus and Ferry Subscriber's list on June 20 and July 2, 2013
- Information posted to transit-specific social media channels on July 2 and July 8, 2013
- A public hearing agenda mailed to organizations and individuals on the District's mailing list on July 8, 2013, and posted on District bulletin boards.

Comments Received on Title VI Policies (2013)

Of the comments received by the District, one alerted the District to the need to apply Title VI principles to the allocation of resources between bus and ferry services; one commented on the inconvenience of the time and location of the public hearing, service reliability, and driver attitudes; and another urged the District to reach out to community partners and agencies to get the word out about Title VI-related public hearings.

The resolution evidencing the Board's discussion and approval of the policies is attached as Exhibit A.

III. Golden Gate Transit Bus, Golden Gate Ferry, and Paratransit Services

The fare change proposal concerns both GGF service and GGT bus service, including regional paratransit services, which are summarized by mode below.

GGT Bus Services

GGT bus services are generally delineated as "Commute" and "Regional." Generally, "Commute" bus service is peak-period, one-directional service between Sonoma or Marin County to/from San Francisco, plus shuttle-type routes designed specifically to take passengers from their places of origin to/from the primary Commute routes. "Regional" bus service, on the other hand, operates seven days a week over most of the day/night to provide basic mobility throughout the District's service area. More specifically:

- *Transbay Commute Service* provides commute service during morning and afternoon peak-hour periods. Commute routes operate Monday through Friday, except designated holidays, and serve San Francisco, Marin, and Sonoma counties. Commute routes include Routes 114, 132, 154, and 172.
- *Transbay Regional Service* provides daily service throughout the day and evening between San Francisco, Marin, Sonoma, and Contra Costa counties. Regional routes include Routes 101, 130, 150, and 580. Route 580 service, which operates between Marin and Contra Costa Counties, is supported by Regional Measure 2 (RM2) funds. Route 101 also receives some RM2 funding.

Golden Gate Ferry Services

The District's GGF service includes six routes between Marin County and San Francisco: Sausalito, Larkspur, Tiburon, Angel Island, and Special Event service to Oracle Park and the Chase Center. Fare changes for the Special Event service are not currently being proposed and are not included in this analysis.

- *Sausalito Ferry Service* provides daily connections between the Golden Gate Ferry landing in Sausalito and the San Francisco Ferry Terminal. This 5.5 nautical-mile route has been in operation since 1970 and currently provides fourteen crossings on weekdays and ten crossings on weekends and holidays. The service operates between 7:00 am and 7:10 pm on weekdays, and between 10:35 am and 7:20 pm on weekends and holidays.
- *Larkspur Ferry Service* features an 11.25 nautical-mile route between the Larkspur Ferry Terminal and the San Francisco Ferry Terminal, offering 25 weekday and ten weekend/holiday crossings. Services operate between 6:40 am and 8:10 pm on weekdays, and between 8:25 am and 8:00 pm on weekends and holidays.
- *Tiburon Ferry Service* provides a total of 14 crossings on weekdays and eight on weekends and holidays. GGF began operating this 5.94 nautical-mile route in 2017. This route was previously operated by the Blue and Gold Fleet since 1997 and before that by the Red and White Fleet. Service operates between 6:50 am and 6:40 pm on weekdays and between 9:30 am and 6:05 pm on weekends and holidays.
- *Angel Island Ferry Service* provides a total of eight crossings on weekdays, weekends and holidays. GGF began assumed this 6.73 nautical-mile route from Blue and Gold Fleet in

December 2021. Service operates between 9:20 am and 4:35 pm on weekdays and between 9:30 am and 4:05 pm on weekends and holidays.

- *Special Event Service to Oracle Park* is offered during all San Francisco Giants' home games and a number of other special events. The 13.1 nautical-mile route between the Larkspur Ferry Terminal and the dock at Oracle Park requires approximately 60 minutes. One round trip is offered for each event served, which typically totals between 80 and 90 trips per year.
- *Special Event Service to the Chase Center* has been canceled since the beginning of the pandemic, but when in operation it is offered during all Golden State Warriors' home games and a number of other special events. The 13.1 nautical-mile route between the Larkspur Ferry Terminal and the dock at Chase Center requires approximately 60 minutes. One round trip is offered for each event served.

Paratransit Services operated on behalf of the District

The District provides inter-county paratransit service, to complement GGT regional all-day bus service, through an agreement between the District and Marin Transit, whereby Marin Transit's current paratransit contractor, Transdev, provides complementary paratransit service for GGT regional non-commute routes. Implemented in 1994, the demand-response service is fully compliant with Americans with Disabilities Act (ADA) requirements. The inter-county demand-response service operates within a three-quarter mile radius of all non-commute GGT routes, providing service coverage corresponding to the fixed-route stops available to the general public. GGT does not offer its own intra-county paratransit service in Marin, San Francisco, or Contra Costa counties, but contributes toward the local coverage within Marin County along its non-commute routes. The District's paratransit services are limited to ADA-qualified passengers, and non-mandated service is not offered.

The District has longstanding arrangements with Sonoma County transit providers such as Sonoma County Transit, Petaluma Transit and Santa Rosa City Bus to provide intra-county paratransit service in Sonoma County. The District, through Transdev, provides only a very limited amount of paratransit coverage during very early morning or very late evening hours, when the listed intra-county providers are not in operation.

Map 1. Golden Gate Transit and Ferry Service Area

IV. Public Outreach for the Proposed FY 23/24 Through 27/28 Fare Program

Public Notification

Public involvement activities to inform bus, ferry, and paratransit riders of the proposed fare program and solicit comments on four potential scenarios each for bus and ferry began on January 27, 2023 after the Board approved the public hearing to take place on February 23, 2023 at 9:00. Public notification activities prior to the public hearing included:

- Two online public meetings (at noon on February 16 and in the evening on February 21) to explain the proposed fare program and solicit comments. One meeting was held at noon on February 16, 2023, and the second was held in the evening on February 21, 2023;
- Advertisements in English and Spanish in local publications (*San Francisco Chronicle, Santa Rosa Press Democrat, Petaluma Argus Courier, Ukiah Daily Journal, Marin Independent Journal, East Bay News, The Del Norte Triplicate, Pacific Sun, La Voz,* and

La Prensa) announcing the online meetings and the public hearing. *La Voz* covers all of the North Bay Counties that are part of the District, except Del Norte County;
- Press releases provided to local media;
- Social media postings on Facebook and Twitter;
- E-mail blast to customers and community-based organizations;
- Article posted on the District's website; and
- Posters placed on board the District's buses and ferries and at the San Rafael Transit Center and ferry terminals.

Materials were available in Spanish and other languages as necessary, following the District's Language Implementation Plan.

Public Comment Process

Public comments on this proposal could be submitted in several ways:

1. During the online events and at the Public Hearing;
2. By sending email to publichearing@goldengate.org; and/or,
3. By sending written comments to the District Secretary.

The District's practice is to treat all comments equally without regard to the manner in which they are submitted or received. Therefore, individuals do not have to attend the public hearing and provide testimony in person, but rather may comment through email or in writing. All comments received through the above methods have been considered in the final recommendation. The deadline for comments to be submitted was by 4:30 p.m. on February 24, 2023. Comments are summarized in Appendix B of the staff report for this item.

V. Title VI Equity Analysis Methodology

Based on FTA Circular 4702.1B, the District must analyze any available information generated from ridership surveys that indicates whether minority and low-income passengers are more likely to use the payment types subject to the proposed fare changes.

The proposal for the FY 2023/24 through 2027/28 Five-Year Fare Program includes three components:

1. Proposal for fare increases on Golden Gate Transit
2. Proposal for fare increases on Golden Gate Ferry
3. Proposal for fare increases on paratransit services provided by the District

As a result, the District is required to conduct multiple Title VI Equity Analyses to determine whether any elements of the proposal will result in a disparate impact to minority populations or a disproportionate burden on low-income populations, based on the District's Title VI Policies.

Staff developed and applied the following methodology:

1. Identify Ridership Data Sources

a. 2018 Golden Gate Transit and Ferry On-Board Survey

All data on minority and low-income ridership percentages by route for bus and ferry services was derived from the District's 2018 system-wide passenger survey, conducted as part of the Metropolitan Transportation Commission's (MTC) region-wide passenger survey. The consultant selected by MTC and by District staff to conduct this study surveyed all of the District's services, including GGT and GGF. Questionnaires were produced in Spanish and English, and included questions about the trip being taken and demographics.

For the purpose of the disproportionate burden analysis, staff determined riders identifying with having a household income of less than $75,000 per year to be low-income. Marin County, where riders on most of GGF and GGT's service reside, has a comparatively high median income ($97,815, from the 2012-2016 American Community Survey). In order to reflect the high cost of living in the San Francisco Bay Area, District staff generally uses 90% of the median income – $88,034 – for the service area as the low-income cut-off. Federal poverty standards are not a good fit for an area where the cost of living is so much higher than in most localities. To compare, in 2021, the California State Income Limits that are used to determine eligibility for low-cost housing and other programs gave a range of $63,950 for a single-person household to $120,600 for an 8-person household for the "very low income" designation for Marin County. (There are also "low income" and "extremely low income" categories.) As data was collected in fixed groupings during the District's most recent passenger survey, and $75,000 is the closest grouping to $88,034, this analysis uses household incomes of $75,000 or less as the definition of low-income.

b. 2016 Telephone Paratransit Users' Survey

A telephone survey was conducted in March 2016 of customers who had used regional paratransit services between Marin, Sonoma, San Francisco, and Contra Costa Counties from December 2015 through February 2016. Customers were asked four questions: frequency of paratransit use, language spoken at home, ethnic identity, and annual income. Out of a total of 314 riders who had used regional paratransit service between December 2015 and February 2016, 144 were called, and 43 surveys were completed. Though the quantity of data gathered is relatively low, staff understands the responses to be representative of the District's paratransit customers, overall.

2. Analyze the percent change of the proposed fare adjustment for each fare payment method.

The current proposal would raise all GGT bus, GGF and regional paratransit services fares, except it would lower Clipper Start (low-income fares) on GGF and the fares for local rides in Sonoma County and the East Bay. Accordingly, all fare payment media and fare types were examined for the level of use by low-income and minority patrons. The media and fare types examined were: Adult Cash fare, Adult Clipper fare, Clipper START fare, and Senior/Youth/Disabled ("Discount") fare. Clipper Discount fares were not analyzed separately, but were grouped with cash Discount

fares, as the Discount fare amounts are the same whether the customer pays with cash or Clipper in the proposed fare structure. In addition to these media types, discount group fares were analyzed for the Angel Island ferry.

3. Define the term low-income as those with an annual household income at or below $75,000, which is approximately 90% of the median for the service area.

Marin County, where riders on most of GGF and GGT's service reside, has a comparatively high median income ($97,815, from the 2012-2016 American Community Survey). In the District's most recent Title VI Program, District staff used $75,000 for the annual income cut-off for defining low income for Marin County and Sonoma County. This figure is derived by taking 90% of the median annual income by census tract using the most recent statistics available. For this equity analysis, staff decreased the low-income threshold to $75,000, which is the closest income strata break in the survey data, and which provides a more protective assessment of disproportionate burden for lower-income earners.

4. Define the term "minority" to mean those who self-identified as any ethnicity other than "white" alone in the 2018 Golden Gate Transit and Ferry On-Board Survey and the 2016 Paratransit Users' Survey.

5. Use data from the 2018 Golden Gate Transit and Ferry On-Board Survey and 2016 Paratransit Users' Survey, along with current and proposed fares, to determine whether the proposed fare changes will have a disparate impact or disproportionate burden on minority or low-income populations, respectively, based on the District's associated policies.

VI. Title VI Equity Analysis Findings

Impacts of proposed fare changes were analyzed separately for GGT, GGF, and paratransit, since they constitute separate fare systems. As mentioned in the staff report, the recommended fare change option of the four scenarios proposed to the Board and presented to the public is Option 2: Increase cash fares for all regional bus trips between the North Bay and San Francisco by $0.25 each year, with changes in Local and East Bay fares; and increase GGF Clipper adult fares and increase Group fares by $0.25 each year and reduce means-based fares. This option also includes continuing to set paratransit fares at twice the price of adult bus cash fares, as permissible by FTA regulations. This is the fare set option that is analyzed below.

1. GGT Bus Fare Equity Analysis

As GGT has a complex fare structure with a total of seven zones with varying fares between each zone of origin and destination zone, or zone pair, a relatively complex analysis was required. Fares vary based on three characteristics:

1. The zone pair (origin and destination);
2. The fare category (Adult Cash, Adult Clipper, Clipper START and Discount fares); and
3. The fare media. (Cash vs. Clipper).

Adult category passengers receive a discount when using the Clipper card, so Clipper and cash fares differ. As referenced above, because Senior, Youth, and Disabled category riders are already receiving a discount, the Clipper fare for these categories is not discounted further and is the same as the cash fare. Accordingly, the Discount fare group represents those receiving a Senior, Disabled, or Youth discount whether using cash or Clipper. Clipper START is a means-based fare program that was implemented as part of a Metropolitan Transit Commission (MTC) Pilot program beginning in September 2019.

First, using data from the 2018 Golden Gate Transit and Ferry On-Board Survey, staff compared percentages of minority riders to non-minority riders by fare media and fare payment category, as well as system-wide. For the 2018 On-Board Survey, 551 bus passengers provided responses to income questions, and 614 passengers responded to ethnicity questions for the analysis below. As demonstrated in Table 1, 261 out of 614 Golden Gate Transit riders (42.5%) self-identified as belonging to an ethnic minority, and 353 (57.5%) identified as non-minority. The far right column in Table 2 shows that the most frequently used fare payment type on GGT is an adult Clipper fare, used by almost 65% of all customers. Following that is Adult Cash, used by 22.47%, then Discount fares (Senior, Disabled, and Youth combined), at 9.28% and finally, Clipper START at 3.25%.

Please note the following: in an effort to conform the analysis to current, post-pandemic conditions, only surveys from Regional service (former routes 30, 40, 70, and 101, corresponding to current routes 130, 580, 150, and 101) and Commute service (formerly routes 4, 27, 54, and 72, corresponding to current routes 114, 132, 154, and 172) were used for this analysis. Additionally, since Clipper START was not yet in effect in 2018, staff estimated the number of passengers using Clipper START for each zone pair based on current usage patterns shown in Clipper data.

Table 1: Bus Fare Product Usage—Minority vs. Non-Minority

Payment Type	Minority	Non-Minority	Total
Cash Adult	77	61	138
Discount	21	36	57
Clipper Adult	155	244	399
Clipper START	8	12	20
Total	261	353	614

Table 2: Bus Fare Product Usage by Percentage—Minority vs. Non-Minority

Payment Type	Minority	Non-Minority	Total
Cash Adult	12.54%	9.93%	22.47%
Discount	3.42%	5.86%	9.28%
Clipper Adult	25.24%	39.74%	64.98%
Clipper START	1.3%	1.95%	3.25%
Total	42.5%	57.48%	100.00%

Applying the same type of analysis to income status as to minority status, Tables 3 and 4 show that of 551 riders responding to the income question on the survey, 387 or 70.22% identified themselves as having a household income of $75,000 or less and are considered low-income. Further, 164 riders (29.76%) responded as having an annual income over $75,000. Please note that the higher proportion of low-income riders compared to past years is most likely due to changes in ridership as a result of the pandemic.

Table 3: Bus Fare Product Usage—Low-Income vs. Non-Low Income

Payment Type	Low-Income	Non-Low-Income	Total
Cash Adult	97	28	125
Discount	26	13	39
Clipper Adult	244	123	367
Clipper START	20	0	20
Total	387	164	551

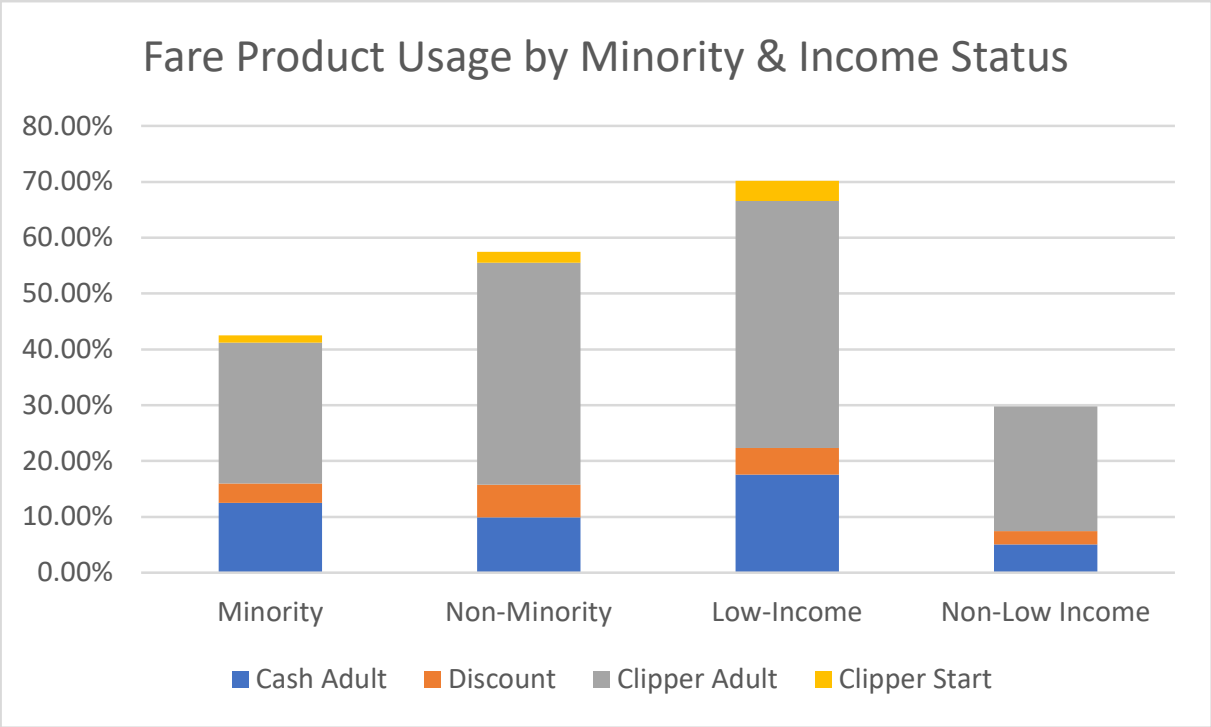
Table 4: Bus Fare Product Usage by Percentage— Low-Income vs. Non-Low Income

Payment Type	Low-Income	Non-Low-Income	Total
Cash Adult	17.6%	5.08%	22.68%
Discount	4.71%	2.36%	7.07%
Clipper Adult	44.28%	22.32%	66.6%
Clipper START	3.63%	0%	3.63%
Total	70.22%	29.76%	100.00%

Next, staff compared the percentage of minority riders vs. non-minority riders and of low-income vs. non-low-income riders using all fare products.

Graph 1 shows the use of each fare payment type for each category of riders: minority, non-minority, low-income, and non-low-income. The data shows that minority riders make payment with cash more predominately than non-minority riders (12.54% versus 9.93%). Similarly, low-income riders make payment with cash more often than non-low-income riders (17.6% versus 5.08%). A higher proportion of low-income riders uses the Discount fares than is the case with other categories of riders. An increase in Clipper START fares will impact both minority and non-minority riders about equally, but of course it will impact low-income riders more than non-low-income riders, since non-low-income riders cannot use Clipper START.

Graph 1: Bus Fare Product Usage Comparison



As a last step, Tables B1 through B5, attached at the end of this report, illustrate the methodology for calculating the cumulative effects of the FY 2023/24 through FY 2024/28 fare increase proposal on GGT passengers. For each year of the fare proposal, the number of respondents in each fare category is multiplied by the existing fare as well as the proposed fares. Those totals are then added up respectively and the difference between the total existing fare and the total proposed fare for each group (including minority passengers, non-minority passengers, low-income passengers and non-low-income passengers), is then translated into a percent change. These percent changes are then compared between low-income and non-low-income passengers and minority and non-minority passengers with each fare type to determine whether the impact of the fare increase is felt proportionally, or rather, whether a disparate impact and/or disproportionate burden exists.

Table 5: Fiscal Year Corresponding to Impact Tables

Each of these tables represents the impacts of one year of the fare program, as follows:

B1	FY 2023/24
B2	FY 2024/25
B3	FY 2025/26
B4	FY 2026/27
B5	FY 2027/28

In the summary lines at the bottom right of Table B1, the average change in fares per group varies between $0.13 and $0.16. Comparing the percentage change in fares to the percentage of that group's representation, the variation between the impact on low-income customers is -1.76% (1.76% less than their representation among all customers), and the impact on minority customers is -8.27 (8.27% less than their representation among all customers). Since the threshold for both disparate impact and disproportionate burden set by the District's Policy is 10%, this variance is well below the threshold (and shows that the proposed changes would be less disadvantageous to low-income and minority customers than to non-low-income and non-minority customers).

The tables below lay out the difference in impact for each rider category relative to that category's representation among bus ridership for each year of the program:

Table 6: Bus Fare Impact Summary by Fiscal Year—Low-Income and Non-Low-Income

Year	% Low-Income	% Fare Increase Borne by Low-Income	% Non-Low-Income	% Fare Increase Borne By Non-Low-Income	Difference between Proportional and Anticipated Impact for Low-Income	Disproportionate Burden?
2023/24	67.83%	66.07%	32.17%	33.93%	-1.76%	No
2024/25	67.83%	67.26%	32.17%	32.74%	-.58%	No
2025/26	67.83%	68.38%	32.17%	31.62%	.55%	No
2026/27	67.83%	68.52%	32.17%	31.48%	.69%	No
2027/28	67.83%	68.65%	32.17%	31.35%	.81%	No

Table 7: Bus Fare Impact Summary by Fiscal Year—Minority and Non-Minority

Year	% Minority	% Fare Increase Borne by Minority	% Non-Minority	% Fare Increase Borne By Non-Minority	Difference between Proportional and Anticipated Impact for Minority	Disparate Impact?
2023/24	41.32%	33.05%	58.68%	66.95%	-8.27%	No
2024/25	41.32%	37.55%	58.68%	62.45%	-3.77%	No
2025/26	41.32%	39.76%	58.68%	60.24%	-1.56%	No
2026/27	41.32%	40.21%	58.68%	59.79%	-1.11%	No
2027/28	41.32%	40.72%	58.68%	59.28%	-.60%	No

For all five years of the fare program, the analysis indicates that the percentage difference between low-income customers' impacts and their representation among GGT ridership varies between .81% and -1.76%, meaning that throughout the program, low-income riders would experience less or only slightly more impact than would be expected based on their presence among riders, depending on the year. In years when low-income customers can be expected to experience a

greater impact, that impact is well below the 10% threshold. The analysis shows that, for minority riders, whose impact ranges from -.60% to -8.27% throughout the five years of the program, the proposed fare changes can be expected to impact them proportionally less than would be expected, based on their representation among GGT riders all five years of the proposed fare program. Accordingly, the GGT bus fare program constitutes neither a disparate impact on minority riders nor a disproportionate burden on low-income riders.

2. GGF Fare Equity Analysis

Golden Gate Ferry's fare structure is less complicated than Golden Gate Transit's because it does not involve zones. The analysis of the fares is still based on three characteristics:

1. The ferry route (Sausalito, Larkspur, Tiburon or Angel Island);
2. The fare category (Adult vs. Discount, i,e., Senior, Youth and Disabled fares);
3. The fare media: Clipper or Limited Use Tickets (and in the case of Angel Island, discount group fares).

Limited Use Tickets allow passengers to purchase with cash a one-way fare, which is the fare media that replaced cash in 2011. As such, these fares will be represented by the label "Cash" in the tables for brevity's sake. Adult category passengers receive a discount when using the Clipper card, so Clipper and cash fares are different for Adult passengers. Just as with GGT, the Discount fare is the same when paying with cash or when using a Clipper card. The Discount fare group represents those receiving a Senior, Disabled, or Youth discount whether using cash or Clipper. Similar to Bus fares, Clipper START is a means-based fare program that was implemented as part of a MTC Pilot program beginning in September 2019. Since Clipper START fares were not active at the time the 2018 On-Board Survey was taken, Clipper START usage among the four regular ferry routes' ridership was estimated based on Clipper data collected since the beginning of the Clipper START program.

As stated above, Special Event ferry fares are not included in the current fare program proposal and are not analyzed here.

Using data from the 2018 On-Board Survey, supplemented by actual Clipper START usage, staff compared percentages of minority riders to non-minority riders by fare payment category as well as system-wide.

Tables 8 and 9 below show that 1,367 ferry passengers who used a revenue fare product (that is not a transfer or a pass) provided responses to all questions required for the analysis below. 38 Sausalito riders, 116 Larkspur riders, 13 Tiburon riders, and 184 Angel Island riders self-identified as an ethnic minority, representing a total of 351 passengers or 25.6%. 238 Sausalito riders, 497 Larkspur riders, 100 Tiburon riders, and 181 Angel Island riders identified as non-minority, representing a total of 1,016 passengers or 74.3%.

Table 8: Ferry Fare Product Usage—Minority vs. Non-Minority

	Status	Cash	Discount	Clipper	START	Group	Total
Sausalito	Minority	5	4	29	0	0	38
	Non-Minority	20	12	206	0	0	238
Larkspur	Minority	8	3	105	1	0	117
	Non-Minority	24	30	443	1	0	498
Tiburon	Minority	1	0	12	0	0	13
	Non-Minority	5	2	93	0	0	100
Angel Island	Minority	23	16	43	1	102	185
	Non-Minority	25	16	49	1	91	182
	Total	111	83	980	4	193	1371

Table 9: Ferry Fare Product Usage by Percentage—Minority vs. Non-Minority

	Status	Cash	Discount	Clipper	START	Group	Total
Sausalito	Minority	0.36%	0.29%	2.12%	0.00%	0.00%	2.77%
	Non-Minority	1.46%	0.88%	15.03%	0.00%	0.00%	17.37%
Larkspur	Minority	0.58%	0.22%	7.66%	0.07%	0.00%	8.53%
	Non-Minority	1.75%	2.19%	32.31%	0.07%	0.00%	36.32%
Tiburon	Minority	0.07%	0.00%	0.88%	0.00%	0.00%	0.95%
	Non-Minority	0.36%	0.15%	6.78%	0.00%	0.00%	7.29%
Angel Island	Minority	1.68%	1.17%	3.14%	0.07%	7.43%	13.49%
	Non-Minority	1.82%	1.17%	3.57%	0.07%	6.63%	13.27%
	Total	8.08%	6.05%	71.49%	0.29%	14.08%	100.00%

As with the bus fares analysis, staff compared the percentage of minority riders vs. non-minority riders and overall percentages for passenger ethnicity data for all fare products.

Applying the same type of analysis to income categories as was applied to minority status, Tables 10 and 11 show that 1,170 riders responded to the income question on the survey. Of these passengers, 165 Sausalito riders, 285 Larkspur riders, 39 Tiburon riders, and 47 Angel Island riders identified as having a household income of less than $75,000, for a total of 536 passengers or 45.8% of all ferry riders. In addition, 59 Sausalito riders, 271 Larkspur riders, 53 Tiburon riders, and 251 Angel Island riders for a total of 634, or 54.2%, responded as having an annual income over $75,000.

Table 10: Ferry Fare Product Usage— Low-Income vs. Non-Low Income

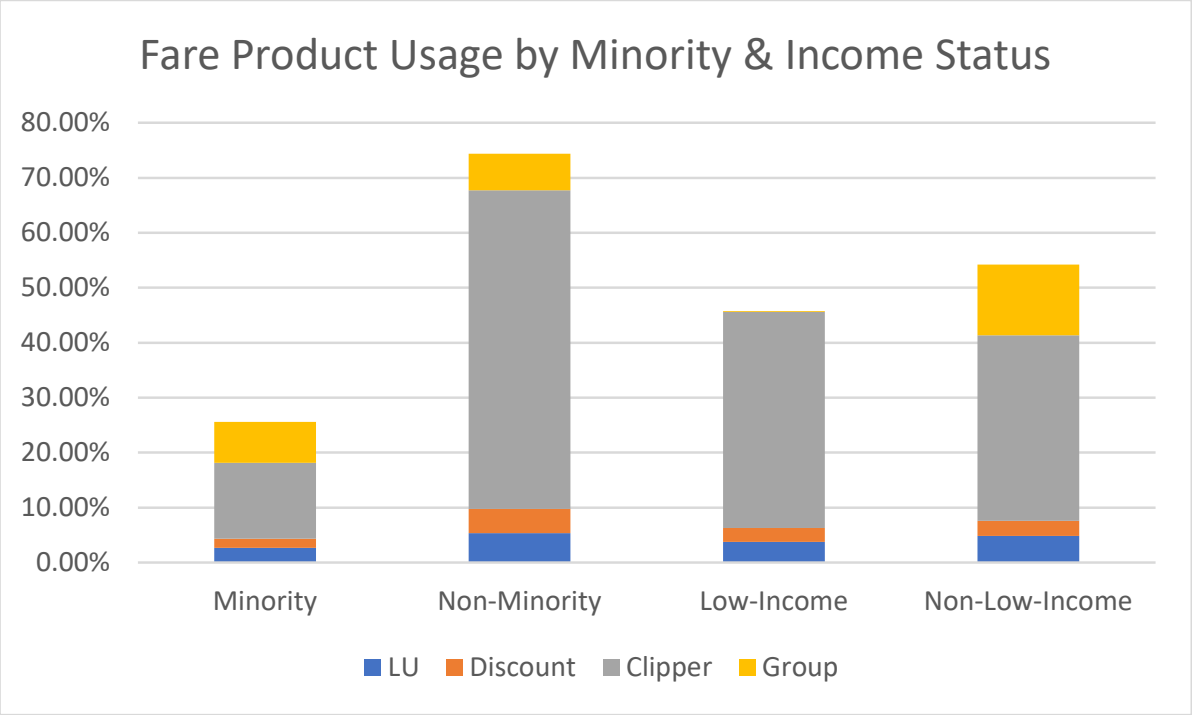
	Income Status	Cash	Discount	Clipper	START	Group	Total
Sausalito	Low-income	8	2	155	0	0	165
	Non-low-income	6	2	51	0	0	59
Larkspur	Low-income	17	13	255	1	0	286
	Non-low-income	15	11	245	0	0	271
Tiburon	Low-income	5	1	33	0	0	39
	Non-low-income	1	1	51	0	0	53
Angel Island	Low-income	14	14	17	1	2	48
	Non-low-income	35	18	49	0	150	251
	Total	101	61	856	2	152	1172

Table 11: Ferry Fare Product Usage by Percentage— Low-Income vs. Non-Low Income

	Income Status	Cash	Discount	Clipper	START	Group	Total
Sausalito	Low-income	0.68%	0.17%	13.23%	0.00%	0.00%	14.08%
	Non-low-income	0.51%	0.17%	4.35%	0.00%	0.00%	5.03%
Larkspur	Low-income	1.45%	1.11%	21.76%	0.09%	0.00%	24.41%
	Non-low-income	1.28%	0.94%	20.90%	0.00%	0.00%	23.12%
Tiburon	Low-income	0.43%	0.09%	2.82%	0.00%	0.00%	3.33%
	Non-low-income	0.09%	0.09%	4.35%	0.00%	0.00%	4.53%
Angel Island	Low-income	1.19%	1.19%	1.45%	0.09%	0.17%	4.09%
	Non-low-income	2.99%	1.49%	4.14%	0.00%	12.80%	21.42%
	Total	8.62%	5.25%	73.00%	0.17%	12.97%	100.00%

Graph 2, below, shows the frequency of use of each fare payment type on ferry by: minority, non-minority, low-income, and non-low-income. Clipper is the dominant fare media for all categories of rider. Group fares are the next most prominent, because they are used by all categories on the Angel Island service and are a popular choice for the school groups that use the service. Limited Use tickets (identified as "Cash") are next in popularity, averaging 4.18% over all groups, and discount fares are the least used, with an average of 2.82% over all groups.

Graph 2: Ferry Fare Product Usage by Minority and Income Status



As a last step in the process of the equity analysis for the ferry fare increase, Tables F1 through F5, attached at the end of this report, illustrate the methodology for calculating how the FY 2023/24 through 2027/28 fare proposal will cumulatively affect Golden Gate Ferry passengers. For each year of the fare program, the number of respondents in each fare category is multiplied by the existing fares as well as the proposed fares.

Those totals (total existing fares and total proposed fares) are then added up respectively and the difference between the total existing fare and the total proposed fare for each group (including minority passengers, non-minority passengers, low-income passengers and non-low-income passengers), is then translated into a percent change. These percent changes are then compared with each passenger type's overall ridership to determine whether the impact of the fare increase is felt proportionally to the overall ridership, or rather, whether a disparate impact or disproportionate burden exists.

Table 12: Fiscal Year Corresponding to Impact Tables (Ferry)

Each of these tables represents the impacts of one year of the Ferry fare program, as follows:

F1	FY 2023/24
F2	FY 2024/25
F3	FY 2025/26
F4	FY 2026/27
F5	FY 2027/28

In the summary lines at the bottom right of Table F1 (representing the first year of the five-year fare program for ferry fares), the average change in fares per group varies between $.30 and $.40.

Comparing the percentage change in fares to the percentage of that group's representation, the variation between the impact on low-income customers is -5.22% to -1.61% (or 5.22% to 1.61%) less than their representation among all customers), and the impact on minority customers is .90% to 5.47% (or .90% to 5.47% greater than their representation among all customers).

The tables below detail the difference in impact for each rider category from that category's representation among ferry ridership:

**Table 13: Ferry Fare Impact Summary by Fiscal Year—
Low-Income and Non-Low-Income**

Year	% Low Income	%Fare Increase Borne by Low-Income	%Non-Low-Income	% Fare Increase Borne By Non-Low-Income	Difference between Proportional and Anticipated Impact for Low-Income	Disproportionate Burden?
2023/24	44.80%	39.58%	55.20%	60.42%	-5.22%	No
2024/25	44.80%	41.43%	55.20%	58.57%	-3.37%	No
2025/26	44.80%	42.32%	55.20%	57.68%	-2.48%	No
2026/27	44.80%	42.84%	55.20%	57.16%	-1.96%	No
2027/28	44.80%	43.18%	55.20%	56.82%	-1.61%	No

**Table 14: Ferry Fare Impact Summary by Fiscal Year—
Minority and Non-Minority**

Year	% Minority	%Fare Increase Borne by Minority	%Non-Minority	% Fare Increase Borne By Non-Minority	Difference between Proportional and Anticipated Impact for Minority	Disparate Impact?
2023/24	29.78%	35.25%	70.22%	64.75%	5.47%	No
2024/25	29.78%	32.79%	70.22%	67.21%	3.01%	No
2025/26	29.78%	31.70%	70.22%	68.30%	1.92%	No
2026/27	29.78%	31.08%	70.22%	68.92%	1.30%	No
2027/28	29.78%	30.68%	70.22%	69.32%	0.90%	No

For all five years of the fare program, the percentage difference between both minorities' and low income customers' impacts and their representation among GGF ridership varies between -5.22% and 5.47%.

As an example, the -5.22% difference in Year One of the program means low income riders are less impacted than non-low-income riders. In the first year of the program, the difference between minority customers' fare impact and their presence in the rider populations is 5.47%, which means that minority riders will be relatively *more* impacted than non-minority riders, but by an amount that is within the 10% threshold established by the District's Title VI Policies. Over the next four years of the proposed program, these variations continue to fall well within 10%, indicating that the proposed GGF fare program would constitute neither a disparate impact on minority riders nor a disproportionate burden on low-income riders.

3. Paratransit Fare Equity Analysis

For paratransit, though there are almost as many zone pairs as in GGT fixed-route service, there is only one fare medium (Cash) and only one fare category (Paratransit).

Staff examined the effects of the paratransit fare proposal on low-income and minority paratransit passengers as compared to low-income and minority riders' proportional representation within the District's entire fixed-route system. Data from the 2016 Paratransit Users' Survey shows the breakdown of paratransit users by ethnic identity and income status. As shown in Table 15, below, 30.95% of paratransit users surveyed identified as being from an ethnic minority population, and 69.05% as non-minority. 82.86% respondents claimed an annual income at or below $75,000, and 17.14% claimed an income higher than $75,000. The proportion of paratransit riders identifying as minority is lower than the fixed-route bus minority population (30.95% vs. 42.50%) whereas paratransit riders are more likely to be low-income than fixed-route riders (82.86% vs. 70.22%). As a result, any increase to paratransit fares is likely to impose a disproportionate burden on low-income riders.

Table 15: Paratransit Survey Data— Minority vs. Non-Minority and Low-Income vs. Non-Low-Income

Fare Type	%Minority	%Non-Minority	Overall (ethnicity)	%Low-Income	%Non-Low-Income	Overall % (Income)
Paratransit	30.95%	69.05%	100.00%	82.86%	17.14%	100.00%

To determine the cumulative effects of the proposed fare increase, staff performed a comparable analysis to those done for bus and ferry fares: for each year of the fare program, the number of respondents in each rider category is multiplied by the existing fare as well as the proposed fares. Those totals are then added up respectively and the difference between the total existing fare and the total proposed fare for each group (including minority passengers, non-minority passengers, low-income passengers and non-low-income passengers), is then translated into a percent change. These percent changes are then compared with each passenger type's overall ridership on fixed-route service to determine whether the impact of the fare increase is felt proportionally by overall ridership, or rather, whether a disparate impact or disproportionate burden exists.

Table 16: Fiscal Year Corresponding to Impact Tables (Paratransit)

Each of these tables represents the impacts of one year of the fare program, as follows:

P1	FY 2023/24
P2	FY 2024/25
P3	FY 2025/26
P4	FY 2026/27
P5	FY 2027/28

As can be seen in Table P1 attached to this report, the difference between the fare burden, or the percent change in paratransit fares, borne by minority paratransit riders (30.95%) to the percentage of minority passengers in regional fixed-route service (41.32%) is -10.37%. This means that minority paratransit riders would experience less of an impact than would be expected based on their proportional fixed-route ridership, well below the District's threshold for determining a disparate impact. Therefore, there is no disparate impact to minority riders with the proposed fare increase on paratransit. Additionally, the discrepancy between the proportion of the fare increase borne by low-income paratransit riders (60.00%) and the representation of low-income riders on fixed-route service (67.83%) is -7.83%. This means that low-income paratransit riders would experience less of an impact than would be expected based on their proportional the fixed-route ridership. Therefore the proposed fare changes also would present no disproportionate burden on low-income paratransit riders.

The complete analysis results for paratransit fares are below in Tables 17 and 18.

Table 17: Paratransit Fare Impact Summary by Fiscal Year – Low-Income and Non-Low-Income

Year	% Low-Income	% Fare Increase Borne by Low-Income	% Non-Low-Income	% Fare Increase Borne By Non-Low-Income	Difference between Proportional and Anticipated Impact for Low-Income	Disproportionate Burden?
2023/24	67.83%	60.00%	32.17%	40.00%	-7.83%	No
2024/25	67.83%	61.29%	32.17%	38.71%	-6.54%	No
2025/26	67.83%	72.31%	32.17%	27.69%	4.48%	No
2026/27	67.83%	75.76%	32.17%	24.24%	7.93%	No
2027/28	67.83%	77.44%	32.17%	22.56%	9.61%	No

Table 18: Paratransit Fare Impact Summary by Fiscal Year – Minority and Non-Minority

Year	% Minority	% Fare Increase Borne by Minority	% Non-Minority	% Fare Increase Borne By Non-Minority	Difference between Proportional and Anticipated Impact for Minority	Disparate Impact?
2023/24	41.32%	30.95%	58.68%	69.05%	-10.37%	No
2024/25	41.32%	30.95%	58.68%	69.05%	-10.37%	No
2025/26	41.32%	30.95%	58.68%	69.05%	-10.37%	No
2026/27	41.32%	30.95%	58.68%	69.05%	-10.37%	No
2027/28	41.32%	30.95%	58.68%	69.05%	-10.37%	No

During the five years of the proposed fare program, the variance between fare impacts to low-income riders and their presence among fixed-route transit service users ranges from -7.83% in the first year to 9.61% in the final year. All of these variances fall within the 10% threshold for determining disproportionate burden, so the Five-Year Fare Program does not constitute a disproportionate burden on low-income paratransit riders.

In addition, for all five years of the proposed fare program, the percentage difference between both minorities' impacts and their representation among the District's bus ridership is -10.37%. Since this variance falls well within the threshold, the proposed paratransit fare program also would not result in a disparate impact on minority riders.

C. Conclusion

Golden Gate Transit

As can be seen on Tables 6 and 7 on page 12 of this report, the cumulative impact of the proposed fare increase on minority customers remains in the negative percentage range for the length of the fare program. The cumulative impact on low-income customers ranges from -1.76% to .81%. This means that the fiscal impact on minority customers is less than their proportional representation compared to non-minority bus customers. Low-income customers also experience an impact that is within the disproportionate burden threshold set by the District. This demonstrates that there would be neither a disparate impact on minority riders nor a disproportionate burden on low-income riders resulting from the proposed fare increase.

Golden Gate Ferry

As shown on Tables 13 and 14 on pages 17 and 18 of this report, the impact of the proposed fare increase on minority and on low-income ferry passengers using regular ferry service varies from the representation in the larger group of ferry passengers by from -5.22% to 5.47% during the length of the fare program. Since these variances are all within the threshold established by the District for disproportionate burden and disparate impact, this demonstrates that there would be neither a disparate impact on minority riders nor a disproportionate burden on low-income riders resulting from the proposed fare increase.

Paratransit

As shown in Table 17 on page 20 of this report, low-income riders on paratransit bear a fare increase burden ranging from -7.83% to 9.61% relative to low-income riders' presence in bus ridership. These variances all fall within the District's 10% threshold for determining disproportionate burden. Similarly, when comparing the burden of the fare increases on minority paratransit riders to that of all GGT riders, Table 18 on page 20 demonstrates that the increase in paratransit fares does not create a disparate impact on minority riders, with a variation of -10.37% between the burden on minority riders and their representation among the general ridership.

Attachments: Exhibit A: Resolution Adoption of Title VI Policies
Disparate Impact-Disproportionate Burden Tables for FY2024-2028 Five-Year Fare Program, Scenario 2: Bus, Ferry and Paratransit

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EXHIBIT A

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2013-078

APPROVE ADOPTION OF POLICIES FOR GOLDEN GATE TRANSIT AND GOLDEN GATE FERRY SERVICE AND FARE CHANGES, UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, AS AMENDED

August 9, 2013

WHEREAS, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Transit (GGT) bus service and Golden Gate Ferry (GGF) service, both of which are public transportation services that occasionally receive federal funding to maintain or improve service scope and quality; and,

WHEREAS, on November 15, 2012, staff presented the Transportation Committee (Committee) with an overview of Title VI as applied to federal funding recipients, such as the District, subject to the new Circular Order issued by the Federal Transit Administration (FTA); and,

WHEREAS, on February 22, 2013, the Board approved the first action required by the new FTA Circular by adopting the required service standards and policies; and,

WHEREAS, to further comply with the new FTA Circular, the District must establish the following three policies: a Major Service Change Policy, a Disparate Impact Policy and a Disproportionate Burden Policy (Three Policies); and,

WHEREAS, the Three Policies will guide when and how the District analyzes the effects of potential future fare and service changes on minority and low-income populations and, in the event the District finds disparities, the District must evaluate whether there is an alternative that has a more equitable impact; and,

WHEREAS, the new FTA Circular requires transit providers, such as the District, to solicit and consider public input before establishing such policies; and,

WHEREAS, staff presented the Three Policies to the Committee on June 13, 2013, and the Committee recommended and the Board, by Resolution No. 2013-054 at its meeting of June 14, 2013, authorized the setting of a public hearing on a proposal to establish policies for Golden Gate Transit and Golden Gate Ferry Service and for fare changes under Title IV of the Civil Rights Act of 1964 as amended; and,

WHEREAS, the District conducted outreach relative to this proposal, as follows: (1) a press release was issued on July 17, 2013; (2) information was posted on the District's website, emailed to District's opt-in subscription lists and community-based organizations, posted on District's social media sites, and published as advertisements and legal notices in several periodicals including *San Francisco Chronicle*, *Marin Independent Journal* and the *Santa Rosa Press Democrat*; (3) Public Outreach Meetings were held on July 8, 2013 in Marin City, on July 9, 2013 in Novato, and on July 10, 2013 in Rohnert Park; and, (4) Spanish translations of printed materials, website information, and community meetings were available at all public outreach meetings and at the public hearing; and,

WHEREAS, public comments on the Three Policies could be submitted by either attending the public hearing or the public outreach meetings, emailing publichearing@goldengate.org or sending written comments to the District; and,

WHEREAS, due to concerns about Marin City residents not having received sufficient advance notice of the opportunity to comment on the Three Policies, the District extended the comment period by two weeks and held an additional public outreach meeting at the Marin City Library on July 25, 2013; and,

WHEREAS, seven public comments were received by the District as of July 25, 2013, and while several comments were related to the overall topic of Title VI, none of the comments were specific to the Three Policies; and,

WHEREAS, complete copies of the Three Policies and staff's underlying analysis, as well as a summary of the comments received and staff responses, are included herein as Attachments; and,

WHEREAS, the Transportation Committee at its meeting of August 2, 2013, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby approves adoption of policies for Golden Gate Transit and Golden Gate Ferry Service and fare changes, under Title VI of the Civil Rights Act of 1964, as amended, and attached hereto.

RESOLUTION NO. 2013-078
BOARD OF DIRECTORS MEETING OF AUGUST 9, 2013
PAGE 3

ADOPTED this 9th day of August 2013, by the following vote of the Board of Directors:

AYES (15): Directors Arnold, Belforte, Breed, Cochran, Fredericks, Moylan, Pahre, Rabbitt, Reilly, Sears, Snyder, Sobel and Theriault; Second Vice President Stroeh; President Eddie
NOES (0): None
ABSENT (4): Directors Campos, Wiener and Yee; First Vice President Grosboll

James C. Eddie
James C. Eddie
President, Board of Directors

ATTEST: Janet S Tarantino
Janet S. Tarantino
Secretary of the District

Attachment 1 - Three Policies and Analysis
Attachment 2 - Summary of Comments Received and Staff Responses

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Proposed Title VI Policies Pertaining to Major Service Changes, Disparate Impacts, and Disproportionate Burdens

Major Service Change Policy

The District must ensure that its services are provided equitably, without discrimination based on race, color, national origin or socio-economic status. To that end, the District must evaluate potential "major" service changes and all fare changes (except for those specifically exempt in the FTA Title VI Circular, such as Spare-the-Air Days and short-term promotional service demonstrations or fare decreases) for their impact on low-income and minority populations in its service area. Before this can occur, the District must adopt a Major Service Change policy to provide a concrete basis for determining which service changes need to be analyzed for equity.

Staff proposes the following for the District's Major Service Change Policy:

- A major service change is defined as a reduction or increase of 25 percent (25%) or more in total vehicle revenue miles in service on any specific route, with the change(s) occurring at one time or over any twenty-four month period.

Staff further proposes the following exemptions such that these changes would not be subject to a Title VI Equity Analysis:

- Changes to service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (such as promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities) is not considered "major," as long as the service will be/has been operated for no more than twelve months.
- If District-operated transit service is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served, the change is not considered "major."

The following examples will assist the public in understanding the impact of the proposed policy.

- Example 1: If Route 11 has 20 trips a day, and the District proposes to cancel six of those trips (30%) in January 2014, then that is a major service change, and a Title VI Equity Analysis must be completed. However, if only four trips are proposed for cancellation (20%), then no analysis is required. If the District cancels these four trips and then decides to cancel two more trips in January 2015 on this same Route 11, then the percentage will again be 30% over a twenty-four month period, and an analysis will be required.
- Example 2: If Route 12 has eight trips per day and four trips are proposed for cancellation, then under the proposed policy, a Title VI Analysis is not required because the route has fewer than ten total trips per day. However, if the entire route is proposed for cancellation, then an analysis is required.
- Example 3: If Route 13 is introduced in January 1, 2014 as a demonstration service, and the District proposes to discontinue it effective December 31, 2015, then no analysis

is required when the service is introduced or discontinued. However, if the District proposes to continue the service beyond January 1, 2015, then an analysis is required for it to continue, and for it to be discontinued thereafter.

- Example 4: If Route 14 operated four times a day from Corte Madera to Petaluma, and the District planned to cease operating this trip while another transit system planned to operate the same route four times a day at the same times, with the same or better fares and transfer options, then no analysis would be required.

Disparate Impact and Disproportionate Burden Policies

When a fare change or major service change is proposed, the District must analyze whether the change will result in a fair distribution of both negative effects (such as service cuts or fare increases) and positive effects (service expansions or fare reductions, such as new discounts).

In the case of the Disparate Impact Policy, the analysis focuses on whether minority riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-minority riders or residents.

Similarly, in the case of the Disproportionate Burden Policy, the analysis focuses on whether low-income riders or residents bear a disproportionately greater burden – or receive a disproportionately lesser benefit – than non-low-income riders or residents.

Disparate Impact Policy

In conducting equity analyses, the Disparate Impact policy provides the threshold used to determine whether greater negative impacts – or lesser positive impacts – on **minority** riders and residents are significant.

If a proposed action would have a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or a benefit that would be available to non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. If no option with a less disparate effect exists, the District must take measures to mitigate the impact of the proposed action on the affected minority population **and** demonstrate that a legitimate business purpose cannot otherwise be accomplished.

Staff proposes the following for the District's Disparate Impact Policy:

1. The District defines its Disparate Impact Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

The question that must be answered for every major service change and every fare change is: are minority riders more negatively affected (or less positively affected) by this change than riders as a whole? This is determined primarily by calculating the percentage of minority riders on

Golden Gate buses (or ferries, for a ferry service or fare change) and by calculating the percentage of minority riders affected by the change. If minorities represent a higher percentage in the impacted group than in the general ridership as a whole, the question is, how much higher? If the difference is ten percent or higher, then there is a disparate impact. As a secondary aspect of, and important precursor to, this comparative analysis, the District must define the adverse effects and/or benefits being measured for the change in question.

Some hypothetical examples of how the policy could be applied follow:

- Example 1: The District proposes to discontinue Route 16. Fifty percent of Route 16's riders belong to a minority group. If ridership on the District's bus service as a whole is 35% minority, the difference in the percentage of affected riders who are minorities and the percentage of all bus riders who are minorities is 15 percentage points. That indicates that there is a disparate impact on minority riders, and in this situation, the District would be required to evaluate whether there is an alternative with a less disparate impact on minority riders. If there is no other alternative, the District would need to mitigate the negative impact of the service cancellation on minority riders **and** demonstrate that the service reduction serves a legitimate business purpose that cannot be accomplished with less impact on minority riders.

- Example 2: The District proposes to raise fares from Zone 4 to Zone 1 by 10% and the rest of the fares only 5%. Whereas the overall ridership is 35% minority, if Zone 4 to Zone 1 riders is, for example, 46% minority, then the difference between the two groups is 11 percentage points, exceeding the 10% threshold, and there would be a disparate impact. The District would have to seek alternatives with a more equitable impact. If no such alternatives are available, then the District would have to mitigate the impact on minority riders **and** demonstrate that this fare increase serves a legitimate business purpose that cannot be accomplished in another less-discriminatory way.

Disproportionate Burden Policy

As with the Disparate Impact Policy, the Disproportionate Burden Policy comes into play when a fare change or major service change is analyzed for its equity. In this case, staff determines whether **low-income** riders and residents bear a disproportionate burden of the negative effects of – or enjoy a disproportionately low benefit from – the proposed change.

The proposed Disproportionate Burden Policy is very similar to the proposed Disparate Impact Policy and reads as follow:

2. The District defines its Disproportionate Burden Threshold for determining whether the burdens or benefits of a major service change (as defined in the first part of this document) or a fare adjustment are equitable to be 10%, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

If, in the course of performing a Title VI Equity Analysis, the District finds that a proposed fare or major service change has a negative impact that affects low-income riders as compared to

non-low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, or that benefits non-low-income riders more than low-income riders with a disparity that exceeds the adopted Disproportionate Burden Threshold, the District must evaluate whether there is an alternative that has a more equitable impact. Otherwise, the District must take measures to mitigate the impact of the proposed action on the affected low-income population.

Again, illustrative examples can make the uses of the policy more transparent:

- Example 1: The District proposes to discontinue Route 16. The ridership of Route 16 is 66% low-income. If ridership on the District's bus service as a whole is 50% low-income, then the difference between the low-income ridership of the Route 16 and the overall bus ridership is 16 percentage points, which means this change exceeds the threshold for disproportionate burden, or in other words, that low-income riders are bearing a disproportionate burden of this service change. In this situation, the District would be required to take measures to mitigate or lessen the impact of this change on the low-income riders of Route 16.

- Example 2: The District proposes to cut four trips on Route 21. The ridership of Route 21 is 45% low-income. If the ridership on the District's bus service as a whole is 50% low-income, then the difference is negative five percentage points (meaning the affected ridership is five percent less low-income than the overall ridership), and the burden of this change does not fall more on low-income riders than on riders as a whole.

- Example 3: The District proposes to add a new route. The residents of the areas served are 25% low-income. If the District's ridership as a whole is 50% low-income, those benefiting from the service addition are 25% less low-income than the overall ridership. There is a disproportionate benefit, and the District would be required to consider options for mitigating this disproportion.

Summary of Comments Received and Staff Responses

1. **Comment:** Special fares for minorities?? Racism of the worst order.

   Staff response: The public comment process is not about setting special fares for minorities but instead setting a framework for evaluating the impacts of future service or fare changes on disadvantaged communities.

2. **Comment:** I have been advocating for Title VI populations in Marin City. In order to get proper notification to minority and low-income populations adequate communication must be provided as an outreach mechanism to ensure against a community not being left out. Inasmuch as this did not happen in Marin City, where both low-income and minority residents were left out with no notification of an Open House on July 8 at the Senior Center, there is a violation of Title VI. I noticed an 8 1/2 by 11 inches poster (only one hour before the meeting) at the Marin City Hub. This was another disappointment to me and others in our community. Our shuttle service is inadequate for serving our community because of the hilly terrain.

   Staff response: Given concern about the adequacy of the notification process for Marin City residents, the public comment period was extended by two weeks, additional communications were sent out, notices were posted at all bus stops in that community, and leaflets were handed out to bus riders advising that an additional public outreach meeting was scheduled in Marin City. The proposed policies are specific to regional bus and ferry services operated by the Golden Gate Bridge Highway and Transportation District. Shuttle and other fixed route and demand responsive service operated by Marin Transit and policies related to those services are the responsibility of Marin Transit.

3. **Comment:** I'm glad that you're having an additional comment period for Marin City, but in the future it's important that more advertising and outreach is implemented. Many residents were unaware about the meeting and the comment period.

   Staff response: See response to Comment #2. Future outreach efforts in Marin City will include more extensive communication efforts.

4. **Comment:** It appears the proposals brought to the hearing are all about raising fares and arguing about whether or not the District can raise some and not others without discrimination. The point should be THERE SHOULD BE NO FARE INCREASES, BUT FARE DECREASES.

   Staff response: The proposed policies provide a framework to evaluate future potential service and fare changes. No fare changes are proposed at this time.

5. **Comment:** The District's Allocation of resources between bus and ferry services needs to be re-evaluated in view of Title VI. There is a disproportionate amount of resources going to wealthy ferry riders and not to low-income bus riders.

Response: Duly noted. The proposed policies do not address specific to the District's allocation of transit resources between modes. The District plans to analyze the demographic characteristics of its ferry and regional bus riderships.

6. **Comment:** The job of the Golden Gate Transit District is to provide public transportation, in order to reduce automobile traffic and provide a reasonable-cost alternative to driving. The job of the District is transportation, NOT social justice, affirmative action or welfare. All this would do is raise the cost of transportation due to the additional resources needed to determine, implement and monitor these Title VI items. It is ridiculous to put the Transit District into this situation. The $5,000 to conduct this initial public hearing will be pocket change to the cost of implementation. The bottom line is stick to your primary objective and tell the feds to make their own determinations that the Transit District is discriminatory, and make them prove it. Focus on serving the communities you service, while keeping costs down, and not on Washington D.C's social justice schemes.

   Response: The proposed policies and overall compliance with Title VI is a condition of the District continuing to receive federal financial assistance for its public transportation programs.

7. **Comment:** I oppose any fare increases for the Golden Gate transit ferries, buses and bridge. The fares are exorbitant as they are now and are a huge burden on the average person's finances. This is supposed to be PUBLIC transportation, not ELITE transportation. It is only affordable to the rich.

   Response: The proposed policies are not specific to any fare increase at this time. They will be used to evaluate future fare increase proposals.

APPENDIX D

Table B1: Impact table for Bus Fares 2023/2024

Zone to zone	Payment Method	Pax Category	Cost Existing	Cost Proposed	Change Absolute	Change Percent	Usage by Group (number) Low Income	Non-Low Income	Minority	Non-Minority	Overall	Usage by Group (percent) Low Income	Non-Low Income	Minority	Non-Minority	Overall	Cumulative Current fare Low Income	Non-Low Income	Minority	Non-Minority	Cumulative Proposed Fare Low Income	Non-Low Income	Minority	Non-Minority	Fare Change Experienced by Group Low Income	Non-Low Income	Minority	Non-Minority
Zone	Cash	Adult	$5.00	$5.25	$0.25	5.00%	2.19	1.46	3.65	2.19	3.65	0.6%	0.9%	1.5%	0.6%	0.7%	$10.95	$7.30	$18.25	$10.95	$11.50	$7.67	$19.16	$11.50	$0.55	$0.37	$0.91	$0.55
1		Discount*	$2.50	$2.50	$0.00	0.00%	0.00	0.73	1.06	0.00	0.73	0.0%	0.4%	0.4%	0.0%	0.1%	$0.00	$1.83	$2.65	$0.00	$0.00	$1.83	$2.65	$0.00	$0.00	$0.00	$0.00	$0.00
AND		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone	Clipper	Adult	$4.00	$4.20	$0.20	5.00%	1.46	5.40	3.25	5.04	6.86	0.4%	3.2%	1.4%	1.5%	1.3%	$5.84	$21.60	$13.00	$20.16	$6.13	$22.68	$13.65	$21.17	$0.29	$1.08	$0.65	$1.01
1		Start	$2.50	$2.50	$0.00	0.00%	1.00	0.00	0.50	3.00	1.00	0.3%	0.0%	0.2%	0.9%	0.2%	$2.50	$0.00	$1.25	$7.50	$2.50	$0.00	$1.25	$7.50	$0.00	$0.00	$0.00	$0.00
	Other	Adult					1.00	1.10	2.81	2.20	2.10	0.3%	0.7%	1.2%	0.6%	0.4%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$8.00	$8.25	$0.25	3.13%	12.31	8.41	12.20	11.59	20.72	3.5%	5.0%	5.1%	3.4%	4.0%	$98.48	$67.28	$97.60	$92.72	$101.56	$69.38	$100.65	$95.62	$3.08	$2.10	$3.05	$2.90
Zone		Discount*	$4.00	$4.00	$0.00	0.00%	5.06	6.08	2.92	12.79	11.14	1.4%	3.6%	1.2%	3.8%	2.1%	$20.24	$24.32	$11.68	$51.16	$20.24	$24.32	$11.68	$51.16	$0.00	$0.00	$0.00	$0.00
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$6.40	$6.60	$0.20	3.12%	33.70	40.05	33.85	55.30	73.75	9.6%	24.0%	14.2%	16.3%	14.2%	$215.68	$256.32	$216.64	$353.92	$222.42	$264.33	$223.41	$364.98	$6.74	$8.01	$6.77	$11.06
AND		Start	$4.00	$4.00	$0.00	0.00%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.00	$0.00	$6.88	$8.00	$0.00	$0.00	$0.00	$0.00
Zone	Other	Adult					0.00	2.20	2.00	3.29	2.20	0.0%	1.3%	0.8%	1.0%	0.4%												
2		Discount*					0.00	0.00	0.00	1.10	0.00	0.0%	0.0%	0.0%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$8.00	$8.25	$0.25	3.13%	18.59	4.33	10.95	14.46	22.92	5.3%	2.6%	4.6%	4.3%	4.4%	$148.72	$34.64	$87.60	$115.68	$153.37	$35.72	$90.34	$119.30	$4.65	$1.08	$2.74	$3.61
Zone		Discount*	$4.00	$4.00	$0.00	0.00%	7.93	3.65	5.11	11.80	11.58	2.3%	2.2%	2.1%	3.5%	2.2%	$31.72	$14.60	$20.44	$47.20	$31.72	$14.60	$20.44	$47.20	$0.00	$0.00	$0.00	$0.00
1		Other					0.00	0.73		0.00	0.73	0.0%	0.4%	0.0%	0.0%	0.1%												
AND	Clipper	Adult	$6.40	$6.60	$0.20	3.12%	48.83	28.55	35.47	49.85	77.38	13.9%	17.1%	14.8%	14.7%	14.9%	$312.51	$182.72	$227.01	$319.04	$322.28	$188.43	$234.10	$329.01	$9.77	$5.71	$7.09	$9.97
Zone		Start	$4.00	$4.00	$0.00	0.00%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.00	$0.00	$6.88	$8.00	$0.00	$0.00	$0.00	$0.00
3	Other	Adult					0.00	1.10		2.20	1.10	0.0%	0.7%	0.0%	0.6%	0.2%												
		Discount*					0.00	0.00	0.73	1.10	0.00	0.0%	0.0%	0.3%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$9.25	$9.50	$0.25	2.70%	7.49	0.73	4.64	3.84	8.22	2.1%	0.4%	1.9%	1.1%	1.6%	$69.28	$6.75	$42.92	$35.52	$71.16	$6.94	$44.08	$36.48	$1.87	$0.18	$1.16	$0.96
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.73	1.07	2.19	1.06	1.80	0.2%	0.6%	0.9%	0.3%	0.3%	$3.29	$4.82	$9.86	$4.77	$3.47	$5.08	$10.40	$5.04	$0.18	$0.27	$0.55	$0.27
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$7.40	$7.60	$0.20	2.70%	33.83	8.85	14.56	29.43	42.68	9.6%	5.3%	6.1%	8.7%	8.2%	$250.34	$65.49	$107.74	$217.78	$257.11	$67.26	$110.66	$223.67	$6.77	$1.77	$2.91	$5.89
Zone		Start	$4.50	$4.75	$0.25	5.56%	0.50	0.00	1.00	1.00	0.50	0.1%	0.0%	0.4%	0.3%	0.1%	$2.25	$0.00	$4.50	$4.50	$2.38	$0.00	$4.75	$4.75	$0.13	$0.00	$0.25	$0.25
4	Other	Adult					0.00	1.10	0.00		1.10	0.0%	0.7%	0.0%	0.0%	0.2%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	1.10	1.10		1.10	0.0%	0.7%	0.5%	0.0%	0.2%												
	Cash	Adult	$14.00	$14.25	$0.25	1.79%	5.30	3.60	6.43	3.18	8.90	1.5%	2.2%	2.7%	0.9%	1.7%	$74.20	$50.40	$90.02	$44.52	$75.53	$51.30	$91.63	$45.32	$1.32	$0.90	$1.61	$0.80
Zone		Discount*	$7.00	$7.00	$0.00	0.00%	0.34	0.00	0.33	0.73	0.34	0.1%	0.0%	0.1%	0.2%	0.1%	$2.38	$0.00	$2.31	$5.11	$2.38	$0.00	$2.31	$5.11	$0.00	$0.00	$0.00	$0.00
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$11.20	$11.40	$0.20	1.79%	10.94	17.06	8.48	13.50	28.00	3.1%	10.2%	3.5%	4.0%	5.4%	$122.53	$191.07	$94.98	$151.20	$124.72	$194.48	$96.67	$153.90	$2.19	$3.41	$1.70	$2.70
Zone		Start	$7.00	$7.00	$0.00	0.00%	0.00	0.00	0.50	1.00	0.00	0.0%	0.0%	0.2%	0.3%	0.0%	$0.00	$0.00	$3.50	$7.00	$0.00	$0.00	$3.50	$7.00	$0.00	$0.00	$0.00	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	1.10	0.00	1.10	1.10	0.0%	0.7%	0.0%	0.3%	0.2%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$14.00	$14.25	$0.25	1.79%	12.06	3.89	9.54	6.88	15.95	3.4%	2.3%	4.0%	2.0%	3.1%	$168.84	$54.46	$133.56	$96.32	$171.86	$55.43	$135.95	$98.04	$3.02	$0.97	$2.38	$1.72
Zone		Discount*	$7.00	$6.50	-$0.50	-7.14%	2.53	0.00	2.12	1.39	2.53	0.7%	0.0%	0.9%	0.4%	0.5%	$17.71	$0.00	$14.84	$9.73	$16.45	$0.00	$13.78	$9.04	-$1.27	$0.00	-$1.06	-$0.69
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$11.20	$11.40	$0.20	1.79%	16.48	9.62	8.60	17.46	26.10	4.7%	5.8%	3.6%	5.1%	5.0%	$184.58	$107.74	$96.32	$195.55	$187.87	$109.67	$98.04	$199.04	$3.30	$1.92	$1.72	$3.49
Zone		Start	$7.00	$7.00	$0.00	0.00%	0.50	0.00	0.50	1.00	0.50	0.1%	0.0%	0.2%	0.3%	0.1%	$3.50	$0.00	$3.50	$7.00	$3.50	$0.00	$3.50	$7.00	$0.00	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$12.75	$3.50	-$9.25	-72.55%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$1.75	$1.75	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$3.50	$3.50	$0.00	0.00%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone	Start	Other	$3.50	$3.50	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 2,3,4 AND Zone 2,3,4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare structure and are not being changed for this proposal																											
	Cash	Adult	$9.25	$9.50	$0.25	2.70%	0.73	0.00	0.73	0.73	0.73	0.2%	0.0%	0.3%	0.2%	0.1%	$6.75	$0.00	$6.75	$6.75	$6.94	$0.00	$6.94	$6.94	$0.18	$0.00	$0.18	$0.18
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$7.40	$7.60	$0.20	2.70%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

5	Other	Adult					0.00	0.00		1.00	0.00	0.0%	0.0%	0.0%	0.3%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$9.50	$0.25	2.70%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$7.60	$0.20	2.70%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$5.40	$0.00	$5.40	$0.00	$5.55	$0.00	$5.55	$0.00	$0.15	$0.00	$0.15	$0.00
Zone		Start	$4.50	$4.75	$0.25	5.56%	1.00	0.00	0.25	0.00	1.00	0.3%	0.0%	0.1%	0.0%	0.2%	$4.50	$0.00	$1.13	$0.00	$4.75	$0.00	$1.19	$0.00	$0.25	$0.00	$0.06	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$7.00	$0.25	3.70%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$3.50	$0.25	7.69%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$5.60	$0.20	3.70%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$3.50	$0.25	7.69%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00	0.61		0.00	0.0%	0.0%	0.3%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$9.50	$0.25	2.70%	1.46	0.73	0.00	0.73	2.19	0.4%	0.4%	0.0%	0.2%	0.4%	$13.51	$6.75	$0.00	$6.75	$13.87	$6.94	$0.00	$6.94	$0.37	$0.18	$0.00	$0.18
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$7.60	$0.20	2.70%	0.73	1.46	2.19	1.46	2.19	0.2%	0.9%	0.9%	0.4%	0.4%	$5.40	$10.80	$16.21	$10.80	$5.55	$11.10	$16.64	$11.10	$0.15	$0.29	$0.44	$0.29
Zone		Start	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.25	0.25	0.00	0.0%	0.0%	0.1%	0.1%	0.0%	$0.00	$0.00	$1.13	$1.13	$0.00	$0.00	$1.19	$1.19	$0.00	$0.00	$0.06	$0.06
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$9.50	$0.25	2.70%	2.92	0.00	2.19	0.73	2.92	0.8%	0.0%	0.9%	0.2%	0.6%	$27.01	$0.00	$20.26	$6.75	$27.74	$0.00	$20.81	$6.94	$0.73	$0.00	$0.55	$0.18
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$7.60	$0.20	2.70%	5.84	0.00	2.19	4.38	5.84	1.7%	0.0%	0.9%	1.3%	1.1%	$43.22	$0.00	$16.21	$32.41	$44.38	$0.00	$16.64	$33.29	$1.17	$0.00	$0.44	$0.88
Zone		Start	$4.50	$4.75	$0.25	5.56%	1.00	0.00	0.25	1.00	1.00	0.3%	0.0%	0.1%	0.3%	0.2%	$4.50	$0.00	$1.13	$4.50	$4.75	$0.00	$1.19	$4.75	$0.25	$0.00	$0.06	$0.25
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$7.00	$0.25	3.70%	12.41	0.00	5.84	2.92	12.41	3.5%	0.0%	2.4%	0.9%	2.4%	$83.77	$0.00	$39.42	$19.71	$86.87	$0.00	$40.88	$20.44	$3.10	$0.00	$1.46	$0.73
Zone		Discount*	$3.25	$3.50	$0.25	7.69%	0.73	0.00	0.00	1.46	0.73	0.2%	0.0%	0.0%	0.4%	0.1%	$2.37	$0.00	$0.00	$4.75	$2.56	$0.00	$0.00	$5.11	$0.18	$0.00	$0.00	$0.36
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$5.60	$0.20	3.70%	71.51	5.84	27.74	45.26	77.35	20.3%	3.5%	11.6%	13.3%	14.9%	$386.15	$31.54	$149.80	$244.40	$400.46	$32.70	$155.34	$253.46	$14.30	$1.17	$5.55	$9.05
Zone		Start	$3.25	$3.50	$0.25	7.69%	2.00	0.00	2.00	3.00	2.00	0.6%	0.0%	0.8%	0.9%	0.4%	$6.50	$0.00	$6.50	$9.75	$7.00	$0.00	$7.00	$10.50	$0.50	$0.00	$0.50	$0.75
7	Other	Adult					1.71	0.00	1.10	0.61	1.71	0.5%	0.0%	0.5%	0.2%	0.3%										
		Discount*					1.10	0.00		1.10	1.10	0.3%	0.0%	0.0%	0.3%	0.2%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$7.50	$7.75	$0.25	3.33%	2.19	0.00	1.46	0.73	2.19	0.6%	0.0%	0.6%	0.2%	0.4%	$16.43	$0.00	$10.95	$5.48	$16.97	$0.00	$11.32	$5.66	$0.55	$0.00	$0.37	$0.18
Zone		Discount*	$3.75	$3.75	$0.00	0.00%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.74	$0.00	$2.74	$0.00	$2.74	$0.00	$2.74	$0.00	$0.00	$0.00	$0.00	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$6.00	$6.20	$0.20	3.33%	0.73	0.00	0.00	0.73	0.73	0.2%	0.0%	0.0%	0.2%	0.1%	$4.38	$0.00	$0.00	$4.38	$4.53	$0.00	$0.00	$4.53	$0.15	$0.00	$0.00	$0.15
Zone		Start	$3.75	$3.75	$0.00	0.00%	0.20	0.00	0.25	0.00	0.20	0.1%	0.0%	0.1%	0.0%	0.0%	$0.75	$0.00	$0.94	$0.00	$0.75	$0.00	$0.94	$0.00	$0.00	$0.00	$0.00	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$7.50	$7.75	$0.25	3.33%	0.73	0.73	1.46	0.00	1.46	0.2%	0.4%	0.6%	0.0%	0.3%	$5.48	$5.48	$10.95	$0.00	$5.66	$5.66	$11.32	$0.00	$0.18	$0.18	$0.37	$0.00
Zone		Discount*	$3.75	$3.75	$0.00	0.00%	1.46	0.00	0.00	1.46	1.46	0.4%	0.0%	0.0%	0.4%	0.3%	$5.48	$0.00	$0.00	$5.48	$5.48	$0.00	$0.00	$5.48	$0.00	$0.00	$0.00	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$6.00	$6.20	$0.20	3.33%	1.46	0.00	0.73	1.46	1.46	0.4%	0.0%	0.3%	0.4%	0.3%	$8.76	$0.00	$4.38	$8.76	$9.05	$0.00	$4.53	$9.05	$0.29	$0.00	$0.15	$0.29
Zone		Start	$3.75	$3.75	$0.00	0.00%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.94	$0.00	$0.00	$0.00	$0.94	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$7.00	$0.25	3.70%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$3.50	$0.25	7.69%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$5.60	$0.20	3.70%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$3.50	$0.25	7.69%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.92	$0.00	$2.92	$0.00	$1.75	$0.00	$1.75	$0.00	-$1.17	$0.00	-$1.17	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										

		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	2.19	0.73	1.46	1.46	2.92	0.6%	0.4%	0.6%	0.4%	0.6%	$10.95	$3.65	$7.30	$7.30	$6.57	$2.19	$4.38	$4.38	-$4.38	-$1.46	-$2.92	-$2.92
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	2.19	1.41	1.46	1.46	3.60	0.6%	0.8%	0.6%	0.4%	0.7%	$8.76	$5.64	$5.84	$5.84	$5.26	$3.38	$3.50	$3.50	-$3.50	-$2.26	-$2.34	-$2.34
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.63	$0.00	$0.00	$0.00	$0.38	$0.00	$0.00	$0.00	-$0.25	$0.00	$0.00	$0.00
6	Other	Adult					1.10	0.00	1.00	1.10	1.10	0.3%	0.0%	0.4%	0.3%	0.2%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$12.75	$13.00	$0.25	1.96%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$6.50	$0.25	4.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$10.20	$10.40	$0.20	1.96%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$6.50	$0.25	4.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$3.65	$0.00	$3.65	$0.00	$2.19	$0.00	$2.19	$0.00	-$1.46	$0.00	-$1.46	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.50	0.00	0.00	0.00	0.50	0.1%	0.0%	0.0%	0.0%	0.1%	$1.25	$0.00	$0.00	$0.00	$0.75	$0.00	$0.00	$0.00	-$0.50	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$12.75	$13.00	$0.25	1.96%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$6.50	$0.25	4.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$10.20	$10.40	$0.20	1.96%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$6.50	$0.25	4.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$5.00	$2.00	-$3.00	-60.00%	2.33	0.61	2.94		2.94	0.7%	0.4%	1.2%	0.0%	0.6%	$11.64	$3.07	$14.71	$0.00	$4.66	$1.23	$5.89	$0.00	-$6.98	-$1.84	-$8.83	$0.00
Zone		Discount*	$1.00	$1.00	$0.00	0.00%	2.81	0.00	0.00	2.81	2.81	0.8%	0.0%	0.0%	0.8%	0.5%	$2.81	$0.00	$0.00	$2.81	$2.81	$0.00	$0.00	$2.81	$0.00	$0.00	$0.00	$0.00
7		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$2.00	$2.00	$0.00	0.00%	1.10	2.20	2.20	1.10	3.29	0.3%	1.3%	0.9%	0.3%	0.6%	$2.20	$4.39	$4.39	$2.20	$2.20	$4.39	$4.39	$2.20	$0.00	$0.00	$0.00	$0.00
Zone		Other	$2.00	$2.00	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		TOTALS				**339.645288**	**351.817398**	**166.839061**	**239.1523**	**339.6453**	**518.6565**	**1**	**1**	**1**	**1**	**1**												

Total Cumulative Current Fare	$2,438.36	$1,162.66	$1,646.61	$2,203.28			
Average Cumulative Current Fare	$6.93	$6.97	$6.89	$6.49			
Total Cumulative Proposed Fare	$2,485.18	$1,186.71	$1,672.65	$2,256.04			
Average Cumulative Proposed Fare	$7.06	$7.11	$6.99	$6.64			
Total Change in Fare per Group	$46.82	$24.04	$26.04	$52.76			
Average Change in Fare per Group	$0.13	$0.14	$0.11	$0.16			
Percent Change in Fare per Group	66.07%	33.93%	33.05%	66.95%			
Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	67.83%	32.17%	41.32%	58.68%			
Difference from Exact Proportional Impact of Fare Change	-1.76%	1.76%	-8.27%	8.27%			
Findings	**No disproportionate burden**		**No disparate impact**				

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clipper
"Other" is generally a non-cash fare such as a transfer or an emoloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%.**
Impact on minorities is 8.27% less than minorities' presence in rider population. Impact on low-income riders is 1.76% less than their proportion in the ridership population
Therefore finding is no disparate impact and no disproportionate burden.

Table B2: Impact table for Bus Fares 2024/25

							Usage by Group (number)					Usage by Group (percent)					Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Pax Category	Cost Existing	Proposed	Change Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
Zone	Cash	Adult	$5.00	$5.50	$0.50	10.00%	2.19	1.46	3.65	2.19	3.65	0.6%	0.9%	1.5%	0.6%	0.7%	$10.95	$7.30	$18.25	$10.95	$12.05	$8.03	$20.08	$12.05	$1.10	$0.73	$1.83	$1.10
1		Discount*	$2.50	$2.75	$0.25	10.00%	0.00	0.73	1.06	0.00	0.73	0.0%	0.4%	0.4%	0.0%	0.1%	$0.00	$1.83	$2.65	$0.00	$0.00	$2.01	$2.92	$0.00	$0.00	$0.18	$0.27	$0.00
AND		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone	Clipper	Adult	$4.00	$4.40	$0.40	10.00%	1.46	5.40	3.25	5.04	6.86	0.4%	3.2%	1.4%	1.5%	1.3%	$5.84	$21.60	$13.00	$20.16	$6.42	$23.76	$14.30	$22.18	$0.58	$2.16	$1.30	$2.02
1		Start	$2.50	$2.75	$0.25	10.00%	1.00	0.00	0.50	3.00	1.00	0.3%	0.0%	0.2%	0.9%	0.2%	$2.50	$0.00	$1.25	$7.50	$2.75	$0.00	$1.38	$8.25	$0.25	$0.00	$0.13	$0.75
	Other	Adult					1.00	1.10	2.81	2.20	2.10	0.3%	0.7%	1.2%	0.6%	0.4%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$8.00	$8.50	$0.50	6.25%	12.31	8.41	12.20	11.59	20.72	3.5%	5.0%	5.1%	3.4%	4.0%	$98.48	$67.28	$97.60	$92.72	$104.64	$71.49	$103.70	$98.52	$6.16	$4.21	$6.10	$5.80
Zone		Discount*	$4.00	$4.25	$0.25	6.25%	5.06	6.08	2.92	12.79	11.14	1.4%	3.6%	1.2%	3.8%	2.1%	$20.24	$24.32	$11.68	$51.16	$21.51	$25.84	$12.41	$54.36	$1.27	$1.52	$0.73	$3.20
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$6.40	$6.80	$0.40	6.25%	33.70	40.05	33.85	55.30	73.75	9.6%	24.0%	14.2%	16.3%	14.2%	$215.68	$256.32	$216.64	$353.92	$229.16	$272.34	$230.18	$376.04	$13.48	$16.02	$13.54	$22.12
AND		Start	$4.00	$4.25	$0.25	6.25%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.44	$0.00	$7.31	$8.50	$0.44	$0.00	$0.43	$0.50
Zone	Other	Adult					0.00	2.20	2.00	3.29	2.20	0.0%	1.3%	0.8%	1.0%	0.4%												
2		Discount*					0.00	0.00	0.00	1.10	0.00	0.0%	0.0%	0.0%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$8.00	$8.50	$0.50	6.25%	18.59	4.33	10.95	14.46	22.92	5.3%	2.6%	4.6%	4.3%	4.4%	$148.72	$34.64	$87.60	$115.68	$158.02	$36.81	$93.08	$122.91	$9.29	$2.17	$5.47	$7.23
Zone		Discount*	$4.00	$4.25	$0.25	6.25%	7.93	3.65	5.11	11.80	11.58	2.3%	2.2%	2.1%	3.5%	2.2%	$31.72	$14.60	$20.44	$47.20	$33.70	$15.51	$21.72	$50.15	$1.98	$0.91	$1.28	$2.95
1		Other					0.00	0.73		0.00	0.73	0.0%	0.4%	0.0%	0.0%	0.1%												
AND	Clipper	Adult	$6.40	$6.80	$0.40	6.25%	48.83	28.55	35.47	49.85	77.38	13.9%	17.1%	14.8%	14.7%	14.9%	$312.51	$182.72	$227.01	$319.04	$332.04	$194.14	$241.20	$338.98	$19.53	$11.42	$14.19	$19.94
Zone		Start	$4.00	$4.25	$0.25	6.25%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.44	$0.00	$7.31	$8.50	$0.44	$0.00	$0.43	$0.50
3	Other	Adult					0.00	1.10		2.20	1.10	0.0%	0.7%	0.0%	0.6%	0.2%												
		Discount*					0.00	0.00	0.73	1.10	0.00	0.0%	0.0%	0.3%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$9.25	$9.75	$0.50	5.41%	7.49	0.73	4.64	3.84	8.22	2.1%	0.4%	1.9%	1.1%	1.6%	$69.28	$6.75	$42.92	$35.52	$73.03	$7.12	$45.24	$37.44	$3.75	$0.37	$2.32	$1.92
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.73	1.07	2.19	1.06	1.80	0.2%	0.6%	0.9%	0.3%	0.3%	$3.29	$4.82	$9.86	$4.77	$3.47	$5.08	$10.40	$5.04	$0.18	$0.27	$0.55	$0.27
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$7.40	$7.80	$0.40	5.41%	33.83	8.85	14.56	29.43	42.68	9.6%	5.3%	6.1%	8.7%	8.2%	$250.34	$65.49	$107.74	$217.78	$263.87	$69.03	$113.57	$229.55	$13.53	$3.54	$5.82	$11.77
Zone		Start	$4.50	$4.75	$0.25	5.56%	0.50	0.00	1.00	1.00	0.50	0.1%	0.0%	0.4%	0.3%	0.1%	$2.25	$0.00	$4.50	$4.50	$2.38	$0.00	$4.75	$4.75	$0.13	$0.00	$0.25	$0.25
4	Other	Adult					0.00	1.10	0.00		1.10	0.0%	0.7%	0.0%	0.0%	0.2%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	1.10	1.10		1.10	0.0%	0.7%	0.5%	0.0%	0.2%												
	Cash	Adult	$14.00	$14.50	$0.50	3.57%	5.30	3.60	6.43	3.18	8.90	1.5%	2.2%	2.7%	0.9%	1.7%	$74.20	$50.40	$90.02	$44.52	$76.85	$52.20	$93.24	$46.11	$2.65	$1.80	$3.22	$1.59
Zone		Discount*	$7.00	$7.25	$0.25	3.57%	0.34	0.00	0.33	0.73	0.34	0.1%	0.0%	0.1%	0.2%	0.1%	$2.38	$0.00	$2.31	$5.11	$2.47	$0.00	$2.39	$5.29	$0.09	$0.00	$0.08	$0.18
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$11.20	$11.60	$0.40	3.57%	10.94	17.06	8.48	13.50	28.00	3.1%	10.2%	3.5%	4.0%	5.4%	$122.53	$191.07	$94.98	$151.20	$126.90	$197.90	$98.37	$156.60	$4.38	$6.82	$3.39	$5.40
Zone		Start	$7.00	$7.25	$0.25	3.57%	0.00	0.00	0.50	1.00	0.00	0.0%	0.0%	0.2%	0.3%	0.0%	$0.00	$0.00	$3.50	$7.00	$0.00	$0.00	$3.63	$7.25	$0.00	$0.00	$0.13	$0.25
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	1.10	0.00	1.10	1.10	0.0%	0.7%	0.0%	0.3%	0.2%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$14.00	$14.50	$0.50	3.57%	12.06	3.89	9.54	6.88	15.95	3.4%	2.3%	4.0%	2.0%	3.1%	$168.84	$54.46	$133.56	$96.32	$174.87	$56.41	$138.33	$99.76	$6.03	$1.95	$4.77	$3.44
Zone		Discount*	$7.00	$5.75	-$1.25	-17.86%	2.53	0.00	2.12	1.39	2.53	0.7%	0.0%	0.9%	0.4%	0.5%	$17.71	$0.00	$14.84	$9.73	$14.55	$0.00	$12.19	$7.99	-$3.16	$0.00	-$2.65	-$1.74
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$11.20	$11.60	$0.40	3.57%	16.48	9.62	8.60	17.46	26.10	4.7%	5.8%	3.6%	5.1%	5.0%	$184.58	$107.74	$96.32	$195.55	$191.17	$111.59	$99.76	$202.54	$6.59	$3.85	$3.44	$6.98
Zone		Start	$7.00	$7.25	$0.25	3.57%	0.50	0.00	0.50	1.00	0.50	0.1%	0.0%	0.2%	0.3%	0.1%	$3.50	$0.00	$3.50	$7.00	$3.63	$0.00	$3.63	$7.25	$0.13	$0.00	$0.13	$0.25
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%			0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$12.75	$3.50	-$9.25	-72.55%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$1.75	$1.75	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$3.50	$3.50	$0.00	0.00%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Other	$3.50	$3.50	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 2,3,4 AND Zone 2,3,4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare structure and are not being changed for this proposal																											
	Cash	Adult	$9.25	$9.75	$0.50	5.41%	0.73	0.00	0.73	0.73	0.73	0.2%	0.0%	0.3%	0.2%	0.1%	$6.75	$0.00	$6.75	$6.75	$7.12	$0.00	$7.12	$7.12	$0.37	$0.00	$0.37	$0.37
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$7.40	$7.80	$0.40	5.41%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

5	Other	Adult					0.00	0.00		1.00	0.00	0.0%	0.0%	0.0%	0.3%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$9.75	$0.50	5.41%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$7.80	$0.40	5.41%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$5.40	$0.00	$5.40	$0.00	$5.69	$0.00	$5.69	$0.00	$0.29	$0.00	$0.29	$0.00
Zone		Start	$4.50	$4.75	$0.25	5.56%	1.00	0.00	0.25	0.00	1.00	0.3%	0.0%	0.1%	0.0%	0.2%	$4.50	$0.00	$1.13	$0.00	$4.75	$0.00	$1.19	$0.00	$0.25	$0.00	$0.06	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$7.25	$0.50	7.41%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$3.50	$0.25	7.69%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$5.80	$0.40	7.41%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$3.50	$0.25	7.69%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00	0.61		0.00	0.0%	0.0%	0.3%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$9.75	$0.50	5.41%	1.46	0.73	0.00	0.73	2.19	0.4%	0.4%	0.0%	0.2%	0.4%	$13.51	$6.75	$0.00	$6.75	$14.24	$7.12	$0.00	$7.12	$0.73	$0.37	$0.00	$0.37
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$7.80	$0.40	5.41%	0.73	1.46	2.19	1.46	2.19	0.2%	0.9%	0.9%	0.4%	0.4%	$5.40	$10.80	$16.21	$10.80	$5.69	$11.39	$17.08	$11.39	$0.29	$0.58	$0.88	$0.58
Zone		Start	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.25	0.25	0.00	0.0%	0.0%	0.1%	0.1%	0.0%	$0.00	$0.00	$1.13	$1.13	$0.00	$0.00	$1.19	$1.19	$0.00	$0.00	$0.06	$0.06
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$9.75	$0.50	5.41%	2.92	0.00	2.19	0.73	2.92	0.8%	0.0%	0.9%	0.2%	0.6%	$27.01	$0.00	$20.26	$6.75	$28.47	$0.00	$21.35	$7.12	$1.46	$0.00	$1.10	$0.37
Zone		Discount*	$4.50	$4.75	$0.25	5.56%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$7.80	$0.40	5.41%	5.84	0.00	2.19	4.38	5.84	1.7%	0.0%	0.9%	1.3%	1.1%	$43.22	$0.00	$16.21	$32.41	$45.55	$0.00	$17.08	$34.16	$2.34	$0.00	$0.88	$1.75
Zone		Start	$4.50	$4.75	$0.25	5.56%	1.00	0.00	0.25	1.00	1.00	0.3%	0.0%	0.1%	0.3%	0.2%	$4.50	$0.00	$1.13	$4.50	$4.75	$0.00	$1.19	$4.75	$0.25	$0.00	$0.06	$0.25
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$7.25	$0.50	7.41%	12.41	0.00	5.84	2.92	12.41	3.5%	0.0%	2.4%	0.9%	2.4%	$83.77	$0.00	$39.42	$19.71	$89.97	$0.00	$42.34	$21.17	$6.21	$0.00	$2.92	$1.46
Zone		Discount*	$3.25	$3.50	$0.25	7.69%	0.73	0.00	0.00	1.46	0.73	0.2%	0.0%	0.0%	0.4%	0.1%	$2.37	$0.00	$0.00	$4.75	$2.56	$0.00	$0.00	$5.11	$0.18	$0.00	$0.00	$0.36
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$5.80	$0.40	7.41%	71.51	5.84	27.74	45.26	77.35	20.3%	3.5%	11.6%	13.3%	14.9%	$386.15	$31.54	$149.80	$244.40	$414.76	$33.87	$160.89	$262.51	$28.60	$2.34	$11.10	$18.10
Zone		Start	$3.25	$3.50	$0.25	7.69%	2.00	0.00	2.00	3.00	2.00	0.6%	0.0%	0.8%	0.9%	0.4%	$6.50	$0.00	$6.50	$9.75	$7.00	$0.00	$7.00	$10.50	$0.50	$0.00	$0.50	$0.75
7	Other	Adult					1.71	0.00	1.10	0.61	1.71	0.5%	0.0%	0.5%	0.2%	0.3%											
		Discount*					1.10	0.00		1.10	1.10	0.3%	0.0%	0.0%	0.3%	0.2%											
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
	Cash	Adult	$7.50	$8.00	$0.50	6.67%	2.19	0.00	1.46	0.73	2.19	0.6%	0.0%	0.6%	0.2%	0.4%	$16.43	$0.00	$10.95	$5.48	$17.52	$0.00	$11.68	$5.84	$1.10	$0.00	$0.73	$0.37
Zone		Discount*	$3.75	$4.00	$0.25	6.67%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.74	$0.00	$2.74	$0.00	$2.92	$0.00	$2.92	$0.00	$0.18	$0.00	$0.18	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$6.00	$6.40	$0.40	6.67%	0.73	0.00	0.00	0.73	0.73	0.2%	0.0%	0.0%	0.2%	0.1%	$4.38	$0.00	$0.00	$4.38	$4.67	$0.00	$0.00	$4.67	$0.29	$0.00	$0.00	$0.29
Zone		Start	$3.75	$4.00	$0.25	6.67%	0.20	0.00	0.25	0.00	0.20	0.1%	0.0%	0.1%	0.0%	0.0%	$0.75	$0.00	$0.94	$0.00	$0.80	$0.00	$1.00	$0.00	$0.05	$0.00	$0.06	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$7.50	$8.00	$0.50	6.67%	0.73	0.73	1.46	0.00	1.46	0.2%	0.4%	0.6%	0.0%	0.3%	$5.48	$5.48	$10.95	$0.00	$5.84	$5.84	$11.68	$0.00	$0.37	$0.37	$0.73	$0.00
Zone		Discount*	$3.75	$4.00	$0.25	6.67%	1.46	0.00	0.00	1.46	1.46	0.4%	0.0%	0.0%	0.4%	0.3%	$5.48	$0.00	$0.00	$5.48	$5.84	$0.00	$0.00	$5.84	$0.37	$0.00	$0.00	$0.37
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$6.00	$6.40	$0.40	6.67%	1.46	0.00	0.73	1.46	1.46	0.4%	0.0%	0.3%	0.4%	0.3%	$8.76	$0.00	$4.38	$8.76	$9.34	$0.00	$4.67	$9.34	$0.58	$0.00	$0.29	$0.58
Zone		Start	$3.75	$4.00	$0.25	6.67%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.94	$0.00	$0.00	$0.00	$1.00	$0.00	$0.00	$0.00	$0.06	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$7.25	$0.50	7.41%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$3.50	$0.25	7.69%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$5.80	$0.40	7.41%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$3.50	$0.25	7.69%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.92	$0.00	$2.92	$0.00	$1.75	$0.00	$1.75	$0.00	-$1.17	$0.00	-$1.17	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										

		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	2.19	0.73	1.46	1.46	2.92	0.6%	0.4%	0.6%	0.4%	0.6%	$10.95	$3.65	$7.30	$7.30	$6.57	$2.19	$4.38	$4.38	-$4.38	-$1.46	-$2.92	-$2.92
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	2.19	1.41	1.46	1.46	3.60	0.6%	0.8%	0.6%	0.4%	0.7%	$8.76	$5.64	$5.84	$5.84	$5.26	$3.38	$3.50	$3.50	-$3.50	-$2.26	-$2.34	-$2.34
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.63	$0.00	$0.00	$0.00	$0.38	$0.00	$0.00	$0.00	-$0.25	$0.00	$0.00	$0.00
6	Other	Adult					1.10	0.00	1.00	1.10	1.10	0.3%	0.0%	0.4%	0.3%	0.2%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$12.75	$13.25	$0.50	3.92%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$6.50	$0.25	4.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$10.20	$10.60	$0.40	3.92%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$6.50	$0.25	4.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$3.65	$0.00	$3.65	$0.00	$2.19	$0.00	$2.19	$0.00	-$1.46	$0.00	-$1.46	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.50	0.00	0.00	0.00	0.50	0.1%	0.0%	0.0%	0.0%	0.1%	$1.25	$0.00	$0.00	$0.00	$0.75	$0.00	$0.00	$0.00	-$0.50	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$12.75	$13.25	$0.50	3.92%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$6.50	$0.25	4.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$10.20	$10.60	$0.40	3.92%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$6.50	$0.25	4.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$5.00	$2.00	-$3.00	-60.00%	2.33	0.61	2.94		2.94	0.7%	0.4%	1.2%	0.0%	0.6%	$11.64	$3.07	$14.71	$0.00	$4.66	$1.23	$5.89	$0.00	-$6.98	-$1.84	-$8.83	$0.00
Zone		Discount*	$1.00	$1.00	$0.00	0.00%	2.81	0.00	0.00	2.81	2.81	0.8%	0.0%	0.0%	0.8%	0.5%	$2.81	$0.00	$0.00	$2.81	$2.81	$0.00	$0.00	$2.81	$0.00	$0.00	$0.00	$0.00
7		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$2.00	$2.00	$0.00	0.00%	1.10	2.20	2.20	1.10	3.29	0.3%	1.3%	0.9%	0.3%	0.6%	$2.20	$4.39	$4.39	$2.20	$2.20	$4.39	$4.39	$2.20	$0.00	$0.00	$0.00	$0.00
Zone		Other	$2.00	$2.00	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		TOTALS					**351.817398**	**166.839061**	**239.1523**	**339.6453**	**518.6565**	**1**	**1**	**1**	**1**	**1**												

Total Cumulative Current Fare	$2,438.36	$1,162.66	$1,646.61	$2,203.28
Average Cumulative Current Fare	$6.93	$6.97	$6.89	$6.49
Total Cumulative Proposed Fare	$2,553.37	$1,218.66	$1,717.23	$2,320.71
Average Cumulative Proposed Fare	$7.26	$7.30	$7.18	$6.83
Total Change in Fare per Group	$115.01	$55.99	$70.62	$117.43
Average Change in Fare per Group	$0.33	$0.34	$0.30	$0.35
Percent Change in Fare per Group	67.26%	32.74%	37.55%	62.45%
Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	67.83%	32.17%	41.32%	58.68%
Difference from Exact Proportional Impact of Fare Change	-0.58%	0.58%	-3.77%	3.77%
Findings	**No dispropor-tionate burden**		**No disparate impact**	

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clipper
"Other" is generally a non-cash fare such as a transfer or an emoloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%. Each group's fare impact is less than their presence in the riding population, by .58 and 3.77% respectively.**

Table B3: Impact table for Bus Fares 2025/26

			Cost		Change		Usage by Group (number)					Usage by Group (percent)					Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Pax Category	Existing	Proposed	Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Incon	Non-Low I	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
Zone	Cash	Adult	$5.00	$5.75	$0.75	15.00%	2.19	1.46	3.65	2.19	3.65	0.6%	0.9%	1.5%	0.6%	0.7%	$10.95	$7.30	$18.25	$10.95	$12.59	$8.40	$20.99	$12.59	$1.64	$1.10	$2.74	$1.64
1		Discount*	$2.50	$2.75	$0.25	10.00%	0.00	0.73	1.06	0.00	0.73	0.0%	0.4%	0.4%	0.0%	0.1%	$0.00	$1.83	$2.65	$0.00	$0.00	$2.01	$2.92	$0.00	$0.00	$0.18	$0.27	$0.00
AND		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone	Clipper	Adult	$4.00	$4.60	$0.60	15.00%	1.46	5.40	3.25	5.04	6.86	0.4%	3.2%	1.4%	1.5%	1.3%	$5.84	$21.60	$13.00	$20.16	$6.72	$24.84	$14.95	$23.18	$0.88	$3.24	$1.95	$3.02
1		Start	$2.50	$2.75	$0.25	10.00%	1.00	0.00	0.50	3.00	1.00	0.3%	0.0%	0.2%	0.9%	0.2%	$2.50	$0.00	$1.25	$7.50	$2.75	$0.00	$1.38	$8.25	$0.25	$0.00	$0.13	$0.75
	Other	Adult					1.00	1.10	2.81	2.20	2.10	0.3%	0.7%	1.2%	0.6%	0.4%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$8.00	$8.75	$0.75	9.38%	12.31	8.41	12.20	11.59	20.72	3.5%	5.0%	5.1%	3.4%	4.0%	$98.48	$67.28	$97.60	$92.72	$107.71	$73.59	$106.75	$101.41	$9.23	$6.31	$9.15	$8.69
Zone		Discount*	$4.00	$4.25	$0.25	6.25%	5.06	6.08	2.92	12.79	11.14	1.4%	3.6%	1.2%	3.8%	2.1%	$20.24	$24.32	$11.68	$51.16	$21.51	$25.84	$12.41	$54.36	$1.27	$1.52	$0.73	$3.20
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$6.40	$7.00	$0.60	9.37%	33.70	40.05	33.85	55.30	73.75	9.6%	24.0%	14.2%	16.3%	14.2%	$215.68	$256.32	$216.64	$353.92	$235.90	$280.35	$236.95	$387.10	$20.22	$24.03	$20.31	$33.18
AND		Start	$4.00	$4.25	$0.25	6.25%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.44	$0.00	$7.31	$8.50	$0.44	$0.00	$0.43	$0.50
Zone	Other	Adult					0.00	2.20	2.00	3.29	2.20	0.0%	1.3%	0.8%	1.0%	0.4%												
2		Discount*					0.00	0.00	0.00	1.10	0.00	0.0%	0.0%	0.0%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$8.00	$8.75	$0.75	9.38%	18.59	4.33	10.95	14.46	22.92	5.3%	2.6%	4.6%	4.3%	4.4%	$148.72	$34.64	$87.60	$115.68	$162.66	$37.89	$95.81	$126.53	$13.94	$3.25	$8.21	$10.85
Zone		Discount*	$4.00	$4.25	$0.25	6.25%	7.93	3.65	5.11	11.80	11.58	2.3%	2.2%	2.1%	3.5%	2.2%	$31.72	$14.60	$20.44	$47.20	$33.70	$15.51	$21.72	$50.15	$1.98	$0.91	$1.28	$2.95
1		Other					0.00	0.73		0.00	0.73	0.0%	0.4%	0.0%	0.0%	0.1%												
AND	Clipper	Adult	$6.40	$7.00	$0.60	9.37%	48.83	28.55	35.47	49.85	77.38	13.9%	17.1%	14.8%	14.7%	14.9%	$312.51	$182.72	$227.01	$319.04	$341.81	$199.85	$248.29	$348.95	$29.30	$17.13	$21.28	$29.91
Zone		Start	$4.00	$4.25	$0.25	6.25%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.44	$0.00	$7.31	$8.50	$0.44	$0.00	$0.43	$0.50
3	Other	Adult					0.00	1.10		2.20	1.10	0.0%	0.7%	0.0%	0.6%	0.2%												
		Discount*					0.00	0.00	0.73	1.10	0.00	0.0%	0.0%	0.3%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$9.25	$10.00	$0.75	8.11%	7.49	0.73	4.64	3.84	8.22	2.1%	0.4%	1.9%	1.1%	1.6%	$69.28	$6.75	$42.92	$35.52	$74.90	$7.30	$46.40	$38.40	$5.62	$0.55	$3.48	$2.88
Zone		Discount*	$4.50	$5.00	$0.50	11.11%	0.73	1.07	2.19	1.06	1.80	0.2%	0.6%	0.9%	0.3%	0.3%	$3.29	$4.82	$9.86	$4.77	$3.65	$5.35	$10.95	$5.30	$0.37	$0.54	$1.10	$0.53
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$7.40	$8.00	$0.60	8.11%	33.83	8.85	14.56	29.43	42.68	9.6%	5.3%	6.1%	8.7%	8.2%	$250.34	$65.49	$107.74	$217.78	$270.64	$70.80	$116.48	$235.44	$20.30	$5.31	$8.74	$17.66
Zone		Start	$4.50	$5.00	$0.50	11.11%	0.50	0.00	1.00	1.00	0.50	0.1%	0.0%	0.4%	0.3%	0.1%	$2.25	$0.00	$4.50	$4.50	$2.50	$0.00	$5.00	$5.00	$0.25	$0.00	$0.50	$0.50
4	Other	Adult					0.00	1.10	0.00		1.10	0.0%	0.7%	0.0%	0.0%	0.2%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	1.10	1.10		1.10	0.0%	0.7%	0.5%	0.0%	0.2%												
	Cash	Adult	$14.00	$14.75	$0.75	5.36%	5.30	3.60	6.43	3.18	8.90	1.5%	2.2%	2.7%	0.9%	1.7%	$74.20	$50.40	$90.02	$44.52	$78.18	$53.10	$94.84	$46.91	$3.97	$2.70	$4.82	$2.39
Zone		Discount*	$7.00	$7.25	$0.25	3.57%	0.34	0.00	0.33	0.73	0.34	0.1%	0.0%	0.1%	0.2%	0.1%	$2.38	$0.00	$2.31	$5.11	$2.47	$0.00	$2.39	$5.29	$0.09	$0.00	$0.08	$0.18
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$11.20	$11.80	$0.60	5.36%	10.94	17.06	8.48	13.50	28.00	3.1%	10.2%	3.5%	4.0%	5.4%	$122.53	$191.07	$94.98	$151.20	$129.09	$201.31	$100.06	$159.30	$6.56	$10.24	$5.09	$8.10
Zone		Start	$7.00	$7.25	$0.25	3.57%	0.00	0.00	0.50	1.00	0.00	0.0%	0.0%	0.2%	0.3%	0.0%	$0.00	$0.00	$3.50	$7.00	$0.00	$0.00	$3.63	$7.25	$0.00	$0.00	$0.13	$0.25
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	1.10	0.00	1.10	1.10	0.0%	0.7%	0.0%	0.3%	0.2%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$14.00	$14.75	$0.75	5.36%	12.06	3.89	9.54	6.88	15.95	3.4%	2.3%	4.0%	2.0%	3.1%	$168.84	$54.46	$133.56	$96.32	$177.89	$57.38	$140.72	$101.48	$9.05	$2.92	$7.15	$5.16
Zone		Discount*	$7.00	$7.25	$0.25	3.57%	2.53	0.00	2.12	1.39	2.53	0.7%	0.0%	0.9%	0.4%	0.5%	$17.71	$0.00	$14.84	$9.73	$18.34	$0.00	$15.37	$10.08	$0.63	$0.00	$0.53	$0.35
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$11.20	$11.80	$0.60	5.36%	16.48	9.62	8.60	17.46	26.10	4.7%	5.8%	3.6%	5.1%	5.0%	$184.58	$107.74	$96.32	$195.55	$194.46	$113.52	$101.48	$206.03	$9.89	$5.77	$5.16	$10.48
Zone		Start	$7.00	$7.25	$0.25	3.57%	0.50	0.00	0.50	1.00	0.50	0.1%	0.0%	0.2%	0.3%	0.1%	$3.50	$0.00	$3.50	$7.00	$3.63	$0.00	$3.63	$7.25	$0.13	$0.00	$0.13	$0.25
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%			0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$12.75	$3.50	-$9.25	-72.55%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$1.75	$1.75	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$3.50	$3.50	$0.00	0.00%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Other	$3.50	$3.50	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 2,3,4 AND Zone 2,3,4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare structure and are not being changed for this proposal																											
	Cash	Adult	$9.25	$10.00	$0.75	8.11%	0.73	0.00	0.73	0.73	0.73	0.2%	0.0%	0.3%	0.2%	0.1%	$6.75	$0.00	$6.75	$6.75	$7.30	$0.00	$7.30	$7.30	$0.55	$0.00	$0.55	$0.55
Zone		Discount*	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$7.40	$8.00	$0.60	8.11%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

5	Other	Adult					0.00	0.00		1.00	0.00	0.0%	0.0%	0.0%	0.3%	0.0%									
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$9.25	$10.00	$0.75	8.11%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
AND	Clipper	Adult	$7.40	$8.00	$0.60	8.11%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$5.40	$0.00	$5.40	$0.00	$5.84	$0.00	$5.84	$0.00	$0.44	$0.00	$0.44	$0.00
Zone		Start	$4.50	$5.00	$0.50	11.11%	1.00	0.00	0.25	0.00	1.00	0.3%	0.0%	0.1%	0.0%	0.2%	$4.50	$0.00	$1.13	$0.00	$5.00	$0.00	$1.25	$0.00	$0.50	$0.00	$0.13	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Other					0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$6.75	$7.50	$0.75	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$3.75	$0.50	15.38%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
AND	Clipper	Adult	$5.40	$6.00	$0.60	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$3.75	$0.50	15.38%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00	0.61		0.00	0.0%	0.0%	0.3%	0.0%	0.0%									
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$9.25	$10.00	$0.75	8.11%	1.46	0.73	0.00	0.73	2.19	0.4%	0.4%	0.0%	0.2%	0.4%	$13.51	$6.75	$0.00	$6.75	$14.60	$7.30	$0.00	$7.30	$1.10	$0.55	$0.00	$0.55
Zone		Discount*	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
AND	Clipper	Adult	$7.40	$8.00	$0.60	8.11%	0.73	1.46	2.19	1.46	2.19	0.2%	0.9%	0.9%	0.4%	0.4%	$5.40	$10.80	$16.21	$10.80	$5.84	$11.68	$17.52	$11.68	$0.44	$0.88	$1.31	$0.88
Zone		Start	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.25	0.25	0.00	0.0%	0.0%	0.1%	0.1%	0.0%	$0.00	$0.00	$1.13	$1.13	$0.00	$0.00	$1.25	$1.25	$0.00	$0.00	$0.13	$0.13
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$9.25	$10.00	$0.75	8.11%	2.92	0.00	2.19	0.73	2.92	0.8%	0.0%	0.9%	0.2%	0.6%	$27.01	$0.00	$20.26	$6.75	$29.20	$0.00	$21.90	$7.30	$2.19	$0.00	$1.64	$0.55
Zone		Discount*	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
AND	Clipper	Adult	$7.40	$8.00	$0.60	8.11%	5.84	0.00	2.19	4.38	5.84	1.7%	0.0%	0.9%	1.3%	1.1%	$43.22	$0.00	$16.21	$32.41	$46.72	$0.00	$17.52	$35.04	$3.50	$0.00	$1.31	$2.63
Zone		Start	$4.50	$5.00	$0.50	11.11%	1.00	0.00	0.25	1.00	1.00	0.3%	0.0%	0.1%	0.3%	0.2%	$4.50	$0.00	$1.13	$4.50	$5.00	$0.00	$1.25	$5.00	$0.50	$0.00	$0.13	$0.50
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$6.75	$7.50	$0.75	11.11%	12.41	0.00	5.84	2.92	12.41	3.5%	0.0%	2.4%	0.9%	2.4%	$83.77	$0.00	$39.42	$19.71	$93.08	$0.00	$43.80	$21.90	$9.31	$0.00	$4.38	$2.19
Zone		Discount*	$3.25	$3.75	$0.50	15.38%	0.73	0.00	0.00	1.46	0.73	0.2%	0.0%	0.0%	0.4%	0.1%	$2.37	$0.00	$0.00	$4.75	$2.74	$0.00	$0.00	$5.48	$0.37	$0.00	$0.00	$0.73
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
AND	Clipper	Adult	$5.40	$6.00	$0.60	11.11%	71.51	5.84	27.74	45.26	77.35	20.3%	3.5%	11.6%	13.3%	14.9%	$386.15	$31.54	$149.80	$244.40	$429.06	$35.04	$166.44	$271.56	$42.91	$3.50	$16.64	$27.16
Zone		Start	$3.25	$3.75	$0.50	15.38%	2.00	0.00	2.00	3.00	2.00	0.6%	0.0%	0.8%	0.9%	0.4%	$6.50	$0.00	$6.50	$9.75	$7.50	$0.00	$7.50	$11.25	$1.00	$0.00	$1.00	$1.50
7	Other	Adult					1.71	0.00	1.10	0.61	1.71	0.5%	0.0%	0.5%	0.2%	0.3%									
		Discount*					1.10	0.00		1.10	1.10	0.3%	0.0%	0.0%	0.3%	0.2%									
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$7.50	$8.25	$0.75	10.00%	2.19	0.00	1.46	0.73	2.19	0.6%	0.0%	0.6%	0.2%	0.4%	$16.43	$0.00	$10.95	$5.48	$18.07	$0.00	$12.05	$6.02	$1.64	$0.00	$1.10	$0.55
Zone		Discount*	$3.75	$4.00	$0.25	6.67%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.74	$0.00	$2.74	$0.00	$2.92	$0.00	$2.92	$0.00	$0.18	$0.00	$0.18	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
AND	Clipper	Adult	$6.00	$6.60	$0.60	10.00%	0.73	0.00	0.00	0.73	0.73	0.2%	0.0%	0.0%	0.2%	0.1%	$4.38	$0.00	$0.00	$4.38	$4.82	$0.00	$0.00	$4.82	$0.44	$0.00	$0.00	$0.44
Zone		Start	$3.75	$4.00	$0.25	6.67%	0.20	0.00	0.25	0.00	0.20	0.1%	0.0%	0.1%	0.0%	0.0%	$0.75	$0.00	$0.94	$0.00	$0.80	$0.00	$1.00	$0.00	$0.05	$0.00	$0.06	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$7.50	$8.25	$0.75	10.00%	0.73	0.73	1.46	0.00	1.46	0.2%	0.4%	0.6%	0.0%	0.3%	$5.48	$5.48	$10.95	$0.00	$6.02	$6.02	$12.05	$0.00	$0.55	$0.55	$1.10	$0.00
Zone		Discount*	$3.75	$4.00	$0.25	6.67%	1.46	0.00	0.00	1.46	1.46	0.4%	0.0%	0.0%	0.4%	0.3%	$5.48	$0.00	$0.00	$5.48	$5.84	$0.00	$0.00	$5.84	$0.37	$0.00	$0.00	$0.37
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
AND	Clipper	Adult	$6.00	$6.60	$0.60	10.00%	1.46	0.00	0.73	1.46	1.46	0.4%	0.0%	0.3%	0.4%	0.3%	$8.76	$0.00	$4.38	$8.76	$9.64	$0.00	$4.82	$9.64	$0.88	$0.00	$0.44	$0.88
Zone		Start	$3.75	$4.00	$0.25	6.67%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.94	$0.00	$0.00	$0.00	$1.00	$0.00	$0.00	$0.00	$0.06	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$6.75	$7.50	$0.75	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$3.75	$0.50	15.38%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
AND	Clipper	Adult	$5.40	$6.00	$0.60	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$3.75	$0.50	15.38%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.92	$0.00	$2.92	$0.00	$1.75	$0.00	$1.75	$0.00	-$1.17	$0.00	-$1.17	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%									
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%									

		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	2.19	0.73	1.46	1.46	2.92	0.6%	0.4%	0.6%	0.4%	0.6%	$10.95	$3.65	$7.30	$7.30	$6.57	$2.19	$4.38	$4.38	-$4.38	-$1.46	-$2.92	-$2.92
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	2.19	1.41	1.46	1.46	3.60	0.6%	0.8%	0.6%	0.4%	0.7%	$8.76	$5.64	$5.84	$5.84	$5.26	$3.38	$3.50	$3.50	-$3.50	-$2.26	-$2.34	-$2.34
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.63	$0.00	$0.00	$0.00	$0.38	$0.00	$0.00	$0.00	-$0.25	$0.00	$0.00	$0.00
6	Other	Adult					1.10	0.00	1.00	1.10	1.10	0.3%	0.0%	0.4%	0.3%	0.2%											
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
	Cash	Adult	$12.75	$13.50	$0.75	5.88%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$6.75	$0.50	8.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
AND	Clipper	Adult	$10.20	$10.80	$0.60	5.88%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$6.75	$0.50	8.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$3.65	$0.00	$3.65	$0.00	$2.19	$0.00	$2.19	$0.00	-$1.46	$0.00	-$1.46	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.50	0.00	0.00	0.00	0.50	0.1%	0.0%	0.0%	0.0%	0.1%	$1.25	$0.00	$0.00	$0.00	$0.75	$0.00	$0.00	$0.00	-$0.50	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
	Cash	Adult	$12.75	$13.50	$0.75	5.88%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$6.75	$0.50	8.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
AND	Clipper	Adult	$10.20	$10.80	$0.60	5.88%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$6.75	$0.50	8.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
	Cash	Adult	$5.00	$2.00	-$3.00	-60.00%	2.33	0.61	2.94		2.94	0.7%	0.4%	1.2%	0.0%	0.6%	$11.64	$3.07	$14.71	$0.00	$4.66	$1.23	$5.89	$0.00	-$6.98	-$1.84	-$8.83	$0.00
Zone		Discount*	$1.00	$1.00	$0.00	0.00%	2.81	0.00	0.00	2.81	2.81	0.8%	0.0%	0.0%	0.8%	0.5%	$2.81	$0.00	$0.00	$2.81	$2.81	$0.00	$0.00	$2.81	$0.00	$0.00	$0.00	$0.00
7		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
AND	Clipper	Adult	$2.00	$2.00	$0.00	0.00%	1.10	2.20	2.20	1.10	3.29	0.3%	1.3%	0.9%	0.3%	0.6%	$2.20	$4.39	$4.39	$2.20	$2.20	$4.39	$4.39	$2.20	$0.00	$0.00	$0.00	$0.00
Zone		Other	$2.00	$2.00	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%											
		TOTALS					**351.817398**	**166.839061**	**239.1523**	**339.6453**	**518.6565**	**1**	**1**	**1**	**1**	**1**											

Total Cumulative Current Fare	$2,438.36	$1,162.66	$1,646.61	$2,203.28			
Average Cumulative Current Fare	$6.93	$6.97	$6.89	$6.49			
Total Cumulative Proposed Fare	$2,623.50	$1,248.26	$1,764.22	$2,381.51			
Average Cumulative Proposed Fare	$7.46	$7.48	$7.38	$7.01			
Total Change in Fare per Group	$185.14	$85.60	$117.61	$178.23			
Average Change in Fare per Group	$0.53	$0.51	$0.49	$0.52			
Percent Change in Fare per Group	68.38%	31.62%	39.76%	60.24%			
Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	67.83%	32.17%	41.32%	58.68%			
Difference from Exact Proportional Impact of Fare Change	0.55%	-0.55%	-1.56%	1.56%			
Findings	**No disproportionate burden**		**No disparate impact**				

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clipper

"Other" is generally a non-cash fare such as a transfer or an emoloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%. The fare impact on low-income riders is .55% higher than their proportion in the ridership population, and the impact on minority riders is more than 1% lower than their presence in the riding population.**

APPENDIX D

Table B4: Impact table for Bus Fares 2026/27

			Cost		Change		Usage by Group (number)					Usage by Group (percent)					Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Pax Category	Existing	Proposed	Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minor	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
Zone 1 AND Zone 2	Cash	Adult	$5.00	$6.00	$1.00	20.00%	2.19	1.46	3.65	2.19	3.65	0.6%	0.9%	1.5%	0.6%	0.7%	$10.95	$7.30	$18.25	$10.95	$13.14	$8.76	$21.90	$13.14	$2.19	$1.46	$3.65	$2.19
		Discount*	$2.50	$3.00	$0.50	20.00%	0.00	0.73	1.06	0.00	0.73	0.0%	0.4%	0.4%	0.0%	0.1%	$0.00	$1.83	$2.65	$0.00	$0.00	$2.19	$3.18	$0.00	$0.00	$0.37	$0.53	$0.00
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$4.00	$4.80	$0.80	20.00%	1.46	5.40	3.25	5.04	6.86	0.4%	3.2%	1.4%	1.5%	1.3%	$5.84	$21.60	$13.00	$20.16	$7.01	$25.92	$15.60	$24.19	$1.17	$4.32	$2.60	$4.03
		Start	$2.50	$3.00	$0.50	20.00%	1.00	0.00	0.50	3.00	1.00	0.3%	0.0%	0.2%	0.9%	0.2%	$2.50	$0.00	$1.25	$7.50	$3.00	$0.00	$1.50	$9.00	$0.50	$0.00	$0.25	$1.50
	Other	Adult					1.00	1.10	2.81	2.20	2.10	0.3%	0.7%	1.2%	0.6%	0.4%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 1 AND Zone 3	Cash	Adult	$8.00	$9.00	$1.00	12.50%	12.31	8.41	12.20	11.59	20.72	3.5%	5.0%	5.1%	3.4%	4.0%	$98.48	$67.28	$97.60	$92.72	$110.79	$75.69	$109.80	$104.31	$12.31	$8.41	$12.20	$11.59
		Discount*	$4.00	$4.50	$0.50	12.50%	5.06	6.08	2.92	12.79	11.14	1.4%	3.6%	1.2%	3.8%	2.1%	$20.24	$24.32	$11.68	$51.16	$22.77	$27.36	$13.14	$57.56	$2.53	$3.04	$1.46	$6.40
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$6.40	$7.20	$0.80	12.50%	33.70	40.05	33.85	55.30	73.75	9.6%	24.0%	14.2%	16.3%	14.2%	$215.68	$256.32	$216.64	$353.92	$242.64	$288.36	$243.72	$398.16	$26.96	$32.04	$27.08	$44.24
		Start	$4.00	$4.50	$0.50	12.50%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.88	$0.00	$7.74	$9.00	$0.88	$0.00	$0.86	$1.00
	Other	Adult					0.00	2.20	2.00	3.29	2.20	0.0%	1.3%	0.8%	1.0%	0.4%												
		Discount*					0.00	0.00	0.00	1.10	0.00	0.0%	0.0%	0.0%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 1 AND Zone 4	Cash	Adult	$8.00	$9.00	$1.00	12.50%	18.59	4.33	10.95	14.46	22.92	5.3%	2.6%	4.6%	4.3%	4.4%	$148.72	$34.64	$87.60	$115.68	$167.31	$38.97	$98.55	$130.14	$18.59	$4.33	$10.95	$14.46
		Discount*	$4.00	$4.50	$0.50	12.50%	7.93	3.65	5.11	11.80	11.58	2.3%	2.2%	2.1%	3.5%	2.2%	$31.72	$14.60	$20.44	$47.20	$35.69	$16.43	$23.00	$53.10	$3.97	$1.83	$2.56	$5.90
		Other					0.00	0.73		0.00	0.73	0.0%	0.4%	0.0%	0.0%	0.1%												
	Clipper	Adult	$6.40	$7.20	$0.80	12.50%	48.83	28.55	35.47	49.85	77.38	13.9%	17.1%	14.8%	14.7%	14.9%	$312.51	$182.72	$227.01	$319.04	$351.58	$205.56	$255.38	$358.92	$39.06	$22.84	$28.38	$39.88
		Start	$4.00	$4.50	$0.50	12.50%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.88	$0.00	$7.74	$9.00	$0.88	$0.00	$0.86	$1.00
	Other	Adult					0.00	1.10		2.20	1.10	0.0%	0.7%	0.0%	0.6%	0.2%												
		Discount*					0.00	0.00	0.73	1.10	0.00	0.0%	0.0%	0.3%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 2 AND Zone 3	Cash	Adult	$9.25	$10.25	$1.00	10.81%	7.49	0.73	4.64	3.84	8.22	2.1%	0.4%	1.9%	1.1%	1.6%	$69.28	$6.75	$42.92	$35.52	$76.77	$7.48	$47.56	$39.36	$7.49	$0.73	$4.64	$3.84
		Discount*	$4.50	$5.00	$0.50	11.11%	0.73	1.07	2.19	1.06	1.80	0.2%	0.6%	0.9%	0.3%	0.3%	$3.29	$4.82	$9.86	$4.77	$3.65	$5.35	$10.95	$5.30	$0.37	$0.54	$1.10	$0.53
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$7.40	$8.20	$0.80	10.81%	33.83	8.85	14.56	29.43	42.68	9.6%	5.3%	6.1%	8.7%	8.2%	$250.34	$65.49	$107.74	$217.78	$277.41	$72.57	$119.39	$241.33	$27.06	$7.08	$11.65	$23.54
		Start	$4.50	$5.00	$0.50	11.11%	0.50	0.00	1.00	1.00	0.50	0.1%	0.0%	0.4%	0.3%	0.1%	$2.25	$0.00	$4.50	$4.50	$2.50	$0.00	$5.00	$5.00	$0.25	$0.00	$0.50	$0.50
	Other	Adult					0.00	1.10	0.00		1.10	0.0%	0.7%	0.0%	0.0%	0.2%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	1.10	1.10		1.10	0.0%	0.7%	0.5%	0.0%	0.2%												
Zone 2 AND Zone 4	Cash	Adult	$14.00	$15.00	$1.00	7.14%	5.30	3.60	6.43	3.18	8.90	1.5%	2.2%	2.7%	0.9%	1.7%	$74.20	$50.40	$90.02	$44.52	$79.50	$54.00	$96.45	$47.70	$5.30	$3.60	$6.43	$3.18
		Discount*	$7.00	$7.50	$0.50	7.14%	0.34	0.00	0.33	0.73	0.34	0.1%	0.0%	0.1%	0.2%	0.1%	$2.38	$0.00	$2.31	$5.11	$2.55	$0.00	$2.48	$5.48	$0.17	$0.00	$0.17	$0.37
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$11.20	$12.00	$0.80	7.14%	10.94	17.06	8.48	13.50	28.00	3.1%	10.2%	3.5%	4.0%	5.4%	$122.53	$191.07	$94.98	$151.20	$131.28	$204.72	$101.76	$162.00	$8.75	$13.65	$6.78	$10.80
		Start	$7.00	$7.50	$0.50	7.14%	0.00	0.00	0.50	1.00	0.00	0.0%	0.0%	0.2%	0.3%	0.0%	$0.00	$0.00	$3.50	$7.00	$0.00	$0.00	$3.75	$7.50	$0.00	$0.00	$0.25	$0.50
	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	1.10	0.00	1.10	1.10	0.0%	0.7%	0.0%	0.3%	0.2%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 3 AND Zone 4	Cash	Adult	$14.00	$15.00	$1.00	7.14%	12.06	3.89	9.54	6.88	15.95	3.4%	2.3%	4.0%	2.0%	3.1%	$168.84	$54.46	$133.56	$96.32	$180.90	$58.35	$143.10	$103.20	$12.06	$3.89	$9.54	$6.88
		Discount*	$7.00	$7.50	$0.50	7.14%	2.53	0.00	2.12	1.39	2.53	0.7%	0.0%	0.9%	0.4%	0.5%	$17.71	$0.00	$14.84	$9.73	$18.98	$0.00	$15.90	$10.43	$1.27	$0.00	$1.06	$0.70
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$11.20	$12.00	$0.80	7.14%	16.48	9.62	8.60	17.46	26.10	4.7%	5.8%	3.6%	5.1%	5.0%	$184.58	$107.74	$96.32	$195.55	$197.76	$115.44	$103.20	$209.52	$13.18	$7.70	$6.88	$13.97
		Start	$7.00	$7.50	$0.50	7.14%	0.50	0.00	0.50	1.00	0.50	0.1%	0.0%	0.2%	0.3%	0.1%	$3.50	$0.00	$3.50	$7.00	$3.75	$0.00	$3.75	$7.50	$0.25	$0.00	$0.25	$0.50
	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%			0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 1 AND Zone 7	Cash	Adult	$12.75	$3.50	-$9.25	-72.55%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$1.75	$1.75	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$3.50	$3.50	$0.00	0.00%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		Other	$3.50	$3.50	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 2,3,4 AND Zone 2,3,4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare structure and are not being changed for this proposal																											
Zone 2 AND Zone 3	Cash	Adult	$9.25	$10.25	$1.00	10.81%	0.73	0.00	0.73	0.73	0.73	0.2%	0.0%	0.3%	0.2%	0.1%	$6.75	$0.00	$6.75	$6.75	$7.48	$0.00	$7.48	$7.48	$0.73	$0.00	$0.73	$0.73
		Discount*	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$7.40	$8.20	$0.80	10.81%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		Start	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

5	Other	Adult					0.00	0.00		1.00	0.00	0.0%	0.0%	0.0%	0.3%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$10.25	$1.00	10.81%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$8.20	$0.80	10.81%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$5.40	$0.00	$5.40	$0.00	$5.99	$0.00	$5.99	$0.00	$0.58	$0.00	$0.58	$0.00
Zone		Start	$4.50	$5.00	$0.50	11.11%	1.00	0.00	0.25	0.00	1.00	0.3%	0.0%	0.1%	0.0%	0.2%	$4.50	$0.00	$1.13	$0.00	$5.00	$0.00	$1.25	$0.00	$0.50	$0.00	$0.13	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$7.75	$1.00	14.81%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$3.75	$0.50	15.38%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$6.20	$0.80	14.81%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$3.75	$0.50	15.38%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00	0.61		0.00	0.0%	0.0%	0.3%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$10.25	$1.00	10.81%	1.46	0.73	0.00	0.73	2.19	0.4%	0.4%	0.0%	0.2%	0.4%	$13.51	$6.75	$0.00	$6.75	$14.97	$7.48	$0.00	$7.48	$1.46	$0.73	$0.00	$0.73
Zone		Discount*	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$8.20	$0.80	10.81%	0.73	1.46	2.19	1.46	2.19	0.2%	0.9%	0.9%	0.4%	0.4%	$5.40	$10.80	$16.21	$10.80	$5.99	$11.97	$17.96	$11.97	$0.58	$1.17	$1.75	$1.17
Zone		Start	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.25	0.25	0.00	0.0%	0.0%	0.1%	0.1%	0.0%	$0.00	$0.00	$1.13	$1.13	$0.00	$0.00	$1.25	$1.25	$0.00	$0.00	$0.13	$0.13
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$10.25	$1.00	10.81%	2.92	0.00	2.19	0.73	2.92	0.8%	0.0%	0.9%	0.2%	0.6%	$27.01	$0.00	$20.26	$6.75	$29.93	$0.00	$22.45	$7.48	$2.92	$0.00	$2.19	$0.73
Zone		Discount*	$4.50	$5.00	$0.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$8.20	$0.80	10.81%	5.84	0.00	2.19	4.38	5.84	1.7%	0.0%	0.9%	1.3%	1.1%	$43.22	$0.00	$16.21	$32.41	$47.89	$0.00	$17.96	$35.92	$4.67	$0.00	$1.75	$3.50
Zone		Start	$4.50	$5.00	$0.50	11.11%	1.00	0.00	0.25	1.00	1.00	0.3%	0.0%	0.1%	0.3%	0.2%	$4.50	$0.00	$1.13	$4.50	$5.00	$0.00	$1.25	$5.00	$0.50	$0.00	$0.13	$0.50
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$7.75	$1.00	14.81%	12.41	0.00	5.84	2.92	12.41	3.5%	0.0%	2.4%	0.9%	2.4%	$83.77	$0.00	$39.42	$19.71	$96.18	$0.00	$45.26	$22.63	$12.41	$0.00	$5.84	$2.92
Zone		Discount*	$3.25	$3.75	$0.50	15.38%	0.73	0.00	0.00	1.46	0.73	0.2%	0.0%	0.0%	0.4%	0.1%	$2.37	$0.00	$0.00	$4.75	$2.74	$0.00	$0.00	$5.48	$0.37	$0.00	$0.00	$0.73
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$6.20	$0.80	14.81%	71.51	5.84	27.74	45.26	77.35	20.3%	3.5%	11.6%	13.3%	14.9%	$386.15	$31.54	$149.80	$244.40	$443.36	$36.21	$171.99	$280.61	$57.21	$4.67	$22.19	$36.21
Zone		Start	$3.25	$3.75	$0.50	15.38%	2.00	0.00	2.00	3.00	2.00	0.6%	0.0%	0.8%	0.9%	0.4%	$6.50	$0.00	$6.50	$9.75	$7.50	$0.00	$7.50	$11.25	$1.00	$0.00	$1.00	$1.50
7	Other	Adult					1.71	0.00	1.10	0.61	1.71	0.5%	0.0%	0.5%	0.2%	0.3%										
		Discount*					1.10	0.00		1.10	1.10	0.3%	0.0%	0.0%	0.3%	0.2%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$7.50	$8.50	$1.00	13.33%	2.19	0.00	1.46	0.73	2.19	0.6%	0.0%	0.6%	0.2%	0.4%	$16.43	$0.00	$10.95	$5.48	$18.62	$0.00	$12.41	$6.21	$2.19	$0.00	$1.46	$0.73
Zone		Discount*	$3.75	$4.25	$0.50	13.33%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.74	$0.00	$2.74	$0.00	$3.10	$0.00	$3.10	$0.00	$0.37	$0.00	$0.37	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$6.00	$6.80	$0.80	13.33%	0.73	0.00	0.00	0.73	0.73	0.2%	0.0%	0.0%	0.2%	0.1%	$4.38	$0.00	$0.00	$4.38	$4.96	$0.00	$0.00	$4.96	$0.58	$0.00	$0.00	$0.58
Zone		Start	$3.75	$4.25	$0.50	13.33%	0.20	0.00	0.25	0.00	0.20	0.1%	0.0%	0.1%	0.0%	0.0%	$0.75	$0.00	$0.94	$0.00	$0.85	$0.00	$1.06	$0.00	$0.10	$0.00	$0.13	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$7.50	$8.50	$1.00	13.33%	0.73	0.73	1.46	0.00	1.46	0.2%	0.4%	0.6%	0.0%	0.3%	$5.48	$5.48	$10.95	$0.00	$6.21	$6.21	$12.41	$0.00	$0.73	$0.73	$1.46	$0.00
Zone		Discount*	$3.75	$4.25	$0.50	13.33%	1.46	0.00	0.00	1.46	1.46	0.4%	0.0%	0.0%	0.4%	0.3%	$5.48	$0.00	$0.00	$5.48	$6.21	$0.00	$0.00	$6.21	$0.73	$0.00	$0.00	$0.73
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$6.00	$6.80	$0.80	13.33%	1.46	0.00	0.73	1.46	1.46	0.4%	0.0%	0.3%	0.4%	0.3%	$8.76	$0.00	$4.38	$8.76	$9.93	$0.00	$4.96	$9.93	$1.17	$0.00	$0.58	$1.17
Zone		Start	$3.75	$4.25	$0.50	13.33%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.94	$0.00	$0.00	$0.00	$1.06	$0.00	$0.00	$0.00	$0.13	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$7.75	$1.00	14.81%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$3.75	$0.50	15.38%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$6.20	$0.80	14.81%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$3.75	$0.50	15.38%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.92	$0.00	$2.92	$0.00	$1.75	$0.00	$1.75	$0.00	-$1.17	$0.00	-$1.17	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										

		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	2.19	0.73	1.46	1.46	2.92	0.6%	0.4%	0.6%	0.4%	0.6%	$10.95	$3.65	$7.30	$7.30	$6.57	$2.19	$4.38	$4.38	-$4.38	-$1.46	-$2.92	-$2.92
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	2.19	1.41	1.46	1.46	3.60	0.6%	0.8%	0.6%	0.4%	0.7%	$8.76	$5.64	$5.84	$5.84	$5.26	$3.38	$3.50	$3.50	-$3.50	-$2.26	-$2.34	-$2.34
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.63	$0.00	$0.00	$0.00	$0.38	$0.00	$0.00	$0.00	-$0.25	$0.00	$0.00	$0.00
6	Other	Adult					1.10	0.00	1.00	1.10	1.10	0.3%	0.0%	0.4%	0.3%	0.2%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$12.75	$13.75	$1.00	7.84%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$6.75	$0.50	8.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$10.20	$11.00	$0.80	7.84%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$6.75	$0.50	8.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$3.65	$0.00	$3.65	$0.00	$2.19	$0.00	$2.19	$0.00	-$1.46	$0.00	-$1.46	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.50	0.00	0.00	0.00	0.50	0.1%	0.0%	0.0%	0.0%	0.1%	$1.25	$0.00	$0.00	$0.00	$0.75	$0.00	$0.00	$0.00	-$0.50	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$12.75	$13.75	$1.00	7.84%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$6.75	$0.50	8.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$10.20	$11.00	$0.80	7.84%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$6.75	$0.50	8.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$2.00	-$3.00	-60.00%	2.33	0.61	2.94		2.94	0.7%	0.4%	1.2%	0.0%	0.6%	$11.64	$3.07	$14.71	$0.00	$4.66	$1.23	$5.89	$0.00	-$6.98	-$1.84	-$8.83	$0.00
Zone		Discount*	$1.00	$1.00	$0.00	0.00%	2.81	0.00	0.00	2.81	2.81	0.8%	0.0%	0.0%	0.8%	0.5%	$2.81	$0.00	$0.00	$2.81	$2.81	$0.00	$0.00	$2.81	$0.00	$0.00	$0.00	$0.00
7		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$2.00	$2.00	$0.00	0.00%	1.10	2.20	2.20	1.10	3.29	0.3%	1.3%	0.9%	0.3%	0.6%	$2.20	$4.39	$4.39	$2.20	$2.20	$4.39	$4.39	$2.20	$0.00	$0.00	$0.00	$0.00
Zone		Other	$2.00	$2.00	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		TOTALS					**351.817398**	**166.839061**	**239.1523**	**339.6453**	**518.6565**	**1**	**1**	**1**	**1**	**1**											

Total Cumulative Current Fare	$2,438.36	$1,162.66	$1,646.61	$2,203.28			
Average Cumulative Current Fare	$6.93	$6.97	$6.89	$6.49			
Total Cumulative Proposed Fare	$2,694.22	$1,280.21	$1,810.92	$2,447.57			
Average Cumulative Proposed Fare	$7.66	$7.67	$7.57	$7.21			
Total Change in Fare per Group	$255.86	$117.55	$164.31	$244.29			
Average Change in Fare per Group	$0.73	$0.70	$0.69	$0.72			
Percent Change in Fare per Group	68.52%	31.48%	40.21%	59.79%			
Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	67.83%	32.17%	41.32%	58.68%			
Difference from Exact Proportional Impact of Fare Change	0.69%	-0.69%	-1.11%	1.11%			
Findings	**No disproportionate burden**		**No disparate impact**				

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clipper

"Other" is generally a non-cash fare such as a transfer or an emoloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%. The impact on low-income riders is .69% higher than their presence among riders, and the impact on minority riders is 1.11% less than their presence among riders.**

APPENDIX D

Table B5: Impact table for Bus Fares 2027/28

			Cost		Change		Usage by Group (number)					Usage by Group (percent)					Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Pax Category	Existing	Proposed	Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minor	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
Zone	Cash	Adult	$5.00	$6.25	$1.25	25.00%	2.19	1.46	3.65	2.19	3.65	0.6%	0.9%	1.5%	0.6%	0.7%	$10.95	$7.30	$18.25	$10.95	$13.69	$9.13	$22.81	$13.69	$2.74	$1.83	$4.56	$2.74
1		Discount*	$2.50	$3.00	$0.50	20.00%	0.00	0.73	1.06	0.00	0.73	0.0%	0.4%	0.4%	0.0%	0.1%	$0.00	$1.83	$2.65	$0.00	$0.00	$2.19	$3.18	$0.00	$0.00	$0.37	$0.53	$0.00
AND		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone	Clipper	Adult	$4.00	$5.00	$1.00	25.00%	1.46	5.40	3.25	5.04	6.86	0.4%	3.2%	1.4%	1.5%	1.3%	$5.84	$21.60	$13.00	$20.16	$7.30	$27.00	$16.25	$25.20	$1.46	$5.40	$3.25	$5.04
1		Start	$2.50	$3.00	$0.50	20.00%	1.00	0.00	0.50	3.00	1.00	0.3%	0.0%	0.2%	0.9%	0.2%	$2.50	$0.00	$1.25	$7.50	$3.00	$0.00	$1.50	$9.00	$0.50	$0.00	$0.25	$1.50
	Other	Adult					1.00	1.10	2.81	2.20	2.10	0.3%	0.7%	1.2%	0.6%	0.4%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$8.00	$9.25	$1.25	15.63%	12.31	8.41	12.20	11.59	20.72	3.5%	5.0%	5.1%	3.4%	4.0%	$98.48	$67.28	$97.60	$92.72	$113.87	$77.79	$112.85	$107.21	$15.39	$10.51	$15.25	$14.49
Zone		Discount*	$4.00	$4.50	$0.50	12.50%	5.06	6.08	2.92	12.79	11.14	1.4%	3.6%	1.2%	3.8%	2.1%	$20.24	$24.32	$11.68	$51.16	$22.77	$27.36	$13.14	$57.56	$2.53	$3.04	$1.46	$6.40
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Clipper	Adult	$6.40	$7.40	$1.00	15.63%	33.70	40.05	33.85	55.30	73.75	9.6%	24.0%	14.2%	16.3%	14.2%	$215.68	$256.32	$216.64	$353.92	$249.38	$296.37	$250.49	$409.22	$33.70	$40.05	$33.85	$55.30
AND		Start	$4.00	$4.50	$0.50	12.50%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.88	$0.00	$7.74	$9.00	$0.88	$0.00	$0.86	$1.00
Zone	Other	Adult					0.00	2.20	2.00	3.29	2.20	0.0%	1.3%	0.8%	1.0%	0.4%												
2		Discount*					0.00	0.00	0.00	1.10	0.00	0.0%	0.0%	0.0%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$8.00	$9.25	$1.25	15.63%	18.59	4.33	10.95	14.46	22.92	5.3%	2.6%	4.6%	4.3%	4.4%	$148.72	$34.64	$87.60	$115.68	$171.96	$40.05	$101.29	$133.76	$23.24	$5.41	$13.69	$18.08
Zone		Discount*	$4.00	$4.50	$0.50	12.50%	7.93	3.65	5.11	11.80	11.58	2.3%	2.2%	2.1%	3.5%	2.2%	$31.72	$14.60	$20.44	$47.20	$35.69	$16.43	$23.00	$53.10	$3.97	$1.83	$2.56	$5.90
1		Other					0.00	0.73		0.00	0.73	0.0%	0.4%	0.0%	0.0%	0.1%												
AND	Clipper	Adult	$6.40	$7.40	$1.00	15.63%	48.83	28.55	35.47	49.85	77.38	13.9%	17.1%	14.8%	14.7%	14.9%	$312.51	$182.72	$227.01	$319.04	$361.34	$211.27	$262.48	$368.89	$48.83	$28.55	$35.47	$49.85
Zone		Start	$4.00	$4.50	$0.50	12.50%	1.75	0.00	1.72	2.00	1.75	0.5%	0.0%	0.7%	0.6%	0.3%	$7.00	$0.00	$6.88	$8.00	$7.88	$0.00	$7.74	$9.00	$0.88	$0.00	$0.86	$1.00
3	Other	Adult					0.00	1.10		2.20	1.10	0.0%	0.7%	0.0%	0.6%	0.2%												
		Discount*					0.00	0.00	0.73	1.10	0.00	0.0%	0.0%	0.3%	0.3%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$9.25	$10.50	$1.25	13.51%	7.49	0.73	4.64	3.84	8.22	2.1%	0.4%	1.9%	1.1%	1.6%	$69.28	$6.75	$42.92	$35.52	$78.65	$7.67	$48.72	$40.32	$9.36	$0.91	$5.80	$4.80
Zone		Discount*	$4.50	$5.25	$0.75	16.67%	0.73	1.07	2.19	1.06	1.80	0.2%	0.6%	0.9%	0.3%	0.3%	$3.29	$4.82	$9.86	$4.77	$3.83	$5.62	$11.50	$5.57	$0.55	$0.80	$1.64	$0.80
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$7.40	$8.40	$1.00	13.51%	33.83	8.85	14.56	29.43	42.68	9.6%	5.3%	6.1%	8.7%	8.2%	$250.34	$65.49	$107.74	$217.78	$284.17	$74.34	$122.30	$247.21	$33.83	$8.85	$14.56	$29.43
Zone		Start	$4.50	$5.25	$0.75	16.67%	0.50	0.00	1.00	1.00	0.50	0.1%	0.0%	0.4%	0.3%	0.1%	$2.25	$0.00	$4.50	$4.50	$2.63	$0.00	$5.25	$5.25	$0.38	$0.00	$0.75	$0.75
4	Other	Adult					0.00	1.10	0.00		1.10	0.0%	0.7%	0.0%	0.0%	0.2%												
		Discount*					0.00	0.61	0.00	0.61	0.61	0.0%	0.4%	0.0%	0.2%	0.1%												
		Other					0.00	1.10	1.10		1.10	0.0%	0.7%	0.5%	0.0%	0.2%												
	Cash	Adult	$14.00	$15.25	$1.25	8.93%	5.30	3.60	6.43	3.18	8.90	1.5%	2.2%	2.7%	0.9%	1.7%	$74.20	$50.40	$90.02	$44.52	$80.83	$54.90	$98.06	$48.50	$6.63	$4.50	$8.04	$3.98
Zone		Discount*	$7.00	$7.50	$0.50	7.14%	0.34	0.00	0.33	0.73	0.34	0.1%	0.0%	0.1%	0.2%	0.1%	$2.38	$0.00	$2.31	$5.11	$2.55	$0.00	$2.48	$5.48	$0.17	$0.00	$0.17	$0.37
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$11.20	$12.20	$1.00	8.93%	10.94	17.06	8.48	13.50	28.00	3.1%	10.2%	3.5%	4.0%	5.4%	$122.53	$191.07	$94.98	$151.20	$133.47	$208.13	$103.46	$164.70	$10.94	$17.06	$8.48	$13.50
Zone		Start	$7.00	$7.50	$0.50	7.14%	0.00	0.00	0.50	1.00	0.00	0.0%	0.0%	0.2%	0.3%	0.0%	$0.00	$0.00	$3.50	$7.00	$0.00	$0.00	$3.75	$7.50	$0.00	$0.00	$0.25	$0.50
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	1.10	0.00	1.10	1.10	0.0%	0.7%	0.0%	0.3%	0.2%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$14.00	$15.25	$1.25	8.93%	12.06	3.89	9.54	6.88	15.95	3.4%	2.3%	4.0%	2.0%	3.1%	$168.84	$54.46	$133.56	$96.32	$183.92	$59.32	$145.49	$104.92	$15.08	$4.86	$11.93	$8.60
Zone		Discount*	$7.00	$7.50	$0.50	7.14%	2.53	0.00	2.12	1.39	2.53	0.7%	0.0%	0.9%	0.4%	0.5%	$17.71	$0.00	$14.84	$9.73	$18.98	$0.00	$15.90	$10.43	$1.27	$0.00	$1.06	$0.70
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$11.20	$12.20	$1.00	8.93%	16.48	9.62	8.60	17.46	26.10	4.7%	5.8%	3.6%	5.1%	5.0%	$184.58	$107.74	$96.32	$195.55	$201.06	$117.36	$104.92	$213.01	$16.48	$9.62	$8.60	$17.46
Zone		Start	$7.00	$7.50	$0.50	7.14%	0.50	0.00	0.50	1.00	0.50	0.1%	0.0%	0.2%	0.3%	0.1%	$3.50	$0.00	$3.50	$7.00	$3.75	$0.00	$3.75	$7.50	$0.25	$0.00	$0.25	$0.50
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%			0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$12.75	$3.50	-$9.25	-72.55%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$1.75	$1.75	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
1		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$3.50	$3.50	$0.00	0.00%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Other	$3.50	$3.50	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
Zone 2,3,4 AND Zone 2,3,4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare structure and are not being changed for this proposal																											
	Cash	Adult	$9.25	$10.50	$1.25	13.51%	0.73	0.00	0.73	0.73	0.73	0.2%	0.0%	0.3%	0.2%	0.1%	$6.75	$0.00	$6.75	$6.75	$7.67	$0.00	$7.67	$7.67	$0.91	$0.00	$0.91	$0.91
Zone		Discount*	$4.50	$5.25	$0.75	16.67%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%												
AND	Clipper	Adult	$7.40	$8.40	$1.00	13.51%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$4.50	$5.25	$0.75	16.67%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

5	Other	Adult					0.00	0.00		1.00	0.00	0.0%	0.0%	0.0%	0.3%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$10.50	$1.25	13.51%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$4.50	$5.25	$0.75	16.67%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$8.40	$1.00	13.51%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$5.40	$0.00	$5.40	$0.00	$6.13	$0.00	$6.13	$0.00	$0.73	$0.00	$0.73	$0.00
Zone		Start	$4.50	$5.25	$0.75	16.67%	1.00	0.00	0.25	0.00	1.00	0.3%	0.0%	0.1%	0.0%	0.2%	$4.50	$0.00	$1.13	$0.00	$5.25	$0.00	$1.31	$0.00	$0.75	$0.00	$0.19	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$8.00	$1.25	18.52%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$4.00	$0.75	23.08%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
2		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$6.40	$1.00	18.52%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$4.00	$0.75	23.08%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00	0.61		0.00	0.0%	0.0%	0.3%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$10.50	$1.25	13.51%	1.46	0.73	0.00	0.73	2.19	0.4%	0.4%	0.0%	0.2%	0.4%	$13.51	$6.75	$0.00	$6.75	$15.33	$7.67	$0.00	$7.67	$1.83	$0.91	$0.00	$0.91
Zone		Discount*	$4.50	$5.25	$0.75	16.67%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$8.40	$1.00	13.51%	0.73	1.46	2.19	1.46	2.19	0.2%	0.9%	0.9%	0.4%	0.4%	$5.40	$10.80	$16.21	$10.80	$6.13	$12.26	$18.40	$12.26	$0.73	$1.46	$2.19	$1.46
Zone		Start	$4.50	$5.25	$0.75	16.67%	0.00	0.00	0.25	0.25	0.00	0.0%	0.0%	0.1%	0.1%	0.0%	$0.00	$0.00	$1.13	$1.13	$0.00	$0.00	$1.31	$1.31	$0.00	$0.00	$0.19	$0.19
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$9.25	$10.50	$1.25	13.51%	2.92	0.00	2.19	0.73	2.92	0.8%	0.0%	0.9%	0.2%	0.6%	$27.01	$0.00	$20.26	$6.75	$30.66	$0.00	$23.00	$7.67	$3.65	$0.00	$2.74	$0.91
Zone		Discount*	$4.50	$5.25	$0.75	16.67%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$7.40	$8.40	$1.00	13.51%	5.84	0.00	2.19	4.38	5.84	1.7%	0.0%	0.9%	1.3%	1.1%	$43.22	$0.00	$16.21	$32.41	$49.06	$0.00	$18.40	$36.79	$5.84	$0.00	$2.19	$4.38
Zone		Start	$4.50	$5.25	$0.75	16.67%	1.00	0.00	0.25	1.00	1.00	0.3%	0.0%	0.1%	0.3%	0.2%	$4.50	$0.00	$1.13	$4.50	$5.25	$0.00	$1.31	$5.25	$0.75	$0.00	$0.19	$0.75
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$8.00	$1.25	18.52%	12.41	0.00	5.84	2.92	12.41	3.5%	0.0%	2.4%	0.9%	2.4%	$83.77	$0.00	$39.42	$19.71	$99.28	$0.00	$46.72	$23.36	$15.51	$0.00	$7.30	$3.65
Zone		Discount*	$3.25	$4.00	$0.75	23.08%	0.73	0.00	0.00	1.46	0.73	0.2%	0.0%	0.0%	0.4%	0.1%	$2.37	$0.00	$0.00	$4.75	$2.92	$0.00	$0.00	$5.84	$0.55	$0.00	$0.00	$1.10
3		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$6.40	$1.00	18.52%	71.51	5.84	27.74	45.26	77.35	20.3%	3.5%	11.6%	13.3%	14.9%	$386.15	$31.54	$149.80	$244.40	$457.66	$37.38	$177.54	$289.66	$71.51	$5.84	$27.74	$45.26
Zone		Start	$3.25	$4.00	$0.75	23.08%	2.00	0.00	2.00	3.00	2.00	0.6%	0.0%	0.8%	0.9%	0.4%	$6.50	$0.00	$6.50	$9.75	$8.00	$0.00	$8.00	$12.00	$1.50	$0.00	$1.50	$2.25
7	Other	Adult					1.71	0.00	1.10	0.61	1.71	0.5%	0.0%	0.5%	0.2%	0.3%										
		Discount*					1.10	0.00		1.10	1.10	0.3%	0.0%	0.0%	0.3%	0.2%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$7.50	$8.75	$1.25	16.67%	2.19	0.00	1.46	0.73	2.19	0.6%	0.0%	0.6%	0.2%	0.4%	$16.43	$0.00	$10.95	$5.48	$19.16	$0.00	$12.78	$6.39	$2.74	$0.00	$1.83	$0.91
Zone		Discount*	$3.75	$4.25	$0.50	13.33%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.74	$0.00	$2.74	$0.00	$3.10	$0.00	$3.10	$0.00	$0.37	$0.00	$0.37	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$6.00	$7.00	$1.00	16.67%	0.73	0.00	0.00	0.73	0.73	0.2%	0.0%	0.0%	0.2%	0.1%	$4.38	$0.00	$0.00	$4.38	$5.11	$0.00	$0.00	$5.11	$0.73	$0.00	$0.00	$0.73
Zone		Start	$3.75	$4.25	$0.50	13.33%	0.20	0.00	0.25	0.00	0.20	0.1%	0.0%	0.1%	0.0%	0.0%	$0.75	$0.00	$0.94	$0.00	$0.85	$0.00	$1.06	$0.00	$0.10	$0.00	$0.13	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$7.50	$8.75	$1.25	16.67%	0.73	0.73	1.46	0.00	1.46	0.2%	0.4%	0.6%	0.0%	0.3%	$5.48	$5.48	$10.95	$0.00	$6.39	$6.39	$12.78	$0.00	$0.91	$0.91	$1.83	$0.00
Zone		Discount*	$3.75	$4.25	$0.50	13.33%	1.46	0.00	0.00	1.46	1.46	0.4%	0.0%	0.0%	0.4%	0.3%	$5.48	$0.00	$0.00	$5.48	$6.21	$0.00	$0.00	$6.21	$0.73	$0.00	$0.00	$0.73
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$6.00	$7.00	$1.00	16.67%	1.46	0.00	0.73	1.46	1.46	0.4%	0.0%	0.3%	0.4%	0.3%	$8.76	$0.00	$4.38	$8.76	$10.22	$0.00	$5.11	$10.22	$1.46	$0.00	$0.73	$1.46
Zone		Start	$3.75	$4.25	$0.50	13.33%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.94	$0.00	$0.00	$0.00	$1.06	$0.00	$0.00	$0.00	$0.13	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$6.75	$8.00	$1.25	18.52%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$3.25	$4.00	$0.75	23.08%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
4		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$5.40	$6.40	$1.00	18.52%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$3.25	$4.00	$0.75	23.08%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.73	0.00	0.73	0.00	0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$2.92	$0.00	$2.92	$0.00	$1.75	$0.00	$1.75	$0.00	-$1.17	$0.00	-$1.17	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										

		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	2.19	0.73	1.46	1.46	2.92	0.6%	0.4%	0.6%	0.4%	0.6%	$10.95	$3.65	$7.30	$7.30	$6.57	$2.19	$4.38	$4.38	-$4.38	-$1.46	-$2.92	-$2.92
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	2.19	1.41	1.46	1.46	3.60	0.6%	0.8%	0.6%	0.4%	0.7%	$8.76	$5.64	$5.84	$5.84	$5.26	$3.38	$3.50	$3.50	-$3.50	-$2.26	-$2.34	-$2.34
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.25	0.00	0.00	0.00	0.25	0.1%	0.0%	0.0%	0.0%	0.0%	$0.63	$0.00	$0.00	$0.00	$0.38	$0.00	$0.00	$0.00	-$0.25	$0.00	$0.00	$0.00
6	Other	Adult					1.10	0.00	1.00	1.10	1.10	0.3%	0.0%	0.4%	0.3%	0.2%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$12.75	$14.00	$1.25	9.80%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$7.00	$0.75	12.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
5		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$10.20	$11.20	$1.00	9.80%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$7.00	$0.75	12.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$3.00	-$2.00	-40.00%	0.73	0.00	0.73		0.73	0.2%	0.0%	0.3%	0.0%	0.1%	$3.65	$0.00	$3.65	$0.00	$2.19	$0.00	$2.19	$0.00	-$1.46	$0.00	-$1.46	$0.00
Zone		Discount*	$2.50	$1.50	-$1.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$4.00	$2.40	-$1.60	-40.00%	0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$2.50	$1.50	-$1.00	-40.00%	0.50	0.00	0.00	0.00	0.50	0.1%	0.0%	0.0%	0.0%	0.1%	$1.25	$0.00	$0.00	$0.00	$0.75	$0.00	$0.00	$0.00	-$0.50	$0.00	$0.00	$0.00
6	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$12.75	$14.00	$1.25	9.80%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Discount*	$6.25	$7.00	$0.75	12.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
6		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$10.20	$11.20	$1.00	9.80%	0.00	0.00		0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone		Start	$6.25	$7.00	$0.75	12.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
	Cash	Adult	$5.00	$2.00	-$3.00	-60.00%	2.33	0.61	2.94		2.94	0.7%	0.4%	1.2%	0.0%	0.6%	$11.64	$3.07	$14.71	$0.00	$4.66	$1.23	$5.89	$0.00	-$6.98	-$1.84	-$8.83	$0.00
Zone		Discount*	$1.00	$1.00	$0.00	0.00%	2.81	0.00	0.00	2.81	2.81	0.8%	0.0%	0.0%	0.8%	0.5%	$2.81	$0.00	$0.00	$2.81	$2.81	$0.00	$0.00	$2.81	$0.00	$0.00	$0.00	$0.00
7		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
AND	Clipper	Adult	$2.00	$2.00	$0.00	0.00%	1.10	2.20	2.20	1.10	3.29	0.3%	1.3%	0.9%	0.3%	0.6%	$2.20	$4.39	$4.39	$2.20	$2.20	$4.39	$4.39	$2.20	$0.00	$0.00	$0.00	$0.00
Zone		Other	$2.00	$2.00	$0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
7	Other	Adult					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Discount*					0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		Other					0.00	0.00			0.00	0.0%	0.0%	0.0%	0.0%	0.0%										
		TOTALS					**351.817398**	**166.839061**	**239.1523**	**339.6453**	**518.6565**	**1**	**1**	**1**	**1**	**1**											
							10.41	0.00	8.04	11.86																	

Total Cumulative Current Fare	$2,438.36	$1,162.66	$1,646.61	$2,203.28
Average Cumulative Current Fare	$6.93	$6.97	$6.89	$6.49
Total Cumulative Proposed Fare	$2,760.55	$1,309.82	$1,854.74	$2,506.28
Average Cumulative Proposed Fare	$7.85	$7.85	$7.76	$7.38
Total Change in Fare per Group	$322.19	$147.15	$208.12	$303.00
Average Change in Fare per Group	$0.92	$0.88	$0.87	$0.89
Percent Change in Fare per Group	68.65%	31.35%	40.72%	59.28%
Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	67.83%	32.17%	41.32%	58.68%
Difference from Exact Proportional Impact of Fare Change	0.81%	-0.81%	-0.60%	0.60%
Findings	**No disproportionate burden**		**No disparate impact**	

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clipper
"Other" is generally a non-cash fare such as a transfer or an emoloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%. The impact on low-income riders is within a little less than 1% of their presence among riders, and the impact on minority riders is around .5% lower than their presence among riders.**

APPENDIX D

Table F1: Impact table for Ferry Fares 2023/2024

							Usage by Group (Number)				Usage by Group (Percent)						Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Passenger Category	Cost Existing	Proposed	Change Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	8.00	6.00	5.00	20.00	14.0	1.33%	0.81%	0.95%	1.61%	0.62%	$112.00	$84.00	$70.00	$280.00	$112.00	$84.00	$70.00	$280.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	2.00	2.00	4.00	12.00	4.0	0.33%	0.27%	0.76%	0.97%	0.18%	$14.00	$14.00	$28.00	$84.00	$14.00	$14.00	$28.00	$84.00	$0.00	$0.00	$0.00	$0.00
Sausalito		Other					0.00	1.07	0.00	0.00	1.1	0.00%	0.14%	0.00%	0.00%	0.05%												
Ferry	Clipper	Adult	$7.50	$7.75	$0.25	3.33%	154.00	49.00	29.00	206.00	442.5	25.68%	6.63%	5.51%	16.60%	19.60%	$1,155.00	$367.50	$217.50	$1,545.00	$1,193.50	$379.75	$224.75	$1,596.50	$38.50	$12.25	$7.25	$51.50
		Start	$7.00	$3.90	-$3.10	-44.29%	0.25	0.00	0.02	0.25	0.0	0.04%	0.00%	0.00%	0.02%	0.00%	$1.75	$0.00	$0.14	$1.75	$0.98	$0.00	$0.08	$0.98	-$0.78	$0.00	-$0.06	-$0.78
		Other	Adult				3.66	0.00	10.00	19.00	10.6	0.61%	0.00%	1.90%	1.53%	0.47%												
			Discount				0.38	0.00	0.38	0.00	0.8	0.06%	0.00%	0.07%	0.00%	0.03%												
			Other				0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
	Cash	Adult	$13.50	$14.00	$0.50	3.70%	17.00	15.00	8.00	24.00	59.9	2.83%	2.03%	1.52%	1.93%	2.65%	$229.50	$202.50	$108.00	$324.00	$238.00	$210.00	$112.00	$336.00	$8.50	$7.50	$4.00	$12.00
		Discount*	$6.75	$7.00	$0.25	3.70%	13.00	11.00	3.00	30.00	24.0	2.17%	1.49%	0.57%	2.42%	1.06%	$87.75	$74.25	$20.25	$202.50	$91.00	$77.00	$21.00	$210.00	$3.25	$2.75	$0.75	$7.50
Larkspur		Other					0.00	0.00		0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
Ferry	Clipper	Adult	$8.50	$8.75	$0.25	2.94%	255.00	245.00	105.00	443.00	1129.8	42.52%	33.15%	19.95%	35.70%	50.04%	$2,167.50	$2,082.50	$892.50	$3,765.50	$2,231.25	$2,143.75	$918.75	$3,876.25	$63.75	$61.25	$26.25	$110.75
		Start	$6.75	$4.40	-$2.35	-34.81%	1.15	0.00	0.25	1.25	2.7	0.19%	0.00%	0.05%	0.10%	0.12%	$7.76	$0.00	$1.69	$8.44	$5.06	$0.00	$1.10	$5.50	-$2.70	$0.00	-$0.59	-$2.94
		Other	Adult				5.42	2.00	1.00	24.00	19.0	0.90%	0.27%	0.19%	1.93%	0.84%												
			Discount				3.41	0.00	1.37	0.00	3.4	0.57%	0.00%	0.26%	0.00%	0.15%												
			Other				0.68	0.00		0.00	2.0	0.11%	0.00%	0.00%	0.00%	0.09%												
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	5.00	1.00	1.00	5.00	6.0	0.83%	0.14%	0.19%	0.40%	0.27%	$70.00	$14.00	$14.00	$70.00	$70.00	$14.00	$14.00	$70.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	1.00	1.00	0.00	2.00	2.0	0.17%	0.14%	0.00%	0.16%	0.09%	$7.00	$7.00	$0.00	$14.00	$7.00	$7.00	$0.00	$14.00	$0.00	$0.00	$0.00	$0.00
Tiburon		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
Ferry	Clipper	Adult	$7.50	$7.75	$0.25	3.33%	33.00	51.00	12.18	93.00	84.0	5.50%	6.90%	2.31%	7.50%	3.72%	$247.50	$382.50	$91.35	$697.50	$255.75	$395.25	$94.40	$720.75	$8.25	$12.75	$3.05	$23.25
		Start	$7.00	$3.90	-$3.10	-44.29%	0.11	0.00	0.00	0.25	0.1	0.02%	0.00%	0.00%	0.02%	0.00%	$0.74	$0.00	$0.00	$1.75	$0.41	$0.00	$0.00	$0.98	-$0.33	$0.00	$0.00	-$0.78
		Other	Adult				1.54	2.00	0.00	0.00	3.5	0.26%	0.27%	0.00%	0.00%	0.16%												
			Discount				0.16	0.00	0.00	0.00	0.2	0.03%	0.00%	0.00%	0.00%	0.01%												
			Other				0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
	Cash	Adult	$14.00	$15.50	$1.50	10.71%	28.00	70.00	45.00	49.00	98.0	4.67%	9.47%	8.55%	3.95%	4.34%	$392.00	$980.00	$630.00	$686.00	$434.00	$1,085.00	$697.50	$759.50	$42.00	$105.00	$67.50	$73.50
Angel		Discount*	$7.00	$8.00	$1.00	14.29%	27.00	35.00	31.00	32.00	62.0	4.50%	4.74%	5.89%	2.58%	2.75%	$189.00	$245.00	$217.00	$224.00	$216.00	$280.00	$248.00	$256.00	$27.00	$35.00	$31.00	$32.00
Island		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
Ferry	Clipper	Adult	$9.00	$9.25	$0.25	2.78%	21.00	61.00	63.00	60.00	82.0	3.50%	8.25%	11.97%	4.84%	3.63%	$189.00	$549.00	$567.00	$540.00	$194.25	$564.25	$582.75	$555.00	$5.25	$15.25	$15.75	$15.00
		Start	$7.00	$5.40	-$1.60	-22.86%	1.00	0.00	2.00	2.00	1.0	0.17%	0.00%	0.38%	0.16%	0.04%	$7.00	$0.00	$14.00	$14.00	$5.40	$0.00	$10.80	$10.80	-$1.60	$0.00	-$3.20	-$3.20
	Other	Phone	$9.00	$9.25	$0.25	2.78%	13.00	36.00	23.00	37.00	49.0	2.17%	4.87%	4.37%	2.98%	2.17%	$117.00	$324.00	$207.00	$333.00	$120.25	$333.00	$212.75	$342.25	$3.25	$9.00	$5.75	$9.25
		Group	$4.50	$4.75	$0.25	5.56%	4.00	150.00	181.00	181.00	154.0	0.67%	20.30%	34.40%	14.59%	6.82%	$18.00	$675.00	$814.50	$814.50	$19.00	$712.50	$859.75	$859.75	$1.00	$37.50	$45.25	$45.25
		Other					1.00	1.00	1.00	0.00	2.0	0.17%	0.14%	0.19%	0.00%	0.09%												
		TOTALS					**599.7**	**739.1**	**526.2**	**1240.8**	**2257.6**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.0%**												
								1338.8		1766.9						**Total Cumulative Current Fare**	$5,012.50	$6,001.25	$3,892.93	$9,605.94								
																Average Cumulative Current Fare	$8.36	$8.12	$7.40	$7.74								
																					Total Cumulative Proposed Fare	$5,207.84	$6,299.50	$4,095.62	$9,978.25				
																					Average Cumulative Proposed Fare	$8.68	$8.52	$7.78	$8.04				
																GGF DI DB Table (Opt3 Yea									**Total Change in Fare per Group**	$195.35	$298.25	$202.70	$372.31
																									Average Change in Fare per Group	$0.33	$0.40	$0.39	$0.30
																									Percent Change in Fare per Group	39.58%	60.42%	35.25%	64.75%
																									Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	44.80%	55.20%	29.78%	70.22%
																									Difference from Exact Proportional Impact of Fare Change	-5.22%	5.22%	5.47%	-5.47%
																									Findings	**No disproportionate burden**		**No disparate impact**	

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clippe
"Other" is generally a non-cash fare such as a transfer or an emoloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%.**

Each group's fare impact varies by around 5% from its presence in the ridership population, with low-income riders having a 5.22% lesser impact compared to their representation among riders.

Minority riders experience a 5.47% greater impact than their representation among riders.

APPENDIX D

Table F2: Impact table for Ferry Fares 2024/2025

							Usage by Group (Number)				Usage by Group (Percent)						Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Passenger Category	Cost Existing	Proposed	Change Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	8.00	6.00	5.00	20.00	14.0	1.3%	0.8%	1.0%	1.6%	0.0	$112.00	$84.00	$70.00	$280.00	$112.00	$84.00	$70.00	$280.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	2.00	2.00	4.00	12.00	4.0	0.3%	0.3%	0.8%	1.0%	0.0	$14.00	$14.00	$28.00	$84.00	$14.00	$14.00	$28.00	$84.00	$0.00	$0.00	$0.00	$0.00
Sausalito		Other					0.00	1.07	0.00	0.00	1.1	0.0%	0.1%	0.0%	0.0%	0.0												
Ferry	Clipper	Adult	$7.50	$8.00	$0.50	6.67%	154.00	49.00	29.00	206.00	442.5	25.7%	6.6%	5.5%	16.6%	0.2	$1,155.00	$367.50	$217.50	$1,545.00	$1,232.00	$392.00	$232.00	$1,648.00	$77.00	$24.50	$14.50	$103.00
		Start	$7.00	$4.00	-$3.00	-42.86%	0.25	0.00	0.02	0.25	0.0	0.0%	0.0%	0.0%	0.0%	0.0	$1.75	$0.00	$0.14	$1.75	$1.00	$0.00	$0.08	$1.00	-$0.75	$0.00	-$0.06	-$0.75
	Other	Adult					3.66	0.00	10.00	19.00	10.6	0.6%	0.0%	1.9%	1.5%	0.0												
		Discount					0.38	0.00	0.38	0.00	0.8	0.1%	0.0%	0.1%	0.0%	0.0												
		Other					0.00	0.00	0.00	0.00	0.0	0.0%	0.0%	0.0%	0.0%	0.0												
	Cash	Adult	$13.50	$14.00	$0.50	3.70%	17.00	15.00	8.00	24.00	59.9	2.8%	2.0%	1.5%	1.9%	0.0	$229.50	$202.50	$108.00	$324.00	$238.00	$210.00	$112.00	$336.00	$8.50	$7.50	$4.00	$12.00
		Discount*	$6.75	$7.00	$0.25	3.70%	13.00	11.00	3.00	30.00	24.0	2.2%	1.5%	0.6%	2.4%	0.0	$87.75	$74.25	$20.25	$202.50	$91.00	$77.00	$21.00	$210.00	$3.25	$2.75	$0.75	$7.50
Larkspur		Other					0.00	0.00		0.00	0.0	0.0%	0.0%	0.0%	0.0%	0.0												
Ferry	Clipper	Adult	$8.50	$9.00	$0.50	5.88%	255.00	245.00	105.00	443.00	1129.8	42.5%	33.1%	20.0%	35.7%	0.5	$2,167.50	$2,082.50	$892.50	$3,765.50	$2,295.00	$2,205.00	$945.00	$3,987.00	$127.50	$122.50	$52.50	$221.50
		Start	$6.75	$4.50	-$2.25	-33.33%	1.15	0.00	0.25	1.25	2.7	0.2%	0.0%	0.0%	0.1%	0.0	$7.76	$0.00	$1.69	$8.44	$5.18	$0.00	$1.13	$5.63	-$2.59	$0.00	-$0.56	-$2.81
	Other	Adult					5.42	2.00	1.00	24.00	19.0	0.9%	0.3%	0.2%	1.9%	0.0												
		Discount					3.41	0.00	1.37	0.00	3.4	0.6%	0.0%	0.3%	0.0%	0.0												
		Other					0.68	0.00		0.00	2.0	0.1%	0.0%	0.0%	0.0%	0.0												
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	5.00	1.00	1.00	5.00	6.0	0.83%	0.14%	0.19%	0.40%	0.0	$70.00	$14.00	$14.00	$70.00	$70.00	$14.00	$14.00	$70.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	1.00	1.00	0.00	2.00	2.0	0.17%	0.14%	0.00%	0.16%	0.0	$7.00	$7.00	$0.00	$14.00	$7.00	$7.00	$0.00	$14.00	$0.00	$0.00	$0.00	$0.00
Tiburon		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.0												
Ferry	Clipper	Adult	$7.50	$8.00	$0.50	6.67%	33.00	51.00	12.18	93.00	84.0	5.50%	6.90%	2.31%	7.50%	0.0	$247.50	$382.50	$91.35	$697.50	$264.00	$408.00	$97.44	$744.00	$16.50	$25.50	$6.09	$46.50
		Start	$7.00	$4.00	-$3.00	-42.86%	0.11	0.00	0.00	0.25	0.1	0.02%	0.00%	0.00%	0.02%	0.0	$0.74	$0.00	$0.00	$1.75	$0.42	$0.00	$0.00	$1.00	-$0.32	$0.00	$0.00	-$0.75
	Other	Adult					1.54	2.00	0.00	0.00	3.5	0.26%	0.27%	0.00%	0.00%	0.0												
		Discount					0.16	0.00	0.00	0.00	0.2	0.03%	0.00%	0.00%	0.00%	0.0												
		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.0												
	Cash	Adult	$14.00	$15.50	$1.50	10.71%	28.00	70.00	45.00	49.00	98.0	4.67%	9.47%	8.55%	3.95%	0.0	$392.00	$980.00	$630.00	$686.00	$434.00	$1,085.00	$697.50	$759.50	$42.00	$105.00	$67.50	$73.50
Angel		Discount*	$7.00	$8.00	$1.00	14.29%	27.00	35.00	31.00	32.00	62.0	4.50%	4.74%	5.89%	2.58%	0.0	$189.00	$245.00	$217.00	$224.00	$216.00	$280.00	$248.00	$256.00	$27.00	$35.00	$31.00	$32.00
Island		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.0												
Ferry	Clipper	Adult	$9.00	$9.50	$0.50	5.56%	21.00	61.00	63.00	60.00	82.0	3.50%	8.25%	11.97%	4.84%	0.0	$189.00	$549.00	$567.00	$540.00	$199.50	$579.50	$598.50	$570.00	$10.50	$30.50	$31.50	$30.00
		Start	$7.00	$5.50	-$1.50	-21.43%	1.00	0.00	2.00	2.00	1.0	0.17%	0.00%	0.38%	0.16%	0.0	$7.00	$0.00	$14.00	$14.00	$5.50	$0.00	$11.00	$11.00	-$1.50	$0.00	-$3.00	-$3.00
	Other	Phone	$9.00	$9.50	$0.50	5.56%	13.00	36.00	23.00	37.00	49.0	2.17%	4.87%	4.37%	2.98%	0.0	$117.00	$324.00	$207.00	$333.00	$123.50	$342.00	$218.50	$351.50	$6.50	$18.00	$11.50	$18.50
		Group	$4.50	$5.00	$0.50	11.11%	4.00	150.00	181.00	181.00	154.0	0.67%	20.30%	34.40%	14.59%	0.1	$18.00	$675.00	$814.50	$814.50	$20.00	$750.00	$905.00	$905.00	$2.00	$75.00	$90.50	$90.50
		Other					1.00	1.00	1.00	0.00	2.0	0.17%	0.14%	0.19%	0.00%	0.0												
		TOTALS					**599.7**	**739.1**	**526.2**	**1240.8**	**2257.6**	**1.0**	**1.0**	**1.0**	**1.0**	**100.0%**												
								1338.8		1766.9							**Total Cumulative Current Fare**	$5,012.50	$6,001.25	$3,892.93	$9,605.94								
																	Average Cumulative Current Fare	$8.36	$8.12	$7.40	$7.74								
																					Total Cumulative Proposed Fare	$5,328.10	$6,447.50	$4,199.15	$10,233.63				
																					Average Cumulative Proposed Fare	$8.88	$8.72	$7.98	$8.25				
																									Total Change in Fare per Group	$315.60	$446.25	$306.22	$627.69
																									Average Change in Fare per Group	$0.53	$0.60	$0.58	$0.51
																									Percent Change in Fare per Group	41.43%	58.57%	32.79%	67.21%
																									Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	44.80%	55.20%	29.78%	70.22%
																									Difference from Exact Proportional Impact of Fare Change	-3.37%	3.37%	3.01%	-3.01%
																									Findings	**No disproportionate burden**		**No disparate impact**	

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clippe
"Other" is generally a non-cash fare such as a transfer or an emoloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%. Each group's fare impact varies by around 3% from its presence in the ridership population, with low-income riders having a 3.37% smaller disadvantage compared to their presence among riders.**

APPENDIX D

Table F3: Impact table for Ferry Fares 2025/2026

							Usage by Group (Number)				Usage by Group (Percent)						Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Passenger Category	Cost Existing	Proposed	Change Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minor	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	8.00	6.00	5.00	20.00	14.0	1.3%	0.8%	1.0%	1.6%	0.6%	$112.00	$84.00	$70.00	$280.00	$112.00	$84.00	$70.00	$280.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	2.00	2.00	4.00	12.00	4.0	0.3%	0.3%	0.8%	1.0%	0.2%	$14.00	$14.00	$28.00	$84.00	$14.00	$14.00	$28.00	$84.00	$0.00	$0.00	$0.00	$0.00
Sausalito		Other					0.00	1.07	0.00	0.00	1.1	0.0%	0.1%	0.0%	0.0%	0.0%												
Ferry	Clipper	Adult	$7.50	$8.25	$0.75	10.00%	154.00	49.00	29.00	206.00	442.5	25.7%	6.6%	5.5%	16.6%	19.6%	$1,155.00	$367.50	$217.50	$1,545.00	$1,270.50	$404.25	$239.25	$1,699.50	$115.50	$36.75	$21.75	$154.50
		Start	$7.00	$4.15	-$2.85	-40.71%	0.25	0.00	0.02	0.25	0.0	0.0%	0.0%	0.0%	0.0%	0.0%	$1.75	$0.00	$0.14	$1.75	$1.04	$0.00	$0.08	$1.04	-$0.71	$0.00	-$0.06	-$0.71
	Other	Adult					3.66	0.00	10.00	19.00	10.6	0.6%	0.0%	1.9%	1.5%	0.5%												
		Discount					0.38	0.00	0.38	0.00	0.8	0.1%	0.0%	0.1%	0.0%	0.0%												
		Other					0.00	0.00	0.00	0.00	0.0	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$13.50	$14.00	$0.50	3.70%	17.00	15.00	8.00	24.00	59.9	2.8%	2.0%	1.5%	1.9%	2.7%	$229.50	$202.50	$108.00	$324.00	$238.00	$210.00	$112.00	$336.00	$8.50	$7.50	$4.00	$12.00
		Discount*	$6.75	$7.00	$0.25	3.70%	13.00	11.00	3.00	30.00	24.0	2.2%	1.5%	0.6%	2.4%	1.1%	$87.75	$74.25	$20.25	$202.50	$91.00	$77.00	$21.00	$210.00	$3.25	$2.75	$0.75	$7.50
Larkspur		Other					0.00	0.00		0.00	0.0	0.0%	0.0%	0.0%	0.0%	0.0%												
Ferry	Clipper	Adult	$8.50	$9.25	$0.75	8.82%	255.00	245.00	105.00	443.00	1129.8	42.5%	33.1%	20.0%	35.7%	50.0%	$2,167.50	$2,082.50	$892.50	$3,765.50	$2,358.75	$2,266.25	$971.25	$4,097.75	$191.25	$183.75	$78.75	$332.25
		Start	$6.75	$4.65	-$2.10	-31.11%	1.15	0.00	0.25	1.25	2.7	0.2%	0.0%	0.0%	0.1%	0.1%	$7.76	$0.00	$1.69	$8.44	$5.35	$0.00	$1.16	$5.81	-$2.42	$0.00	-$0.53	-$2.63
	Other	Adult					5.42	2.00	1.00	24.00	19.0	0.9%	0.3%	0.2%	1.9%	0.8%												
		Discount					3.41	0.00	1.37	0.00	3.4	0.6%	0.0%	0.3%	0.0%	0.2%												
		Other					0.68	0.00		0.00	2.0	0.1%	0.0%	0.0%	0.0%	0.1%												
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	5.00	1.00	1.00	5.00	6.0	0.83%	0.14%	0.19%	0.40%	0.27%	$70.00	$14.00	$14.00	$70.00	$70.00	$14.00	$14.00	$70.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	1.00	1.00	0.00	2.00	2.0	0.17%	0.14%	0.00%	0.16%	0.09%	$7.00	$7.00	$0.00	$14.00	$7.00	$7.00	$0.00	$14.00	$0.00	$0.00	$0.00	$0.00
Tiburon		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
Ferry	Clipper	Adult	$7.50	$8.25	$0.75	10.00%	33.00	51.00	12.18	93.00	84.0	5.50%	6.90%	2.31%	7.50%	3.72%	$247.50	$382.50	$91.35	$697.50	$272.25	$420.75	$100.49	$767.25	$24.75	$38.25	$9.14	$69.75
		Start	$7.00	$4.15	-$2.85	-40.71%	0.11	0.00	0.00	0.25	0.1	0.02%	0.00%	0.00%	0.02%	0.00%	$0.74	$0.00	$0.00	$1.75	$0.44	$0.00	$0.00	$1.04	-$0.30	$0.00	$0.00	-$0.71
	Other	Adult					1.54	2.00	0.00	0.00	3.5	0.26%	0.27%	0.00%	0.00%	0.16%												
		Discount					0.16	0.00	0.00	0.00	0.2	0.03%	0.00%	0.00%	0.00%	0.01%												
		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
	Cash	Adult	$14.00	$15.50	$1.50	10.71%	28.00	70.00	45.00	49.00	98.0	4.67%	9.47%	8.55%	3.95%	4.34%	$392.00	$980.00	$630.00	$686.00	$434.00	$1,085.00	$697.50	$759.50	$42.00	$105.00	$67.50	$73.50
Angel		Discount*	$7.00	$8.00	$1.00	14.29%	27.00	35.00	31.00	32.00	62.0	4.50%	4.74%	5.89%	2.58%	2.75%	$189.00	$245.00	$217.00	$224.00	$216.00	$280.00	$248.00	$256.00	$27.00	$35.00	$31.00	$32.00
Island		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
Ferry	Clipper	Adult	$9.00	$9.75	$0.75	8.33%	21.00	61.00	63.00	60.00	82.0	3.50%	8.25%	11.97%	4.84%	3.63%	$189.00	$549.00	$567.00	$540.00	$204.75	$594.75	$614.25	$585.00	$15.75	$45.75	$47.25	$45.00
		Start	$7.00	$5.65	-$1.35	-19.29%	1.00	0.00	2.00	2.00	1.0	0.17%	0.00%	0.38%	0.16%	0.04%	$7.00	$0.00	$14.00	$14.00	$5.65	$0.00	$11.30	$11.30	-$1.35	$0.00	-$2.70	-$2.70
	Other	Phone	$9.00	$9.75	$0.75	8.33%	13.00	36.00	23.00	37.00	49.0	2.17%	4.87%	4.37%	2.98%	2.17%	$117.00	$324.00	$207.00	$333.00	$126.75	$351.00	$224.25	$360.75	$9.75	$27.00	$17.25	$27.75
		Group	$4.50	$5.25	$0.75	16.67%	4.00	150.00	181.00	181.00	154.0	0.67%	20.30%	34.40%	14.59%	6.82%	$18.00	$675.00	$814.50	$814.50	$21.00	$787.50	$950.25	$950.25	$3.00	$112.50	$135.75	$135.75
		Other					1.00	1.00	1.00	0.00	2.0	0.17%	0.14%	0.19%	0.00%	0.09%												
		TOTALS					**599.7**	**739.1**	**526.2**	**1240.8**	**2257.6**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**												
								1338.8		1766.9							**Total Cumulative Current Fare**	$5,012.50	$6,001.25	$3,892.93	$9,605.94								
																	Average Cumulative Current Fare	$8.36	$8.12	$7.40	$7.74								
																					Total Cumulative Proposed Fare	$5,448.47	$6,595.50	$4,302.78	$10,489.19				
																					Average Cumulative Proposed Fare	$9.08	$8.92	$8.18	$8.45				
																									Total Change in Fare per Group	$435.97	$594.25	$409.85	$883.25
																									Average Change in Fare per Group	$0.73	$0.80	$0.78	$0.71
																									Percent Change in Fare per Group	42.32%	57.68%	31.70%	68.30%
																									Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	44.80%	55.20%	29.78%	70.22%
																									Difference from Exact Proportional Impact of Fare Change	-2.48%	2.48%	1.92%	-1.92%
																									Findings	**No disproportionate burden**		**No disparate impact**	

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clipper
"Other" is generally a non-cash fare such as a transfer or an emoloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%. Each group's fare impact varies by less than 3% from its presence in the ridership population**

APPENDIX D

Table F4: Impact table for Ferry Fares 2026/2027

							Usage by Group (Number)				Usage by Group (Percent)						Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Passenger Category	Cost Existing	Proposed	Change Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	8.00	6.00	5.00	20.00	14.0	1.3%	0.8%	1.0%	1.6%	0.6%	$112.00	$84.00	$70.00	$280.00	$112.00	$84.00	$70.00	$280.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	2.00	2.00	4.00	12.00	4.0	0.3%	0.3%	0.8%	1.0%	0.2%	$14.00	$14.00	$28.00	$84.00	$14.00	$14.00	$28.00	$84.00	$0.00	$0.00	$0.00	$0.00
Sausalito		Other					0.00	1.07	0.00	0.00	1.1	0.0%	0.1%	0.0%	0.0%	0.0%												
Ferry	Clipper	Adult	$7.50	$8.50	$1.00	13.33%	154.00	49.00	29.00	206.00	442.5	25.7%	6.6%	5.5%	16.6%	19.6%	$1,155.00	$367.50	$217.50	$1,545.00	$1,309.00	$416.50	$246.50	$1,751.00	$154.00	$49.00	$29.00	$206.00
		Start	$7.00	$4.25	-$2.75	-39.29%	0.25	0.00	0.02	0.25	0.0	0.0%	0.0%	0.0%	0.0%	0.0%	$1.75	$0.00	$0.14	$1.75	$1.06	$0.00	$0.09	$1.06	-$0.69	$0.00	-$0.06	-$0.69
	Other	Adult					3.66	0.00	10.00	19.00	10.6	0.6%	0.0%	1.9%	1.5%	0.5%												
		Discount					0.38	0.00	0.38	0.00	0.8	0.1%	0.0%	0.1%	0.0%	0.0%												
		Other					0.00	0.00	0.00	0.00	0.0	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$13.50	$14.00	$0.50	3.70%	17.00	15.00	8.00	24.00	59.9	2.8%	2.0%	1.5%	1.9%	2.7%	$229.50	$202.50	$108.00	$324.00	$238.00	$210.00	$112.00	$336.00	$8.50	$7.50	$4.00	$12.00
		Discount*	$6.75	$7.00	$0.25	3.70%	13.00	11.00	3.00	30.00	24.0	2.2%	1.5%	0.6%	2.4%	1.1%	$87.75	$74.25	$20.25	$202.50	$91.00	$77.00	$21.00	$210.00	$3.25	$2.75	$0.75	$7.50
Larkspur		Other					0.00	0.00		0.00	0.0	0.0%	0.0%	0.0%	0.0%	0.0%												
Ferry	Clipper	Adult	$8.50	$9.50	$1.00	11.76%	255.00	245.00	105.00	443.00	1129.8	42.5%	33.1%	20.0%	35.7%	50.0%	$2,167.50	$2,082.50	$892.50	$3,765.50	$2,422.50	$2,327.50	$997.50	$4,208.50	$255.00	$245.00	$105.00	$443.00
		Start	$6.75	$4.75	-$2.00	-29.63%	1.15	0.00	0.25	1.25	2.7	0.2%	0.0%	0.0%	0.1%	0.1%	$7.76	$0.00	$1.69	$8.44	$5.46	$0.00	$1.19	$5.94	-$2.30	$0.00	-$0.50	-$2.50
	Other	Adult					5.42	2.00	1.00	24.00	19.0	0.9%	0.3%	0.2%	1.9%	0.8%												
		Discount					3.41	0.00	1.37	0.00	3.4	0.6%	0.0%	0.3%	0.0%	0.2%												
		Other					0.68	0.00		0.00	2.0	0.1%	0.0%	0.0%	0.0%	0.1%												
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	5.00	1.00	1.00	5.00	6.0	0.83%	0.14%	0.19%	0.40%	0.27%	$70.00	$14.00	$14.00	$70.00	$70.00	$14.00	$14.00	$70.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	1.00	1.00	0.00	2.00	2.0	0.17%	0.14%	0.00%	0.16%	0.09%	$7.00	$7.00	$0.00	$14.00	$7.00	$7.00	$0.00	$14.00	$0.00	$0.00	$0.00	$0.00
Tiburon		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
Ferry	Clipper	Adult	$7.50	$8.50	$1.00	13.33%	33.00	51.00	12.18	93.00	84.0	5.50%	6.90%	2.31%	7.50%	3.72%	$247.50	$382.50	$91.35	$697.50	$280.50	$433.50	$103.53	$790.50	$33.00	$51.00	$12.18	$93.00
		Start	$7.00	$4.25	-$2.75	-39.29%	0.11	0.00	0.00	0.25	0.1	0.02%	0.00%	0.00%	0.02%	0.00%	$0.74	$0.00	$0.00	$1.75	$0.45	$0.00	$0.00	$1.06	-$0.29	$0.00	$0.00	-$0.69
	Other	Adult					1.54	2.00	0.00	0.00	3.5	0.26%	0.27%	0.00%	0.00%	0.16%												
		Discount					0.16	0.00	0.00	0.00	0.2	0.03%	0.00%	0.00%	0.00%	0.01%												
		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
	Cash	Adult	$14.00	$15.50	$1.50	10.71%	28.00	70.00	45.00	49.00	98.0	4.67%	9.47%	8.55%	3.95%	4.34%	$392.00	$980.00	$630.00	$686.00	$434.00	$1,085.00	$697.50	$759.50	$42.00	$105.00	$67.50	$73.50
Angel		Discount*	$7.00	$8.00	$1.00	14.29%	27.00	35.00	31.00	32.00	62.0	4.50%	4.74%	5.89%	2.58%	2.75%	$189.00	$245.00	$217.00	$224.00	$216.00	$280.00	$248.00	$256.00	$27.00	$35.00	$31.00	$32.00
Island		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
Ferry	Clipper	Adult	$9.00	$10.00	$1.00	11.11%	21.00	61.00	63.00	60.00	82.0	3.50%	8.25%	11.97%	4.84%	3.63%	$189.00	$549.00	$567.00	$540.00	$210.00	$610.00	$630.00	$600.00	$21.00	$61.00	$63.00	$60.00
		Start	$7.00	$5.75	-$1.25	-17.86%	1.00	0.00	2.00	2.00	1.0	0.17%	0.00%	0.38%	0.16%	0.04%	$7.00	$0.00	$14.00	$14.00	$5.75	$0.00	$11.50	$11.50	-$1.25	$0.00	-$2.50	-$2.50
	Other	Phone	$9.00	$10.00	$1.00	11.11%	13.00	36.00	23.00	37.00	49.0	2.17%	4.87%	4.37%	2.98%	2.17%	$117.00	$324.00	$207.00	$333.00	$130.00	$360.00	$230.00	$370.00	$13.00	$36.00	$23.00	$37.00
		Group	$4.50	$5.50	$1.00	22.22%	4.00	150.00	181.00	181.00	154.0	0.67%	20.30%	34.40%	14.59%	6.82%	$18.00	$675.00	$814.50	$814.50	$22.00	$825.00	$995.50	$995.50	$4.00	$150.00	$181.00	$181.00
		Other					1.00	1.00	1.00	0.00	2.0	0.17%	0.14%	0.19%	0.00%	0.09%												
		TOTALS					**599.7**	**739.1**	**526.2**	**1240.8**	**2257.6**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**												
								1338.8		1766.9							**Total Cumulative Current Fare**	$5,012.50	$6,001.25	$3,892.93	$9,605.94								
																	Average Cumulative Current Fare	$8.36	$8.12	$7.40	$7.74								
																					Total Cumulative Proposed Fare	$5,568.72	$6,743.50	$4,406.30	$10,744.56				
																					Average Cumulative Proposed Fare	$9.29	$9.12	$8.37	$8.66				
																									Total Change in Fare per Group	$556.22	$742.25	$513.38	$1,138.63
																									Average Change in Fare per Group	$0.93	$1.00	$0.98	$0.92
																									Percent Change in Fare per Group	42.84%	57.16%	31.08%	68.92%
																									Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	44.80%	55.20%	29.78%	70.22%
																									Difference from Exact Proportional Impact of Fare Change	-1.96%	1.96%	1.30%	-1.30%
																									Findings	**No disproportionate burden**		**No disparate impact**	

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clipper
"Other" is generally a non-cash fare such as a transfer or an emoloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%. Each group's fare impact varies by less than 2% from its presence in the ridership population**

APPENDIX D

Table F5: Impact table for Ferry Fares 2027/2028

							Usage by Group (Number)				Usage by Group (Percent)						Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Passenger Category	Cost Existing	Proposed	Change Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	8.00	6.00	5.00	20.00	14.0	1.3%	0.8%	1.0%	1.6%	0.6%	$112.00	$84.00	$70.00	$280.00	$112.00	$84.00	$70.00	$280.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	2.00	2.00	4.00	12.00	4.0	0.3%	0.3%	0.8%	1.0%	0.2%	$14.00	$14.00	$28.00	$84.00	$14.00	$14.00	$28.00	$84.00	$0.00	$0.00	$0.00	$0.00
Sausalito		Other					0.00	1.07	0.00	0.00	1.1	0.0%	0.1%	0.0%	0.0%	0.0%												
Ferry	Clipper	Adult	$7.50	$8.75	$1.25	16.67%	154.00	49.00	29.00	206.00	442.5	25.7%	6.6%	5.5%	16.6%	19.6%	$1,155.00	$367.50	$217.50	$1,545.00	$1,347.50	$428.75	$253.75	$1,802.50	$192.50	$61.25	$36.25	$257.50
		Start	$7.00	$4.40	-$2.60	-37.14%	0.25	0.00	0.02	0.25	0.0	0.0%	0.0%	0.0%	0.0%	0.0%	$1.75	$0.00	$0.14	$1.75	$1.10	$0.00	$0.09	$1.10	-$0.65	$0.00	-$0.05	-$0.65
	Other	Adult					3.66	0.00	10.00	19.00	10.6	0.6%	0.0%	1.9%	1.5%	0.5%												
		Discount					0.38	0.00	0.38	0.00	0.8	0.1%	0.0%	0.1%	0.0%	0.0%												
		Other					0.00	0.00	0.00	0.00	0.0	0.0%	0.0%	0.0%	0.0%	0.0%												
	Cash	Adult	$13.50	$14.00	$0.50	3.70%	17.00	15.00	8.00	24.00	59.9	2.8%	2.0%	1.5%	1.9%	2.7%	$229.50	$202.50	$108.00	$324.00	$238.00	$210.00	$112.00	$336.00	$8.50	$7.50	$4.00	$12.00
		Discount*	$6.75	$7.00	$0.25	3.70%	13.00	11.00	3.00	30.00	24.0	2.2%	1.5%	0.6%	2.4%	1.1%	$87.75	$74.25	$20.25	$202.50	$91.00	$77.00	$21.00	$210.00	$3.25	$2.75	$0.75	$7.50
Larkspur		Other					0.00	0.00		0.00	0.0	0.0%	0.0%	0.0%	0.0%	0.0%												
Ferry	Clipper	Adult	$8.50	$9.75	$1.25	14.71%	255.00	245.00	105.00	443.00	1129.8	42.5%	33.1%	20.0%	35.7%	50.0%	$2,167.50	$2,082.50	$892.50	$3,765.50	$2,486.25	$2,388.75	$1,023.75	$4,319.25	$318.75	$306.25	$131.25	$553.75
		Start	$6.75	$4.90	-$1.85	-27.41%	1.15	0.00	0.25	1.25	2.7	0.2%	0.0%	0.0%	0.1%	0.1%	$7.76	$0.00	$1.69	$8.44	$5.64	$0.00	$1.23	$6.13	-$2.13	$0.00	-$0.46	-$2.31
	Other	Adult					5.42	2.00	1.00	24.00	19.0	0.9%	0.3%	0.2%	1.9%	0.8%												
		Discount					3.41	0.00	1.37	0.00	3.4	0.6%	0.0%	0.3%	0.0%	0.2%												
		Other					0.68	0.00		0.00	2.0	0.1%	0.0%	0.0%	0.0%	0.1%												
	Cash	Adult	$14.00	$14.00	$0.00	0.00%	5.00	1.00	1.00	5.00	6.0	0.83%	0.14%	0.19%	0.40%	0.27%	$70.00	$14.00	$14.00	$70.00	$70.00	$14.00	$14.00	$70.00	$0.00	$0.00	$0.00	$0.00
		Discount*	$7.00	$7.00	$0.00	0.00%	1.00	1.00	0.00	2.00	2.0	0.17%	0.14%	0.00%	0.16%	0.09%	$7.00	$7.00	$0.00	$14.00	$7.00	$7.00	$0.00	$14.00	$0.00	$0.00	$0.00	$0.00
Tiburon		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
Ferry	Clipper	Adult	$7.50	$8.75	$1.25	16.67%	33.00	51.00	12.18	93.00	84.0	5.50%	6.90%	2.31%	7.50%	3.72%	$247.50	$382.50	$91.35	$697.50	$288.75	$446.25	$106.58	$813.75	$41.25	$63.75	$15.23	$116.25
		Start	$7.00	$4.40	-$2.60	-37.14%	0.11	0.00	0.00	0.25	0.1	0.02%	0.00%	0.00%	0.02%	0.00%	$0.74	$0.00	$0.00	$1.75	$0.46	$0.00	$0.00	$1.10	-$0.27	$0.00	$0.00	-$0.65
	Other	Adult					1.54	2.00	0.00	0.00	3.5	0.26%	0.27%	0.00%	0.00%	0.16%												
		Discount					0.16	0.00	0.00	0.00	0.2	0.03%	0.00%	0.00%	0.00%	0.01%												
		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
	Cash	Adult	$14.00	$15.50	$1.50	10.71%	28.00	70.00	45.00	49.00	98.0	4.67%	9.47%	8.55%	3.95%	4.34%	$392.00	$980.00	$630.00	$686.00	$434.00	$1,085.00	$697.50	$759.50	$42.00	$105.00	$67.50	$73.50
Angel		Discount*	$7.00	$8.00	$1.00	14.29%	27.00	35.00	31.00	32.00	62.0	4.50%	4.74%	5.89%	2.58%	2.75%	$189.00	$245.00	$217.00	$224.00	$216.00	$280.00	$248.00	$256.00	$27.00	$35.00	$31.00	$32.00
Island		Other					0.00	0.00	0.00	0.00	0.0	0.00%	0.00%	0.00%	0.00%	0.00%												
Ferry	Clipper	Adult	$9.00	$10.25	$1.25	13.89%	21.00	61.00	63.00	60.00	82.0	3.50%	8.25%	11.97%	4.84%	3.63%	$189.00	$549.00	$567.00	$540.00	$215.25	$625.25	$645.75	$615.00	$26.25	$76.25	$78.75	$75.00
		Start	$7.00	$5.90	-$1.10	-15.71%	1.00	0.00	2.00	2.00	1.0	0.17%	0.00%	0.38%	0.16%	0.04%	$7.00	$0.00	$14.00	$14.00	$5.90	$0.00	$11.80	$11.80	-$1.10	$0.00	-$2.20	-$2.20
	Other	Phone	$9.00	$10.25	$1.25	13.89%	13.00	36.00	23.00	37.00	49.0	2.17%	4.87%	4.37%	2.98%	2.17%	$117.00	$324.00	$207.00	$333.00	$133.25	$369.00	$235.75	$379.25	$16.25	$45.00	$28.75	$46.25
		Group	$4.50	$5.75	$1.25	27.78%	4.00	150.00	181.00	181.00	154.0	0.67%	20.30%	34.40%	14.59%	6.82%	$18.00	$675.00	$814.50	$814.50	$23.00	$862.50	$1,040.75	$1,040.75	$5.00	$187.50	$226.25	$226.25
		Other					1.00	1.00	1.00	0.00	2.0	0.17%	0.14%	0.19%	0.00%	0.09%												
		TOTALS					**599.7**	**739.1**	**526.2**	**1240.8**	**2257.6**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**												
								1338.8		1766.9							**Total Cumulative Current Fare**	$5,012.50	$6,001.25	$3,892.93	$9,605.94								
																	Average Cumulative Current Fare	$8.36	$8.12	$7.40	$7.74								
																					Total Cumulative Proposed Fare	$5,689.10	$6,891.50	$4,509.94	$11,000.13				
																					Average Cumulative Proposed Fare	$9.49	$9.32	$8.57	$8.87				
																									Total Change in Fare per Group	$676.60	$890.25	$617.01	$1,394.19
																									Average Change in Fare per Group	$1.13	$1.20	$1.17	$1.12
																									Percent Change in Fare per Group	43.18%	56.82%	30.68%	69.32%
																									Percentage Ridership of each Group (Based on all 2018 Survey Respondents)	44.80%	55.20%	29.78%	70.22%
																									Difference from Exact Proportional Impact of Fare Change	-1.61%	1.61%	0.90%	-0.90%
																									Findings	**No disproportionate burden**		**No disparate impact**	

*Discount includes Senior, Youth, and Disabled fares paid both in cash and by Clipper
"Other" is generally a non-cash fare such as a transfer or an emloyee's free ride

***Threshold for Disparate Impact and Disproportionate burden is 10%. Each group's fare impact varies by less than 2% from its presence in the ridership population**

APPENDIX D

Table P1: Paratransit Fare Impacts for FY 2023/24

			Cost		Change		Usage by Group (number)					Usage by Group (percent)					Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Pax Category	Existing	Proposed	Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minor	Overall	Low Income	Non-Low In	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
Zone 1 and Zone 1	Golden Gate Transit does not provide paratransit rides that remain within San Francisco County																											
Zone 1 & 2	Cash	Paratransit	$16.00	$16.50	$0.50	3.13%	5.00	5.00	2.00	8.00	10.00	17.2%	83.3%	15.4%	27.6%	28.6%	$80.00	$80.00	$32.00	$128.00	$82.50	$82.50	$33.00	$132.00	$2.50	$2.50	$1.00	$4.00
Zone 1 & 3	Cash	Paratransit	$16.00	$16.50	$0.50	3.13%	6.00	1.00	2.00	7.00	7.00	20.7%	16.7%	15.4%	24.1%	20.0%	$96.00	$16.00	$32.00	$112.00	$99.00	$16.50	$33.00	$115.50	$3.00	$0.50	$1.00	$3.50
Zone 1 & 4	Cash	Paratransit	$18.50	$19.00	$0.50	2.70%	3.00	0.00	0.00	3.00	3.00	10.3%	0.0%	0.0%	10.3%	8.6%	$55.50	$0.00	$0.00	$55.50	$57.00	$0.00	$0.00	$57.00	$1.50	$0.00	$0.00	$1.50
Zone 1 & 5	Cash	Paratransit	$28.00	$28.50	$0.50	1.79%	1.00	0.00	2.00	1.00	1.00	3.4%	0.0%	15.4%	3.4%	2.9%	$28.00	$0.00	$56.00	$28.00	$28.50	$0.00	$57.00	$28.50	$0.50	$0.00	$1.00	$0.50
Zone 1 & 6	Cash	Paratransit	$28.00	$28.50	$0.50	1.79%	0.00	0.00	1.00	1.00	0.00	0.0%	0.0%	7.7%	3.4%	0.0%	$0.00	$0.00	$28.00	$28.00	$0.00	$0.00	$28.50	$28.50	$0.00	$0.00	$0.50	$0.50
Zone 1 & 7	Cash	Paratransit	$25.50	$7.00	-$18.50	-72.55%	1.00	0.00	0.00	0.00	1.00	3.4%	0.0%	0.0%	0.0%	2.9%	$25.50	$0.00	$0.00	$0.00	$7.00	$0.00	$0.00	$0.00	-$18.50	$0.00	$0.00	$0.00
Zone 2 3 4 to Zone 2 3 4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare policy and are not proposed for change																											
Zone 2 & 5	Cash	Paratransit	$18.50	$19.00	$0.50	2.70%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 2 & 6	Cash	Paratransit	$18.50	$19.00	$0.50	2.70%	1.00	0.00	0.00	2.00	1.00	3.4%	0.0%	0.0%	6.9%	2.9%	$18.50	$0.00	$0.00	$37.00	$19.00	$0.00	$0.00	$38.00	$0.50	$0.00	$0.00	$1.00
Zone 2 & 7	Cash	Paratransit	$13.50	$14.00	$0.50	3.70%	1.00	0.00	1.00	1.00	1.00	3.4%	0.0%	7.7%	3.4%	2.9%	$13.50	$0.00	$13.50	$13.50	$14.00	$0.00	$14.00	$14.00	$0.50	$0.00	$0.50	$0.50
Zone 3 & 5	Cash	Paratransit	$18.50	$19.00	$0.50	2.70%	3.00	0.00	1.00	2.00	3.00	10.3%	0.0%	7.7%	6.9%	8.6%	$55.50	$0.00	$18.50	$37.00	$57.00	$0.00	$19.00	$38.00	$1.50	$0.00	$0.50	$1.00
Zone 3 & 6	Cash	Paratransit	$18.50	$19.00	$0.50	2.70%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$18.50	$0.00	$18.50	$0.00	$19.00	$0.00	$19.00	$0.00	$0.50	$0.00	$0.50	$0.00
Zone 3 & 7	Cash	Paratransit	$13.50	$14.00	$0.50	3.70%	4.00	0.00	2.00	2.00	4.00	13.8%	0.0%	15.4%	6.9%	11.4%	$54.00	$0.00	$27.00	$27.00	$56.00	$0.00	$28.00	$28.00	$2.00	$0.00	$1.00	$1.00
Zone 4 & 5	Cash	Paratransit	$15.00	$15.50	$0.50	3.33%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 4 & 6	Cash	Paratransit	$15.00	$15.50	$0.50	3.33%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$15.00	$0.00	$0.00	$15.00	$15.50	$0.00	$0.00	$15.50	$0.50	$0.00	$0.00	$0.50
Zone 4 & 7	Cash	Paratransit	$13.50	$14.00	$0.50	3.70%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 5	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 7	Cash	Paratransit	$25.50	$26.00	$0.50	1.96%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$25.50	$0.00	$0.00	$25.50	$26.00	$0.00	$0.00	$26.00	$0.50	$0.00	$0.00	$0.50
Zone 6 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 6 & 7	Cash	Paratransit	$25.50	$26.00	$0.50	1.96%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$25.50	$0.00	$25.50	$0.00	$26.00	$0.00	$26.00	$0.00	$0.50	$0.00	$0.50	$0.00
Zone 7 & 7	Golden Gate Transit does not provide paratransit rides that remain within Contra Costa County.						0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		TOTALS					**29**	**6**	**13**	**29**	**35**	**1**	**1**	**1**	**1**	**1**												
																	Total Cumulative Current Fare	$511.00	$96.00	$251.00	$506.50								
																	Average Cumulative Current Fare	$17.62	$16.00	$19.31	$17.47								
																					Total Cumulative Proposed Fare	$506.50	$99.00	$257.50	$521.00				
																					Average Cumulative Proposed Fare	$17.47	$16.50	$19.81	$17.97				
																									Total Change in Fare per Group	-$4.50	$3.00	$6.50	$14.50
																									Average Change in Fare per Group	-$0.16	$0.50	$0.50	$0.50
																									Percent Change in Fare per Group	60.00%	40.00%	30.95%	69.05%
																									Percentage Ridership of each Group (Based on all 2016 Survey Respondents--Regional Paratransit Riders)	82.86%	17.14%	30.95%	69.05%
																									Percentage Ridership of each Group (Based on all 2018 Survey Respondents--Golden Gate Fixed-Route Riders)	67.83%	32.17%	41.32%	58.68%
																									Difference from Exact Proportional Impact of Fare Change	-7.83%	7.83%	-10.37%	10.37%
																									Findings	**No disproportionate burden***		**No disparate impact**	

***Threshold for Disparate Impact and Disproportionate burden is 10%.**

Low-income riders experience 7.83% less impact than their representation among riders. Minority riders experience 10.37% less impact than their representation among riders.

APPENDIX D

Table P2: Paratransit Fare Impacts for FY 2024/25

			Cost		Change		Usage by Group (number)					Usage by Group (percent)					Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Pax Category	Existing	Proposed	Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
Zone 1 and Zone 1	Golden Gate Transit does not provide paratransit rides that remain within San Francisco County																											
Zone 1 & 2	Cash	Paratransit	$16.00	$17.00	$1.00	6.25%	5.00	5.00	2.00	8.00	10.00	17.2%	83.3%	15.4%	27.6%	28.6%	$80.00	$80.00	$32.00	$128.00	$85.00	$85.00	$34.00	$136.00	$5.00	$5.00	$2.00	$8.00
Zone 1 & 3	Cash	Paratransit	$16.00	$17.00	$1.00	6.25%	6.00	1.00	2.00	7.00	7.00	20.7%	16.7%	15.4%	24.1%	20.0%	$96.00	$16.00	$32.00	$112.00	$102.00	$17.00	$34.00	$119.00	$6.00	$1.00	$2.00	$7.00
Zone 1 & 4	Cash	Paratransit	$18.50	$19.50	$1.00	5.41%	3.00	0.00	0.00	3.00	3.00	10.3%	0.0%	0.0%	10.3%	8.6%	$55.50	$0.00	$0.00	$55.50	$58.50	$0.00	$0.00	$58.50	$3.00	$0.00	$0.00	$3.00
Zone 1 & 5	Cash	Paratransit	$28.00	$29.00	$1.00	3.57%	1.00	0.00	2.00	1.00	1.00	3.4%	0.0%	15.4%	3.4%	2.9%	$28.00	$0.00	$56.00	$28.00	$29.00	$0.00	$58.00	$29.00	$1.00	$0.00	$2.00	$1.00
Zone 1 & 6	Cash	Paratransit	$28.00	$29.00	$1.00	3.57%	0.00	0.00	1.00	1.00	0.00	0.0%	0.0%	7.7%	3.4%	0.0%	$0.00	$0.00	$28.00	$28.00	$0.00	$0.00	$29.00	$29.00	$0.00	$0.00	$1.00	$1.00
Zone 1 & 7	Cash	Paratransit	$25.50	$7.00	-$18.50	-72.55%	1.00	0.00	0.00	0.00	1.00	3.4%	0.0%	0.0%	0.0%	2.9%	$25.50	$0.00	$0.00	$0.00	$7.00	$0.00	$0.00	$0.00	-$18.50	$0.00	$0.00	$0.00
Zone 2 3 4 to Zone 2 3 4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare policy and are not proposed for change																											
Zone 2 & 5	Cash	Paratransit	$18.50	$19.50	$1.00	5.41%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 2 & 6	Cash	Paratransit	$18.50	$19.50	$1.00	5.41%	1.00	0.00	0.00	2.00	1.00	3.4%	0.0%	0.0%	6.9%	2.9%	$18.50	$0.00	$0.00	$37.00	$19.50	$0.00	$0.00	$39.00	$1.00	$0.00	$0.00	$2.00
Zone 2 & 7	Cash	Paratransit	$13.50	$14.50	$1.00	7.41%	1.00	0.00	1.00	1.00	1.00	3.4%	0.0%	7.7%	3.4%	2.9%	$13.50	$0.00	$13.50	$13.50	$14.50	$0.00	$14.50	$14.50	$1.00	$0.00	$1.00	$1.00
Zone 3 & 5	Cash	Paratransit	$18.50	$19.50	$1.00	5.41%	3.00	0.00	1.00	2.00	3.00	10.3%	0.0%	7.7%	6.9%	8.6%	$55.50	$0.00	$18.50	$37.00	$58.50	$0.00	$19.50	$39.00	$3.00	$0.00	$1.00	$2.00
Zone 3 & 6	Cash	Paratransit	$18.50	$19.50	$1.00	5.41%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$18.50	$0.00	$18.50	$0.00	$19.50	$0.00	$19.50	$0.00	$1.00	$0.00	$1.00	$0.00
Zone 3 & 7	Cash	Paratransit	$13.50	$14.50	$1.00	7.41%	4.00	0.00	2.00	2.00	4.00	13.8%	0.0%	15.4%	6.9%	11.4%	$54.00	$0.00	$27.00	$27.00	$58.00	$0.00	$29.00	$29.00	$4.00	$0.00	$2.00	$2.00
Zone 4 & 5	Cash	Paratransit	$15.00	$16.00	$1.00	6.67%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 4 & 6	Cash	Paratransit	$15.00	$16.00	$1.00	6.67%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$15.00	$0.00	$0.00	$15.00	$16.00	$0.00	$0.00	$16.00	$1.00	$0.00	$0.00	$1.00
Zone 4 & 7	Cash	Paratransit	$13.50	$14.50	$1.00	7.41%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 5	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 7	Cash	Paratransit	$25.50	$26.50	$1.00	3.92%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$25.50	$0.00	$0.00	$25.50	$26.50	$0.00	$0.00	$26.50	$1.00	$0.00	$0.00	$1.00
Zone 6 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 6 & 7	Cash	Paratransit	$25.50	$26.50	$1.00	3.92%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$25.50	$0.00	$25.50	$0.00	$26.50	$0.00	$26.50	$0.00	$1.00	$0.00	$1.00	$0.00
Zone 7 & 7	Golden Gate Transit does not provide paratransit rides that remain within Contra Costa County.						0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		TOTALS					**29**	**6**	**13**	**29**	**35**	**1**	**1**	**1**	**1**	**1**												
																	Total Cumulative Current Fare				**Total Cumulative Proposed Fare**				**Total Change in Fare per Group**			
																	$511.00	$96.00	$251.00	$506.50	$520.50	$102.00	$264.00	$535.50	$9.50	$6.00	$13.00	$29.00
																	Average Cumulative Current Fare				**Average Cumulative Proposed Fare**				**Average Change in Fare per Group**			
																	$17.62	$16.00	$19.31	$17.47	$17.95	$17.00	$20.31	$18.47	$0.33	$1.00	$1.00	$1.00
																									Percent Change in Fare per Group			
																									61.29%	38.71%	30.95%	69.05%
																									Percentage Ridership of each Group (Based on all 2016 Survey Respondents--Regional Paratransit Riders)			
																									82.86%	17.14%	30.95%	69.05%
																									Percentage Ridership of each Group (Based on all 2018 Survey Respondents--Golden Gate Fixed-Route Riders)			
																									67.83%	32.17%	41.32%	58.68%
																									Difference from Exact Proportional Impact of Fare Change			
																									-6.54%	6.54%	-10.37%	10.37%
																									Findings	**No disproportionate burden**		**No disparate impact**

***Threshold for Disparate Impact and Disproportionate burden is 10%.**

Low-income riders experience 6.54% less impact than their representation among riders. Minority riders experience 10.37% less impact than their representation among riders.

APPENDIX D

Table P3: Paratransit Fare Impacts for FY 2025/26

			Cost		Change		Usage by Group (number)					Usage by Group (percent)					Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	**Payment Method**	**Pax Category**	**Existing**	**Proposed**	**Absolute**	**Percent**	**Low Income**	**Non-Low Income**	**Minority**	**Non-Minority**	**Overall**	**Low Income**	**Non-Low Income**	**Minority**	**Non-Minority**	**Overall**	**Low Income**	**Non-Low Income**	**Minority**	**Non-Minority**	**Low Income**	**Non-Low Income**	**Minority**	**Non-Minority**	**Low Income**	**Non-Low Income**	**Minority**	**Non-Minority**
Zone 1 and Zone 1	Golden Gate Transit does not provide paratransit rides that remain within San Francisco County																											
Zone 1 & 2	Cash	Paratransit	$16.00	$17.50	$1.50	9.38%	5.00	5.00	2.00	8.00	10.00	17.2%	83.3%	15.4%	27.6%	28.6%	$80.00	$80.00	$32.00	$128.00	$87.50	$87.50	$35.00	$140.00	$7.50	$7.50	$3.00	$12.00
Zone 1 & 3	Cash	Paratransit	$16.00	$17.50	$1.50	9.38%	6.00	1.00	2.00	7.00	7.00	20.7%	16.7%	15.4%	24.1%	20.0%	$96.00	$16.00	$32.00	$112.00	$105.00	$17.50	$35.00	$122.50	$9.00	$1.50	$3.00	$10.50
Zone 1 & 4	Cash	Paratransit	$18.50	$20.00	$1.50	8.11%	3.00	0.00	0.00	3.00	3.00	10.3%	0.0%	0.0%	10.3%	8.6%	$55.50	$0.00	$0.00	$55.50	$60.00	$0.00	$0.00	$60.00	$4.50	$0.00	$0.00	$4.50
Zone 1 & 5	Cash	Paratransit	$28.00	$29.50	$1.50	5.36%	1.00	0.00	2.00	1.00	1.00	3.4%	0.0%	15.4%	3.4%	2.9%	$28.00	$0.00	$56.00	$28.00	$29.50	$0.00	$59.00	$29.50	$1.50	$0.00	$3.00	$1.50
Zone 1 & 6	Cash	Paratransit	$28.00	$29.50	$1.50	5.36%	0.00	0.00	1.00	1.00	0.00	0.0%	0.0%	7.7%	3.4%	0.0%	$0.00	$0.00	$28.00	$28.00	$0.00	$0.00	$29.50	$29.50	$0.00	$0.00	$1.50	$1.50
Zone 1 & 7	Cash	Paratransit	$25.50	$7.00	-$18.50	-72.55%	1.00	0.00	0.00	0.00	1.00	3.4%	0.0%	0.0%	0.0%	2.9%	$25.50	$0.00	$0.00	$0.00	$7.00	$0.00	$0.00	$0.00	-$18.50	$0.00	$0.00	$0.00
Zone 2 3 4 to Zone 2 3 4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare policy and are not proposed for change																											
Zone 2 & 5	Cash	Paratransit	$18.50	$20.00	$1.50	8.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 2 & 6	Cash	Paratransit	$18.50	$20.00	$1.50	8.11%	1.00	0.00	0.00	2.00	1.00	3.4%	0.0%	0.0%	6.9%	2.9%	$18.50	$0.00	$0.00	$37.00	$20.00	$0.00	$0.00	$40.00	$1.50	$0.00	$0.00	$3.00
Zone 2 & 7	Cash	Paratransit	$13.50	$15.00	$1.50	11.11%	1.00	0.00	1.00	1.00	1.00	3.4%	0.0%	7.7%	3.4%	2.9%	$13.50	$0.00	$13.50	$13.50	$15.00	$0.00	$15.00	$15.00	$1.50	$0.00	$1.50	$1.50
Zone 3 & 5	Cash	Paratransit	$18.50	$20.00	$1.50	8.11%	3.00	0.00	1.00	2.00	3.00	10.3%	0.0%	7.7%	6.9%	8.6%	$55.50	$0.00	$18.50	$37.00	$60.00	$0.00	$20.00	$40.00	$4.50	$0.00	$1.50	$3.00
Zone 3 & 6	Cash	Paratransit	$18.50	$20.00	$1.50	8.11%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$18.50	$0.00	$18.50	$0.00	$20.00	$0.00	$20.00	$0.00	$1.50	$0.00	$1.50	$0.00
Zone 3 & 7	Cash	Paratransit	$13.50	$15.00	$1.50	11.11%	4.00	0.00	2.00	2.00	4.00	13.8%	0.0%	15.4%	6.9%	11.4%	$54.00	$0.00	$27.00	$27.00	$60.00	$0.00	$30.00	$30.00	$6.00	$0.00	$3.00	$3.00
Zone 4 & 5	Cash	Paratransit	$15.00	$16.50	$1.50	10.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 4 & 6	Cash	Paratransit	$15.00	$16.50	$1.50	10.00%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$15.00	$0.00	$0.00	$15.00	$16.50	$0.00	$0.00	$16.50	$1.50	$0.00	$0.00	$1.50
Zone 4 & 7	Cash	Paratransit	$13.50	$15.00	$1.50	11.11%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 5	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 7	Cash	Paratransit	$25.50	$27.00	$1.50	5.88%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$25.50	$0.00	$0.00	$25.50	$27.00	$0.00	$0.00	$27.00	$1.50	$0.00	$0.00	$1.50
Zone 6 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 6 & 7	Cash	Paratransit	$25.50	$27.00	$1.50	5.88%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$25.50	$0.00	$25.50	$0.00	$27.00	$0.00	$27.00	$0.00	$1.50	$0.00	$1.50	$0.00
Zone 7 & 7	Golden Gate Transit does not provide paratransit rides that remain within Contra Costa County.						0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		TOTALS					**29**	**6**	**13**	**29**	**35**	**1**	**1**	**1**	**1**	**1**												
																	$511.00	$96.00	$251.00	$506.50								
																	$17.62	$16.00	$19.31	$17.47								
																					$534.50	$105.00	$270.50	$550.00				
																					$18.43	$17.50	$20.81	$18.97				
																									$23.50	$9.00	$19.50	$43.50
																									$0.81	$1.50	$1.50	$1.50
																									72.31%	27.69%	30.95%	69.05%
																									82.86%	17.14%	30.95%	69.05%
																									67.83%	32.17%	41.32%	58.68%
																									4.48%	-4.48%	-10.37%	10.37%
																									Findings	No disproportionate burden		No disparate impact

Total Cumulative Current Fare
Average Cumulative Current Fare
Total Cumulative Proposed Fare
Average Cumulative Proposed Fare
Total Change in Fare per Group
Average Change in Fare per Group
Percent Change in Fare per Group
Percentage Ridership of each Group (Based on all 2016 Survey Respondents--Regional Paratransit Riders)
Percentage Ridership of each Group (Based on all 2018 Survey Respondents--Golden Gate Fixed-Route Riders)
Difference from Exact Proportional Impact of Fare Change

***Threshold for Disparate Impact and Disproportionate burden is 10%.**

Low-income riders experience 4.48% greater impact than their representation among riders. Minority riders experience 10.37% less impact than their representation among riders.

APPENDIX D

Table P4: Paratransit Fare Impacts for FY 2026/27

			Cost		Change		Usage by Group (number)					Usage by Group (percent)					Cumulative Current fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
Zone to zone	Payment Method	Pax Category	Existing	Proposed	Absolute	Percent	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Overall	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority	Low Income	Non-Low Income	Minority	Non-Minority
Zone 1 and Zone 1	Golden Gate Transit does not provide paratransit rides that remain within San Francisco County																											
Zone 1 & 2	Cash	Paratransit	$16.00	$18.00	$2.00	12.50%	5.00	5.00	2.00	8.00	10.00	17.2%	83.3%	15.4%	27.6%	28.6%	$80.00	$80.00	$32.00	$128.00	$90.00	$90.00	$36.00	$144.00	$10.00	$10.00	$4.00	$16.00
Zone 1 & 3	Cash	Paratransit	$16.00	$18.00	$2.00	12.50%	6.00	1.00	2.00	7.00	7.00	20.7%	16.7%	15.4%	24.1%	20.0%	$96.00	$16.00	$32.00	$112.00	$108.00	$18.00	$36.00	$126.00	$12.00	$2.00	$4.00	$14.00
Zone 1 & 4	Cash	Paratransit	$18.50	$20.50	$2.00	10.81%	3.00	0.00	0.00	3.00	3.00	10.3%	0.0%	0.0%	10.3%	8.6%	$55.50	$0.00	$0.00	$55.50	$61.50	$0.00	$0.00	$61.50	$6.00	$0.00	$0.00	$6.00
Zone 1 & 5	Cash	Paratransit	$28.00	$30.00	$2.00	7.14%	1.00	0.00	2.00	1.00	1.00	3.4%	0.0%	15.4%	3.4%	2.9%	$28.00	$0.00	$56.00	$28.00	$30.00	$0.00	$60.00	$30.00	$2.00	$0.00	$4.00	$2.00
Zone 1 & 6	Cash	Paratransit	$28.00	$30.00	$2.00	7.14%	0.00	0.00	1.00	1.00	0.00	0.0%	0.0%	7.7%	3.4%	0.0%	$0.00	$0.00	$28.00	$28.00	$0.00	$0.00	$30.00	$30.00	$0.00	$0.00	$2.00	$2.00
Zone 1 & 7	Cash	Paratransit	$25.50	$7.00	-$18.50	-72.55%	1.00	0.00	0.00	0.00	1.00	3.4%	0.0%	0.0%	0.0%	2.9%	$25.50	$0.00	$0.00	$0.00	$7.00	$0.00	$0.00	$0.00	-$18.50	$0.00	$0.00	$0.00
Zone 2 3 4 to Zone 2 3 4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare policy and are not proposed for change																											
Zone 2 & 5	Cash	Paratransit	$18.50	$20.50	$2.00	10.81%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 2 & 6	Cash	Paratransit	$18.50	$20.50	$2.00	10.81%	1.00	0.00	0.00	2.00	1.00	3.4%	0.0%	0.0%	6.9%	2.9%	$18.50	$0.00	$0.00	$37.00	$20.50	$0.00	$0.00	$41.00	$2.00	$0.00	$0.00	$4.00
Zone 2 & 7	Cash	Paratransit	$13.50	$15.50	$2.00	14.81%	1.00	0.00	1.00	1.00	1.00	3.4%	0.0%	7.7%	3.4%	2.9%	$13.50	$0.00	$13.50	$13.50	$15.50	$0.00	$15.50	$15.50	$2.00	$0.00	$2.00	$2.00
Zone 3 & 5	Cash	Paratransit	$18.50	$20.50	$2.00	10.81%	3.00	0.00	1.00	2.00	3.00	10.3%	0.0%	7.7%	6.9%	8.6%	$55.50	$0.00	$18.50	$37.00	$61.50	$0.00	$20.50	$41.00	$6.00	$0.00	$2.00	$4.00
Zone 3 & 6	Cash	Paratransit	$18.50	$20.50	$2.00	10.81%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$18.50	$0.00	$18.50	$0.00	$20.50	$0.00	$20.50	$0.00	$2.00	$0.00	$2.00	$0.00
Zone 3 & 7	Cash	Paratransit	$13.50	$15.50	$2.00	14.81%	4.00	0.00	2.00	2.00	4.00	13.8%	0.0%	15.4%	6.9%	11.4%	$54.00	$0.00	$27.00	$27.00	$62.00	$0.00	$31.00	$31.00	$8.00	$0.00	$4.00	$4.00
Zone 4 & 5	Cash	Paratransit	$15.00	$17.00	$2.00	13.33%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 4 & 6	Cash	Paratransit	$15.00	$17.00	$2.00	13.33%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$15.00	$0.00	$0.00	$15.00	$17.00	$0.00	$0.00	$17.00	$2.00	$0.00	$0.00	$2.00
Zone 4 & 7	Cash	Paratransit	$13.50	$15.50	$2.00	14.81%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 5	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 7	Cash	Paratransit	$25.50	$27.50	$2.00	7.84%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$25.50	$0.00	$0.00	$25.50	$27.50	$0.00	$0.00	$27.50	$2.00	$0.00	$0.00	$2.00
Zone 6 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 6 & 7	Cash	Paratransit	$25.50	$27.50	$2.00	7.84%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$25.50	$0.00	$25.50	$0.00	$27.50	$0.00	$27.50	$0.00	$2.00	$0.00	$2.00	$0.00
Zone 7 & 7	Golden Gate Transit does not provide paratransit rides that remain within Contra Costa County.						0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		TOTALS					29	6	13	29	35	1	1	1	1	1												
																	Total Cumulative Current Fare				$511.00	$96.00	$251.00	$506.50				
																	Average Cumulative Current Fare				$17.62	$16.00	$19.31	$17.47				
																					Total Cumulative Proposed Fare				$548.50	$108.00	$277.00	$564.50
																					Average Cumulative Proposed Fare				$18.91	$18.00	$21.31	$19.47
																									Total Change in Fare per Group				$37.50	$12.00	$26.00	$58.00
																									Average Change in Fare per Group				$1.29	$2.00	$2.00	$2.00
																									Percent Change in Fare per Group				75.76%	24.24%	30.95%	69.05%
																									Percentage Ridership of each Group (Based on all 2016 Survey Respondents--Regional Paratransit Riders)				82.86%	17.14%	30.95%	69.05%
																									Percentage Ridership of each Group (Based on all 2018 Survey Respondents--Golden Gate Fixed-Route Riders)				67.83%	38.00%	41.32%	67.21%
																									Difference from Exact Proportional Impact of Fare Change				7.93%	-13.76%	-10.37%	1.84%
																									Findings				No disproportionate burden		No disparate impact	

*Threshold for Disparate Impact and Disproportionate burden is 10%.

Low-income riders experience a 7.93% greater impact than non-low-income riders. Minority riders experience -10.37% less impact than their representation among riders.

Table P5: Paratransit Fare Impacts for FY 2027/28

Zone to zone	Payment Method	Pax Category	Cost Existing	Cost Proposed	Change Absolute	Change Percent	Usage by Group (number) Low Income	Non-Low Income	Minority	Non-Minority	Overall	Usage by Group (percent) Low Income	Non-Low Income	Minority	Non-Minority	Overall	Cumulative Current fare Low Income	Non-Low Income	Minority	Non-Minority	Cumulative Proposed Fare Low Income	Non-Low Income	Minority	Non-Minority	Fare Change Experienced by Group Low Income	Non-Low Income	Minority	Non-Minority
Zone 1 and Zone 1	Golden Gate Transit does not provide paratransit rides that remain within San Francisco County																											
Zone 1 & 2	Cash	Paratransit	$16.00	$18.50	$2.50	15.63%	5.00	5.00	2.00	8.00	10.00	17.2%	83.3%	15.4%	27.6%	28.6%	$80.00	$80.00	$32.00	$128.00	$92.50	$92.50	$37.00	$148.00	$12.50	$12.50	$5.00	$20.00
Zone 1 & 3	Cash	Paratransit	$16.00	$18.50	$2.50	15.63%	6.00	1.00	2.00	7.00	7.00	20.7%	16.7%	15.4%	24.1%	20.0%	$96.00	$16.00	$32.00	$112.00	$111.00	$18.50	$37.00	$129.50	$15.00	$2.50	$5.00	$17.50
Zone 1 & 4	Cash	Paratransit	$18.50	$21.00	$2.50	13.51%	3.00	0.00	0.00	3.00	3.00	10.3%	0.0%	0.0%	10.3%	8.6%	$55.50	$0.00	$0.00	$55.50	$63.00	$0.00	$0.00	$63.00	$7.50	$0.00	$0.00	$7.50
Zone 1 & 5	Cash	Paratransit	$28.00	$30.50	$2.50	8.93%	1.00	0.00	2.00	1.00	1.00	3.4%	0.0%	15.4%	3.4%	2.9%	$28.00	$0.00	$56.00	$28.00	$30.50	$0.00	$61.00	$30.50	$2.50	$0.00	$5.00	$2.50
Zone 1 & 6	Cash	Paratransit	$28.00	$30.50	$2.50	8.93%	0.00	0.00	1.00	1.00	0.00	0.0%	0.0%	7.7%	3.4%	0.0%	$0.00	$0.00	$28.00	$28.00	$0.00	$0.00	$30.50	$30.50	$0.00	$0.00	$2.50	$2.50
Zone 1 & 7	Cash	Paratransit	$25.50	$7.00	-$18.50	-72.55%	1.00	0.00	0.00	0.00	1.00	3.4%	0.0%	0.0%	0.0%	2.9%	$25.50	$0.00	$0.00	$0.00	$7.00	$0.00	$0.00	$0.00	-$18.50	$0.00	$0.00	$0.00
Zone 2 3 4 to Zone 2 3 4	These fares are not being analyzed because they are set in accordance with Marin Transit's fare policy and are not proposed for change																											
Zone 2 & 5	Cash	Paratransit	$18.50	$21.00	$2.50	13.51%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 2 & 6	Cash	Paratransit	$18.50	$21.00	$2.50	13.51%	1.00	0.00	0.00	2.00	1.00	3.4%	0.0%	0.0%	6.9%	2.9%	$18.50	$0.00	$0.00	$37.00	$21.00	$0.00	$0.00	$42.00	$2.50	$0.00	$0.00	$5.00
Zone 2 & 7	Cash	Paratransit	$13.50	$16.00	$2.50	18.52%	1.00	0.00	1.00	1.00	1.00	3.4%	0.0%	7.7%	3.4%	2.9%	$13.50	$0.00	$13.50	$13.50	$16.00	$0.00	$16.00	$16.00	$2.50	$0.00	$2.50	$2.50
Zone 3 & 5	Cash	Paratransit	$18.50	$21.00	$2.50	13.51%	3.00	0.00	1.00	2.00	3.00	10.3%	0.0%	7.7%	6.9%	8.6%	$55.50	$0.00	$18.50	$37.00	$63.00	$0.00	$21.00	$42.00	$7.50	$0.00	$2.50	$5.00
Zone 3 & 6	Cash	Paratransit	$18.50	$21.00	$2.50	13.51%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$18.50	$0.00	$18.50	$0.00	$21.00	$0.00	$21.00	$0.00	$2.50	$0.00	$2.50	$0.00
Zone 3 & 7	Cash	Paratransit	$13.50	$16.00	$2.50	18.52%	4.00	0.00	2.00	2.00	4.00	13.8%	0.0%	15.4%	6.9%	11.4%	$54.00	$0.00	$27.00	$27.00	$64.00	$0.00	$32.00	$32.00	$10.00	$0.00	$5.00	$5.00
Zone 4 & 5	Cash	Paratransit	$15.00	$17.50	$2.50	16.67%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 4 & 6	Cash	Paratransit	$15.00	$17.50	$2.50	16.67%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$15.00	$0.00	$0.00	$15.00	$17.50	$0.00	$0.00	$17.50	$2.50	$0.00	$0.00	$2.50
Zone 4 & 7	Cash	Paratransit	$13.50	$16.00	$2.50	18.52%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 5	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 5 & 7	Cash	Paratransit	$25.50	$28.00	$2.50	9.80%	1.00	0.00	0.00	1.00	1.00	3.4%	0.0%	0.0%	3.4%	2.9%	$25.50	$0.00	$0.00	$25.50	$28.00	$0.00	$0.00	$28.00	$2.50	$0.00	$0.00	$2.50
Zone 6 & 6	Cash	Paratransit	$10.00	$6.00	-$4.00	-40.00%	0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Zone 6 & 7	Cash	Paratransit	$25.50	$28.00	$2.50	9.80%	1.00	0.00	1.00	0.00	1.00	3.4%	0.0%	7.7%	0.0%	2.9%	$25.50	$0.00	$25.50	$0.00	$28.00	$0.00	$28.00	$0.00	$2.50	$0.00	$2.50	$0.00
Zone 7 & 7	Golden Gate Transit does not provide paratransit rides that remain within Contra Costa County.						0.00	0.00	0.00	0.00	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
		TOTALS					**29**	**6**	**13**	**29**	**35**	**1**	**1**	**1**	**1**	**1**												
																	$511.00	$96.00	$251.00	$506.50								
																	$17.62	$16.00	$19.31	$17.47								
																					$562.50	$111.00	$283.50	$579.00				
																					$19.40	$18.50	$21.81	$19.97				
																									$51.50	$15.00	$32.50	$72.50
																									$1.78	$2.50	$2.50	$2.50
																									77.44%	22.56%	30.95%	69.05%
																									82.86%	17.14%	30.95%	69.05%
																									67.83%	32.17%	41.32%	56.68%
																									9.61%	-9.61%	-10.37%	10.37%
																									Findings	No disproportionate burden		No disparate impact

Total Cumulative Current Fare
Average Cumulative Current Fare
Total Cumulative Proposed Fare
Average Cumulative Proposed Fare
Total Change in Fare per Group
Average Change in Fare per Group
Percent Change in Fare per Group
Percentage Ridership of each Group (Based on all 2016 Survey Respondents--Regional Paratransit Riders)
Percentage Ridership of each Group (Based on all 2018 Survey Respondents--Golden Gate Fixed-Route Riders)
Difference from Exact Proportional Impact of Fare Change

***Threshold for Disparate Impact and Disproportionate burden is 10%.**

Low-income riders experience a 9.61% greater impact than non-low-income riders. Minority riders experience -10.37% less impact than their representation among riders.

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Date Issued: July 23, 2021

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

SUMMARY OF ACTIONS
BOARD OF DIRECTORS MEETING OF JULY 23, 2021

Resolution No. 2021-064 (July 22, 2021 meeting of the Finance-Auditing Committee)
Ratifies actions taken by the Auditor-Controller, as follows:
(1) Ratifies Commitments and/or Expenditures;
(2) Ratifies previous investments;
(3) Authorizes investments; and,
(4) Accepts the "Investment Report" for June 2021.

Resolution No. 2021-065 (July 22, 2021 meeting of the Transportation Committee)
Adopts the findings of the Title VI equity analysis for Golden Gate Transit commute bus service changes related to the COVID-19 pandemic. Changes include service reductions on Routes 27, 54, and 72 and the suspension of Routes 2, 4, 8, 18, 24, 25, 38, 56X, 58, 74, 76, and 92 - including all lettered variations of the impacted routes, as detailed and attached to the staff report.

Resolution No. 2021-066 (July 22, 2021 meeting of the Finance-Auditing Committee)
Authorizes the General Manager to file an application with the Metropolitan Transportation Commission for FY 21/22 Transportation Development Act, State Transit Assistance, and Regional Measure 2 funds to support bus, ferry, and paratransit services, in the amount of $22,708,972, and any related revisions, as detailed in the staff report.

Amorette M. Ko-Wong, Secretary of the District

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GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2021-065

APPROVE ACTIONS RELATIVE TO GOLDEN GATE TRANSIT COMMUTE ROUTES IN CENTRAL AND NORTHERN MARIN COUNTY, APPROVAL OF THE TITLE VI EQUITY ANALYSIS AND AUTHORIZE FILING A NOTICE OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

July 23, 2021

WHEREAS, effective March 17, 2020, the Golden Gate Bridge, Highway and Transportation District's (District) transit services were modified over the course of the COVID-19 pandemic, with reductions in bus and ferry service beginning with the first shelter-in-place order;

WHEREAS, as detailed in the staff report, by the end of 2020, only seven Golden Gate Transit (GGT) routes remained in operation, of which four routes (30, 40, 70, and 101) provided regional all -day, seven day a week service operating 16 to 21 hours each day, thereby providing equity in mobility options for low-income, minority, and transit-dependent riders as well as essential workers;

WHEREAS, the State of California lifted nearly all pandemic-related restrictions on June 15, 2021, and the District has begun to see a modest return of transit riders to its buses and ferries;

WHEREAS, in accordance with the District's Title VI Policy, staff conducted an equity analysis of GGT bus service changes resulting from the pandemic;

WHEREAS, the equity analysis concluded that the reductions in bust transit service did not have a disparate impact on minority passengers nor impose a disproportionate burden on low-income passengers;

WHEREAS, adoption of the Title VI equity analysis findings does not preclude the restoration of service or implementation of new service as demand warrants, such that the District will continue to restore bus service incrementally and in a measured way as transit customers return; and

WHEREAS, the Transportation Committee at its meeting of July 22, 2021, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby adopts the findings of the Title VI equity analysis for Golden Gate Transit commute bus service changes related to the COVID-19 pandemic, which include service reductions on Routes 27, 54, and 72 and the suspension of Routes 2, 4, 8, 18, 24, 25, 38, 56X, 58, 74, 76, and 92 (including all lettered variations of the impacted routes).

RESOLUTION NO. 2021-065
BOARD OF DIRECTORS MEETING OF JULY 23, 2021
PAGE 2

ADOPTED this 23rd day of July 2021, by the following vote of the Board of Directors:

AYES (15): Directors Conroy, Fredericks, Garbarino, Grosboll, Hernández, Hill, Mastin, Melgar, Rabbitt, Rodoni, Snyder and Stefani; Second Vice President Cochran; First Vice President Theriault; President Pahre.
NOES (0): None.
ABSENT (1): Director Arnold.

[Note: On this date, there were three vacancies on the Board of Directors.]

Barbara L. Pahre
Barbara L. Pahre
President, Board of Directors

ATTEST:
Amorette M. Ko-Wong
Secretary of the District

Secretary of the District

Reference: July 22, 2021, Transportation Committee, Agenda Item No. (5)
https://www.goldengate.org/assets/1/25/2021-0722-transcomm-no5-adopttitlevifindingscovid-relatedcommsvcsuspens.pdf?7030

Date Issued: July 22, 2022

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

SUMMARY OF ACTIONS
BOARD OF DIRECTORS MEETING OF JULY 22, 2022

Resolution No. 2022-061 (July 21, 2022 meeting of the Finance-Auditing Committee)
Ratifies actions taken by the Auditor-Controller, as follows:
(1) Ratifies Commitments and/or Expenditures;
(2) Ratifies previous investments;
(3) Authorizes investments; and,
(4) Accepts the "Investment Report" for June 2022.

Resolution No. 2022-062 (July 22, 2022 meeting of the Board of Directors)
Ratifies the emergency action of the General Manager to approve a contract with Valentine Corporation related to utility repairs at the Larkspur Ferry Terminal, as detailed in the General Manager's Report.

Resolution No. 2022-063 (July 21, 2022 meeting of the Transportation Committee)
Adopts the findings of the Title VI equity analysis for Golden Gate Ferry service changes related to the COVID-19 pandemic that include service reductions on Larkspur, Sausalito, and Tiburon ferries. The equity analysis concludes that the changes do not have a disparate impact on minority passengers nor impose a disproportionate burden on low-income passengers, as detailed in the staff report.

Resolution No. 2022-064 (July 21, 2022 meeting of the Finance-Auditing Committee)
Authorizes the General Manager to file an application with the Metropolitan Transportation Commission for FY 22/23 Transportation Development Act, State Transit Assistance, and Regional Measure 2 funds to support bus, ferry, and paratransit services, in the amount of $27,698,581, and any related revisions, as detailed in the staff report.

Ordinance No. 2022-002 (July 22, 2022 meeting of the Finance-Auditing Committee)
Approves establishment of a Clipper fare pilot program that would provide a fare discount through a monthly pass for riders destined to designated higher educational institutions or to specified major employers on Golden Gate Transit regional routes and regular (non-special event) Golden Gate Ferry service, and amends Master Ordinance 2022 accordingly, as detailed in the staff report.

Resolution No. 2022-065 (July 21, 2022 meeting of the Board of Directors)
Adopts a resolution in accordance with Assembly Bill 361, finding that the proclaimed state of emergency continues to impact the ability to meet safely in person, as detailed in the staff report.

~ Continued on the next page ~

<u>Special Note:</u> Board Item 8.B.1. from the meeting of the July 21, 2022, Rules, Policy, and Industrial Relations Committee will be considered at a future meeting.

Amorette M. Ko-Wong, Secretary of the District

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2022-063

ADOPT TITLE VI EQUITY ANALYSIS FINDINGS RELATIVE TO COVID-19 PANDEMIC-RELATED ADJUSTMENTS TO GOLDEN GATE FERRY SERVICE

July 22, 2022

WHEREAS, Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance;

WHEREAS, on October 1, 2012, the Federal Transit Administration (FTA) issued guidelines to assist transit agencies in complying with Title VI, which ensures that public services, including transportation, are provided in a nondiscriminatory manner;

WHEREAS, the Title VI policy approved by the Golden Gate Bridge, Highway and Transportation District's (District) Board of Directors (Board) in August 2013 defined major service changes as an increase or decrease of 25% or more in total vehicle revenue service miles per route and which will be in effect for more than 12 months;

WHEREAS, reductions of ferry service due to the COVID-19 pandemic between March 2020 and February 2022 meet the District's major service change threshold and are the subject of the Title VI equity analysis;

WHEREAS, as detailed in the staff report, an equity analysis was performed, and it was determined that these ferry service reductions constitute neither a disparate impact on minority riders nor a disproportionate burden on low-income riders; and

WHEREAS, the Transportation Committee, at its meeting of July 21, 2022, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby adopts the findings of the Title VI equity analysis for Golden Gate Ferry service changes related to the COVID-19 pandemic, which include service reductions on Larkspur, Sausalito, and Tiburon ferries; and, be it further

RESOLVED that the equity analysis concludes the changes do not have a disparate impact on minority passengers nor impose a disproportionate burden on low-income passengers.

ADOPTED this 22nd day of July 2022, by the following vote of the Board of Directors:

AYES (13):	Directors Arnold, Giudice, Grosboll, Hernández, Mastin, Pahre, Rabbitt, Rodoni, Snyder, Stefani and Thier; Second Vice President Hill and First Vice President Cochran.
NOES (0):	None.
ABSENT (3):	Directors Conroy, Garbarino and President Theriault.

[Note: On this date, there were three vacancies on the Board of Directors.]

Gerald D. Cochran
First Vice President, Board of Directors

ATTEST:

Amorette M. Ko-Wong
Secretary of the District

Reference: July 21, 2022, Transportation Committee, Agenda Item No. (4)
https://www.goldengate.org/assets/1/6/2022-0721-transcomm-no4-adopttitle_vianalysispandemicferrysvcreductions.pdf

Date Issued: October 28, 2022

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

SUMMARY OF ACTIONS
BOARD OF DIRECTORS MEETING OF OCTOBER 28, 2022

Resolution No. 2022-082 (October 27, 2022 meeting of the Finance-Auditing Committee)
Ratifies actions taken by the Auditor-Controller, as follows:
(1) Ratifies Commitments and/or Expenditures;
(2) Ratifies previous investments;
(3) Authorizes investments; and,
(4) Accepts the "Investment Report" for September 2022.

Resolution No. 2022-083 (October 27, 2022 meeting of the Transportation Committee)
Adopts the findings of the Title VI equity analysis, as attached to the staff report, for assumption of the Angel Island ferry service; and, adopts the Angel Island ferry service and fares upon completion of the current service and fare pilots, as detailed in the staff report.

Resolution No. 2022-084 (October 27, 2022 meeting of the Transportation Committee)
Approves updates to the Agency Safety Plan, version October 2022, for Golden Gate Transit, in compliance with the Federal Transit Administration's Public Transportation Agency Safety Plan Rule, as detailed in the staff report.

Resolution No. 2022-085 (October 27, 2022 meeting of the Building and Operating Committee)
Authorizes execution of the Fourth Addendum to the Seventh Amendment to Professional Services Agreement (PSA) No. 2010-B-1, *Golden Gate Bridge Seismic and Wind Retrofit Phase IIIB Design Services*, with HDR Engineering, Inc., of Walnut Creek, CA, in an amount not-to-exceed $40,000, for continuation of engineering support services during construction of Project # 1528, *Golden Gate Bridge Wind Retrofit Project*, for the total Seventh Amendment amount of $476,752, and establishes a 15% contingency for the addendum in the amount of $6,000, and as detailed in the staff report.

Ordinance No. 2022-003 (October 27, 2022 meeting of the Finance-Auditing Committee)
(Please Note the Agenda Incorrectly Stated this was a Resolution and Should Be an Ordinance)
Amends the *2022 Master Ordinance* accordingly, to allow weekday hours for public parking in the employee lot from 3:30 pm–9:00 p.m.; allows weekday hours for public parking in the Toll Plaza East Parking Lot from 7:00 a.m.–9:00 p.m.; adjusts the hours for public parking on Saturdays, Sundays, and Designated Holidays to be 7:00 a.m.–9:00 p.m. for designated parking lots at the Golden Gate Bridge; increases the public parking fee to an hourly rate of $5.00 up to a maximum consecutive parking time of three hours for designated parking lots at the Golden Gate Bridge; and, defines Designated Holidays as the Administrative Holidays that the District observes, for the purpose of these amendments, as detailed in the staff report.

Resolution No. 2022-086 (October 27, 2022 meeting of the Finance-Auditing Committee)
Authorizes the Third Amendment to Contract No. 2018-D-096, *Grants Management Professional Services*, in the amount of $665,000, to fund additional on-call grant development and professional support services through December 2023, as detailed in the staff report.

Resolution No. 2022-087 (October 27, 2022 meeting of the Finance-Auditing Committee)
Approves a contract increase relative to Contract No. 2019-MD-002, *Security Guard Services for the Bus and Ferry Facilities,* in the amount of $770,411, for a contract total amount of $4,570,715; and, adds an additional contingency at 5% or $228,536 of the total amount of the Contract, to allow for temporary and long-term increases in staffing as needed, as well as other unanticipated circumstances and a contractually permitted possible increase in Year Four and Year Five of the Contract, as detailed in the staff report.

Resolution No. 2022-088 (October 27, 2022 meeting of the Finance-Auditing Committee)
Receives the Updated Five- and Ten-Year Financial Projection for the period of FY 23/24 through FY 32/33, as outlined in the Appendices of the staff report.

Resolution No. 2022-089 (October 28, 2022 meeting of the Board of Directors)
Adopts a Resolution in Accordance with Assembly Bill 361 Finding That the Proclaimed State of Emergency Continues to Impact the Ability to Meet Safely in Person, as detailed in the staff report.

Amorette M. Ko-Wong, Secretary of the District

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2022-083

ADOPT TITLE VI EQUITY ANALYSIS FINDINGS RELATIVE TO ASSUMPTION OF ANGEL ISLAND FERRY SERVICE AND FARES, AND ADOPT THE CURRENT SERVICE MODEL AND FARES ON A PERMANENT BASIS

October 28, 2022

WHEREAS, in December 2020, Blue & Gold Fleet (Blue & Gold) notified the State of California Department of Parks and Recreation of its intent to end its contract for ferry service between San Francisco and Angel Island;

WHEREAS, on October 22, 2021, in anticipation of Blue & Gold ceasing its Angel Island service, the Golden Gate Bridge, Highway and Transportation District's (District) Board of Directors (Board) voted to establish a new Golden Gate Ferry route between San Francisco and Angel Island, as a one year demonstration project;

WHEREAS, the Board held a public hearing on the proposed San Francisco-Angel Island ferry service fares on November 5, 2021 and approved the fares on November 19, 2021;

WHEREAS, in February 2022, in response to public comment received during the November 2021 public process for setting Angel Island fares, the Board approved new discounted Non-Profit/Educational Group Fares on Golden Gate Ferry that are applicable to its Angel Island service;

WHEREAS, under the current Federal Transit Administration regulations and Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" implementing Title VI of the Civil Rights Act of 1964 (Title VI regulations and guidelines), transit agencies are required to perform a Title VI service equity analysis for a demonstration project that lasts longer than one year and that qualifies as a major service change under the transit agency's major service change policy;

WHEREAS, Angel Island ferry service commenced on December 13, 2021 and staff recommends continuing beyond the one year demonstration period, subject to compliance with the Title VI requirement for an equity analysis;

WHEREAS, adding Angel Island ferry service constitutes a major service change under the District's Major Service Change Policy because this new service resulted in a 100% increase in the total vehicle revenue miles in service on a route;

WHEREAS, the Title VI equity analysis attached to the staff report conforms to the requirements of the Title VI regulations and guidelines and the District's Title VI Policies, including analyzing demographic data to demonstrate how the service would address the transportation needs of disadvantaged communities;

WHEREAS, the equity analysis concludes that introduction of the Angel Island ferry service does not have a disparate impact on minority riders, but presents sufficiently less benefit to low-income riders, compared to non-low-income riders, to be considered a disproportionate burden under the District's Title VI Policies;

WHEREAS, the fares on the Angel Island ferry service do not disparately impact minority riders on Golden Gate Ferry service, but constitutes a slight disproportionate burden to low-income riders; and,

WHEREAS, the Transportation Committee, at its meeting of October 27, 2022, after consideration of the Title VI findings, recommends approving the staff recommendation, in light of the importance of providing ferry access to Angel Island, which is a national landmark of historic significance and recreation in the Bay Area; now, therefore, be it

RESOLVED that the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District hereby adopts the findings of the Title VI equity analysis for assumption of the Angel Island ferry service, as detailed in the staff report and attachments; and be it further

RESOLVED that the Board hereby approves continuance of Angel Island ferry service and adopted fares upon completion of the current demonstration project.

ADOPTED this 28th day of October 2022, by the following vote of the Board of Directors:

AYES (15):	Directors Arnold, Conroy, Garbarino, Giudice, Grosboll, Mastin, Pahre, Rabbitt, Rodoni, Snyder, Stefani and Thier; Second Vice President Hill; First Vice President Cochran and President Theriault.
NOES (0):	None.
ABSENT (1):	Director Hernández.

[Note: On this date, there were three vacancies on the Board of Directors.]

Michael Theriault
President, Board of Directors

ATTEST:
Amorette M. Ko-Wong
Secretary of the District

Reference: October 27, 2022, Transportation Committee, Agenda Item No. 4
https://www.goldengate.org/assets/1/25/2022-1027-transcomm-no4-angelislandferrytitlevianalysis.pdf

Date Issued: February 24, 2023

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

SUMMARY OF ACTIONS
BOARD OF DIRECTORS MEETING OF FEBRUARY 24, 2023

Resolution No. 2023-013 (February 23, 2023 meeting of the Finance-Auditing Committee)
Ratifies actions taken by the Auditor-Controller, as follows:
(1) Ratifies Commitments and/or Expenditures;
(2) Ratifies previous investments;
(3) Authorizes investments; and,
(4) Accepts the "Investment Report" for January 2023.

Resolution No. 2023-014 (February 23, 2023 meeting of the Building and Operating Committee)
Approves award of Contract No. 2022-B-084, *Suicide Deterrent System Rescue Training Net*, to Valentine Corporation of San Rafael, CA, in the amount of $487,505; establishes a construction contingency for Contract No. 2022-B-084 in the amount of $73,126, equal to 15% of the contract award amount; and, increases the Fiscal Year 2022/2023 Bridge Division Capital Budget for Project #2321, *Suicide Deterrent System Rescue Training Net*, in the amount of $101,169, in concurrence with the Finance-Auditing Committee, and as detailed in the staff report.

Resolution No. 2023-015 (February 23, 2023 meeting of the Building and Operating Committee)
Authorizes execution of the First Addendum to the Sixth Amendment to Professional Services Agreement No. 2011-B-2, *Golden Gate Bridge Physical Suicide Deterrent System*, with HNTB Corporation, in an amount not-to-exceed $66,000, for engineering support services during construction of the rescue net; and establishes a 10% contingency for the Addendum in the amount of $6,600, and as detailed in the staff report.

Resolution No. 2023-016 (February 23, 2023 meeting of the Building and Operating Committee)
Approves award of Contract No. 2022-B-104, *Golden Gate Bridge Toll Plaza Administration Building Door and Window Rehabilitation*, to Pinguelo Construction of Fairfield, CA, in the amount of $220,000, and establishes a construction contingency for Contract No. 2022-B-104 in the amount of $33,000, equal to 15% of the contract award amount, as detailed in the staff report.

Resolution No. 2023-017 (February 23, 2023 meeting of the Building and Operating Committee)
Authorizes execution of the Seventh Amendment to Professional Services Agreement No. 2018-B-075, *Golden Gate Bridge Physical Suicide Deterrent System and Wind Retrofit, Suicide Deterrent Net System Fabrication Shop Inspection Services*, with David Engineering, LLC, for continuation of the suicide deterrent net system fabrication inspection services through December 2023, in an amount not to exceed $94,000, and, increase the Fiscal Year 2022/2023 Bridge Division Capital Budget for Project #1526, *Golden Gate Bridge Suicide Deterrent System Construction*, in the amount of $94,000, in concurrence with the Finance-Auditing Committee, and as detailed in the staff report.

Resolution No. 2023-018 (February 23, 2023 meeting of the Finance-Auditing Committee)
Approves renewal of the District's Marine Insurance Program, as detailed in the staff report, relative to the District's Protection and Indemnity exposures, Hull and Machinery exposure, Vessel Pollution exposures, Marine General Liability exposures, as well as the Excess Marine General Liability Insurance program, for a renewal package totaling $914,908, effective February 20, 2023.

Resolution No. 2023-019 (February 24, 2023 meeting of the Transportation Committee)
Adopts the findings of the Title VI equity analysis, as attached to and detailed in the staff report, for the establishment of Route 114 as regular service, and adopts the Route 114 as regular Golden Gate Transit service.

Resolution No. 2023-020 (February 24, 2023 meeting of the Board of Directors)
Adopts a resolution in accordance with Assembly Bill 361, finding that the proclaimed state of emergency impacts the ability to meet safely in person, as detailed in the staff report.

Resolution No. 2023-021 (February 24, 2023 meeting of the Board of Directors)
Terminates the suspension of Board procedural rules and policies for COVID-19 related emergency actions and to delegate to the General Manager the authority to make transit service level adjustments through March 1, 2024.

Amorette M. Ko-Wong, Secretary of the District

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2023-019

ADOPT TITLE VI EQUITY ANALYSIS FINDINGS RELATIVE TO GOLDEN GATE TRANSIT ROUTE 114, AND APPROVE ROUTE 114 AS A REGULAR GOLDEN GATE TRANSIT SERVICE ROUTE

February 24, 2023

WHEREAS, Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance;

WHEREAS, on October 1, 2012, the Federal Transit Administration (FTA) issued guidelines to assist transit agencies in complying with Title VI, which ensures that public services, including transportation, are provided in a nondiscriminatory manner;

WHEREAS, the Title VI policy approved by the Golden Gate Bridge, Highway and Transportation District's (District) Board of Directors (Board) requires the District to conduct a Title VI equity analysis for any demonstration or pilot project lasting longer than one year that qualifies as a major service change under the District's Major Service Change Policy;

WHEREAS, on March 21, 2022, the District began pilot service on Route 114, a commuter bus service between Mill Valley and San Francisco that closely replicates the Route 4 alignment, which had been discontinued via emergency action in December 2020 in response to low ridership resulting from the COVID-19 pandemic;

WHEREAS, as detailed in the staff report, the Route 114 service was implemented in response to requests from the public to reinstate Mill Valley to San Francisco commute service and also added service to Marin City, which was not previously served by Route 4, to provide greater transit access to the low-income and minority populations of this area;

WHEREAS, Route 114 has been well utilized with 231 average daily boardings in the fall of 2022;

WHEREAS, March 21, 2023 will mark the one-year anniversary of service operation on Route 114, and FTA requires a Title VI equity analysis for the service to continue;

WHEREAS, as further detailed in the staff report, an equity analysis was performed, and found that, under the District's Title VI Policies, it appears that the establishment of Route 114 as regular service has a disparate impact on minority riders and a disproportionate burden for low-income riders, as these populations are using the service at disproportionately lower rates;

WHEREAS, the equity analysis also found that, despite the apparent disparate impact and disproportionate burden findings, the District has a legitimate business justification for continuing to provide Route 114 service, as it supports the District's goal of managing traffic in the Golden Gate Corridor and providing regional mobility by offering commuters in Mill Valley an alternative to single occupancy vehicles;

RESOLUTION NO. 2023-019
BOARD OF DIRECTORS MEETING OF FEBRUARY 24, 2023
PAGE 2

WHEREAS, the equity analysis further found that the inclusion of Marin City in the Route 114 routing, with its significant minority and low-income populations, illustrates the District's commitment to enhancing transit services for disadvantaged populations within its service area; and

WHEREAS, the Transportation Committee, at its meeting of February 24, 2023, has recommended that the Board adopt the findings of the Title VI equity analysis for the establishment of Route 114 as regular service and adopt Route 114 as regular Golden Gate Transit service; now, therefore, be it

RESOLVED that the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District hereby adopts the findings of the Title VI equity analysis for the establishment of Golden Gate Transit Route 114 as regular service; and, be it further

RESOLVED that the Board hereby adopts Route 114 as regular Golden Gate Transit service.

ADOPTED this 24th day of February 2023, by the following vote of the Board of Directors:

AYES (17):	Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rabbitt, Rodoni, Snyder and Thier; Second Vice President Hill; First Vice President Cochran; President Thériault.
NOES (0):	None.
ABSENT (2):	Directors Safaí and Stefani.

Michael Thériault
President, Board of Directors

ATTEST:

Amorette M. Ko-Wong
Secretary of the District

Reference: February 24, 2023, Transportation Committee, Agenda Item No. (4)
https://www.goldengate.org/assets/1/25/2023-0224-transcomm-no4-adoptggtroute114apprtitleviequanalysis.pdf

Date Issued: March 24, 2023

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

SUMMARY OF ACTIONS
BOARD OF DIRECTORS MEETING OF MARCH 24, 2023

Resolution No. 2023-022 (March 23, 2023 meeting of the Finance-Auditing Committee)
Ratifies actions taken by the Auditor-Controller, as follows:
(1) Ratifies Commitments and/or Expenditures;
(2) Ratifies previous investments;
(3) Authorizes investments; and,
(4) Accepts the "Investment Report" for February 2023.

Resolution No. 2023-023 (March 24, 2023 meeting of the Board of Directors)
Ratifies the action of the General Manager to approve an emergency contract change order with Power Engineering related to the San Francisco Ferry Terminal ramp repair in the amount of $155,150, and as detailed in the staff report.

Resolution No. 2023-024 (March 23, 2023 meeting of the Building and Operating Committee)
Authorizes execution of the Fifth Amendment to Professional Services Agreement No. 2018-B-082, *Temporary Structures Engineering Advisor Support Services for the Construction of the Golden Gate Bridge Physical Suicide Deterrent and Traveler Systems*, with TJA Engineering, Inc., of Livermore, CA, in an amount not-to-exceed $1,200,000; authorize execution of the Third Amendment to Agreement No. 16R350000, *Construction Zone Enhanced Enforcement Program Services*, with the Department of California Highway Patrol, in an amount not-to-exceed $1,280,000; and, authorizes an increase in the amount of $2,480,000 in the FY 2022/23 Bridge Division Capital Budget for Project #1526, *Golden Gate Bridge Physical Suicide Deterrent System Project*, to be financed with District reserves, for a revised total budget of $217,232,868, as concurred with by the Finance-Auditing Committee, and as detailed in the staff report.

Resolution No. 2023-025 (March 23, 2023 meeting of the Building and Operating Committee)
Approves award of Contract No. 2022-D-067, *Transportation Statistics Reporting System and Implementation Services,* with TransSIGHT LLC of Pleasanton, CA, for a five-year base term, with up to five additional one-year option terms, for a total amount of $1,794,538; authorizes a Contract contingency of $205,814, for a total Contract amount of $2,000,352; and authorizes the General Manager, or designee, to approve amendments to the Contract, to allow for future years' annual recurring maintenance and support after the base term and option terms provided that funding has been allocated in the annual budget and such renewals are in the District's best interest, with the understanding that subsequent years' maintenance and support may be subject to annual cost increases, as well as any additional license fees, as detailed in the staff report.

Resolution No. 2023-026 (March 23, 2023 meeting of the Finance-Auditing Committee)
Approves actions, as detailed in the staff report, relative to the Low Carbon Transit Operations Program to authorize the General Manager or his designee to execute and submit related certifications and assurances and agreements on behalf of the District; and, approves submission of a grant application for the *M.V. Del Norte* Replacement Project in FY 22/23.

Ordinance No. 2023-001 (March 23, 2023 meeting of the Finance-Auditing Committee)
Approves the Fiscal Year 2023/24 – 2027/28 Five-Year Fare Program, as detailed in the staff report, to include Option 2 for Golden Gate Transit fares and Golden Gate Ferry fares with the understanding that the proposed program would also increase fares for the Americans with Disabilities Act (ADA)-compliant complementary transit service; amends the Master Ordinance accordingly; approve the associated Title VI Equity Analysis; and, authorize the Filing of a Notice of Exemption under the California Environmental Quality Act (CEQA). The fare program would take effect July 1, 2023, with the exception of increases on Golden Gate Ferry special event fares to Oracle Park and Chase Center, which will be addressed in a separate future action.

Resolution No. 2023-027 (March 23, 2023 meeting of the Finance-Auditing Committee)
Approves renewal of the annual delegation of investment management authority to the Auditor-Controller for FY 23/24 as per RULE XI, **INVESTMENT POLICY**, **Section E, Delegation of Authority**, of the *Rules of the Board*, and as provided for in California Government Code Section 53607, as detailed in the staff report.

Amorette M. Ko-Wong, Secretary of the District

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

ORDINANCE NO. 2023-001

AN ORDINANCE TO APPROVE THE FISCAL YEARS 2023/24 THROUGH 2027/28 FIVE YEAR FARE PROGRAM, AMEND THE MASTER ORDINANCE, APPROVE TITLE VI EQUITY ANALYSIS, AND ADOPT NOTICE OF EXEMPTION

March 24, 2023

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

1. On March 24, 2017, the Board adopted District Ordinance No. 2017-01, authorizing a five-year transit fare program with annual $0.25 or $0.50 fare increases applied to regional bus, complementary Americans with Disabilities Act (ADA) paratransit, and ferry services, effective July 1, 2017 through July 1, 2022.

2. In October 2022, the Finance-Auditing Committee reviewed financial projections that showed the Golden Gate Bridge, Highway and Transportation District (District) currently faces a five-year projected deficit of $423 million, assuming a return of full pre-pandemic transit service levels. The deficit is reduced to $187 million over five years, assuming a "low expenditure growth" scenario that more closely tracks current transit service levels. Even if trends in southbound crossings and transit ridership reverted to pre-COVID patterns during the next five years, the cost of running a full service of transit operations would be $177 million higher than the revenues generated from those services.

3. In December 2022, the Board adopted the final Short-Range Transit Plan, which contains a 25% farebox recovery goal for bus service and a 40% farebox recovery goal for ferry service. However, due to the pandemic and the resulting loss in riders, farebox recovery rates during Fiscal Year (FY) 2021-2022 were 7.0% for bus and 17.2% for ferry.

4. In light of lagging ridership returns in the wake of COVID-19, the proposed fare scenarios were not designed to reach the Board's farebox recovery targets at this time. Rather, staff developed multiple scenarios with the following objectives: (1) enact modest, incremental

fare increases over the life of the Five-Year Fare Program, instead of a single large increase; (2) keep the rate of increases low to moderate to facilitate ridership recovery, and (3) increase fare revenue at a rate similar to the incremental increases in Golden Gate Transit and Golden Gate Ferry expenses, which are primarily driven by salary, medical insurance and fuel costs, coupled with asset depreciation. Four options were approved by the Board to be brought forward for public review and comment, as described in the January 26, 2023 staff report to the Finance-Auditing Committee.

5. The District began public involvement activities to engage bus and ferry riders with respect to the proposed options for the Fiscal Years 2023/24 through 2027/28 Five Year Fare Program on January 27, 2023, immediately after the Board approved the public hearing. Public notification activities included: two online public meetings to explain the potential fare program changes and solicit comments; advertisements in English and Spanish in local publications announcing the online meetings and the public hearing; press release to local media; social media postings on Facebook and Twitter; e-mail blast to customers and community-based organizations; article posted on the District's website; and posters placed on-board the District's buses and ferries and at the San Rafael Transit Center and ferry terminals. A public hearing was held on Thursday, February 23, 2023, at 9:00 a.m. via livestream. Public comments could be submitted by attending a meeting, email, or in writing to the District Secretary until February 24, 2023 at 4:30pm.

6. Prior to the public hearing, twenty-four comments were received on the fare increase proposal, including 14 comments specific to the proposal and 10 comments that were not specific to the proposal. Of the 14 comments specific to the proposal, five were in opposition to the proposal, five were in support of one of the proposal options or a hybrid option, three were neither against nor in favor of the proposal, and one suggested an alternative option to the proposal. One final public comment was submitted during the public hearing.

7. Following the public outreach process, staff recommended that the Board adopt Option 2 for Golden Gate Transit bus fares and Golden Gate Ferry fares. Option 2 meets the goals of maintaining modest fare increases of $0.25 each year over the life of the Five-Year Fare Program and keeps the rate of increases low to moderate to facilitate ridership recovery.

Furthermore, Option 2 provides for more affordable fares for low-income riders traveling locally within Sonoma County, within the East Bay, and between the East Bay and San Francisco; maintains conformity with Marin Transit's fares for local travel within Marin County; and provides for greater affordability for low-income riders on Golden Gate Ferry.

8. In accordance with guidance from the Federal Transit Administration, staff has analyzed the proposed five-year transit fare program to determine whether it would result in a disparate impact to minority passengers or impose a disproportionate burden on low income passengers. Staff has documented these findings in a separate Title VI Equity Analysis report. Staff concluded that no disparate impact on minority populations or disproportionate burden on low-income populations will result from the Golden Gate Transit bus or Golden Gate Ferry proposed fare increases. In addition, with regard to the paratransit fares, no disparate impact on minority populations will result.

9. On March 23, 2023, the Finance-Auditing Committee, after consideration of the overall financial need of the District, all public comments, the Title VI Equity Analysis, and the staff analysis, has recommended that the District adopt staff's proposal for the FY 2023/24 through FY 2027/28 Five Year Fare Program as described in the staff report, effective July 1, 2023, with the exception of Golden Gate Ferry special event fares to Oracle Park and Chase Center, which will be addressed in a separate future action.

10. The Board of Directors has carefully considered the staff proposal, reviewed all public comments and the Title VI Equity Analysis, and considered the recommendation of the General Manager and of the Finance-Auditing Committee. The Board finds that the recommended the FY 2023/24 through FY 2027/28 Five Year Fare Program is consistent with the District's mission and policy objectives, and is needed to meet the District's financial requirements. The Board also finds that the FY 2023/24 – FY 2027/28 Fare Program is exempt from the California Environmental Quality Act pursuant to Section 21080(b)(8) of the Public Resources Code because it is 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.

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

Section 1. The Golden Gate Bridge, Highway and Transportation District Board of Directors hereby approves the Fiscal Year 2023/24 through FY 2027/28 Five Year Fare Program, as delineated in Appendix A attached hereto.

Section 2. The District Board of Directors hereby approves the associated Title VI Equity Analysis as presented by staff.

Section 3. The District Board of Directors hereby authorizes amending Master Ordinance 2022 as necessary and appropriate to incorporate the foregoing changes.

Section 4. The Board finds that the FY 2023/24 through FY 2027/28 Fare Program authorized by this Ordinance is exempt from the California Environmental Quality Act pursuant to Section 21080(b)(8) of the Public Resources Code because it is 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 General Manager to file a Notice of Exemption in the offices of the county clerk of Sonoma, Marin, San Francisco and Contra Costa.

Section 5. The effective date of this Ordinance shall be July 1, 2023, with the following exceptions: Golden Gate Ferry special event fares to Oracle Park and Chase Center, which will be addressed in a separate future action.

Section 6. 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 24th day of March, 2023, by the following vote of the Golden Gate Bridge, Highway and Transportation District Board of Directors:

ORDINANCE NO. 2023-001
BOARD OF DIRECTORS MEETING OF MARCH 24, 2023
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AYES (15):	Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Pahre, Rabbitt, Rodoni, Snyder and; Second Vice President Hill; First Vice President Cochran; President Thériault.
NOES (0):	None.
ABSENT (4):	Directors Moulton-Peters, Safaí, Stefani and Thier.

Michael Thériault
President, Board of Directors

ATTEST: _____
Amorette M. Ko-Wong
Secretary of the District

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APPENDIX F

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-0XX

ADOPT THE DISTRICT'S 2024 TITLE VI PROGRAM

September 27, 2024

WHEREAS, Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance;

WHEREAS, on October 1, 2012, the Federal Transit Administration (FTA) issued guidelines to assist transit agencies in complying with Title VI, which ensures that public services, including transportation, are provided in a nondiscriminatory manner;

WHEREAS, in order to document compliance with the requirements of Title VI, FTA requires its grantees to adopt and submit to FTA a Title VI Program every three years, and the District's updated program is due on October 1, 2024;

WHEREAS, as detailed in and attached to the staff report, the District's 2024 Title VI Program, including attachments, consists of the following major components: Service Summary, Service Area, and Title VI Review Process; Title VI Notice to the Public, Complaint Process and Forms, and Investigation Process; Public Participation Plan; Language Implementation Plan; Summary of Outreach Efforts; Title VI Policies adopted by the District including Service Standards and Policies, Major Service Change Policy, Disparate Impact and Disproportionate Burden Policies, and Related Public Outreach Documentation; Ridership Demographic Profile; Service Monitoring Results; and, Title VI Analyses of Major Service Changes and Fare Changes, and Related Board Reports;

WHEREAS, the Transportation Committee, at its meeting of September 26, 2024, has so recommended; now, therefore, be it

RESOLVED that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District hereby adopts the Golden Gate Bridge, Highway and Transportation District's (District) 2024 Title VI Program and approves the results of the service monitoring as presented by staff, which demonstrates the District's compliance with Title VI of the Civil Rights Act of 1964, as outlined in the Attachment.

ADOPTED this 27th day of September 2024, by the following vote of the Board of Directors:

AYES (0): Directors Conroy, Dorsey, Engardio, Garbarino, Giudice, Grosboll, Hernández, Mastin, Moulton-Peters, Pahre, Rodoni, Safaí, Snyder, Stefani, Thériault and Thier; Second Vice President Rabbitt; First Vice President Hill; President Cochran.

DRAFT

NOES (0): None.
ABSENT (0): Director Conroy.

_____
Gerald D. Cochran
President, Board of Directors

ATTEST: _____
Amorette M. Ko-Wong
Secretary of the District

Attachment – 2024 Title VI Program

DRAFT