



Agenda Item No. (4)

(Continued Agenda Item from October 23, 2025 Transportation Committee Meeting)

To: Transportation Committee/Committee of the Whole
Meeting of November 20, 2025

From: David Davenport, Principal Planner
Ron Downing, Director of Planning
Kellee Hopper, Deputy General Manager, Administration and Development
Denis J. Mulligan, General Manager

Subject: **APPROVE PROPOSED CHANGES TO GOLDEN GATE TRANSIT BUS ROUTES AND PARATRANSIT SERVICE AS IDENTIFIED IN THE MARIN-SONOMA COORDINATED TRANSIT SERVICE (MASCOTS) PLAN**

Recommendation

The Transportation Committee recommends that the Board of Directors (Board) approve proposed changes to the Golden Gate Bridge, Highway and Transportation District's (District) bus routes and regional paratransit service as part of the Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan, as described in the staff report for the October 23, 2025, Transportation Committee, with the understanding that, if approved, the proposed implementation will be in April 2026, that the MASCOTS agencies will provide late-night connectivity between Marin and Sonoma for three months after the implementation of MASCOTS, and, between now and June 2026 the MASCOTS agencies will survey current late night riders to better understand their travel needs.

This matter will be presented to the Board of Directors at its November 21, 2025, meeting for appropriate action.

Summary

The proposed changes to the District's bus service as part of the MASCOTS Plan were presented to the Transportation Committee at its October 23, 2025, meeting. The staff report for that meeting is attached.

At the October meeting, there was considerable discussion regarding the impacts of the MASCOTS Plan to the small number of late-night riders travelling from Marin to Sonoma. The item was continued, and the Committee requested additional information regarding any possible options for these travelers.

The MASCOTS agencies explored a variety of possible options and subsequently agreed that Sonoma County Transit will provide late-night service from Novato to Santa Rosa for a three-month transitional period beginning with the institution of the MASCOTS service changes from April through June 2026. Sonoma County Transit will meet the Route 101 trip leaving Novato at approximately 11:45 p.m., arriving in Santa Rosa roughly 45 minutes later. Additionally, late-night riders travelling from Marin to Sonoma will be surveyed before MASCOTS implementation and during the three-month period about their travel patterns. Prior to the conclusion of the three-months, MASCOTS agencies will convene to review late-night service performance and rider surveys to see if the continued provision of transitional service is warranted and whether any alternative, less costly solutions may be provided on an on-going basis.

The Sonoma County Transit late-night service will be funded by the MASCOTS agencies, and Bridge tolls will not be used to subsidize this service.

Fiscal Impact

The total hours of bus service operated by the District would remain about the same if MASCOTS is implemented, so the MASCOTS proposal will be cost-neutral for the District.

Attachment: 2025-1023-TransComm-No4-ApproveRevisedMASCOTS



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From: David Davenport, Principal Planner
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Subject: **APPROVE PROPOSED CHANGES TO GOLDEN GATE TRANSIT BUS ROUTES AND PARATRANSIT SERVICE AS IDENTIFIED IN THE MARIN-SONOMA COORDINATED TRANSIT SERVICE (MASCOTS) PLAN, WITH REVISIONS BASED ON PUBLIC OUTREACH**

Recommendation

The Transportation Committee recommends that the Board of Directors (Board) approve a proposal to modify Golden Gate Transit (GGT) bus routes, as outlined in the Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan, with revisions outlined below based on public feedback.

This matter will be presented to the Board of Directors at its October 24, 2025, meeting for appropriate action.

Background

The Golden Gate Bridge, Highway and Transportation District (District) is principally self-funded. Golden Gate Bridge tolls are used to maintain, operate and secure the Golden Gate Bridge. Remaining tolls, after addressing the Bridge's needs, are used to fund Golden Gate bus and ferry service. Tolls are the largest source of funding for our bus and ferry operations, and this service removes thousands of cars from the Bridge every day, benefiting toll payers.

Each of the four counties where the District provides transit services has a dedicated local sales tax for transportation. However, none of this money is shared with the District for our regional bus and ferry service.

The District partnered with the Sonoma-Marin Area Rail Transit District (SMART), Marin Transit, Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, the Sonoma County Transportation and Climate Authorities (SCTCA), Transportation Authority of Marin (TAM), and the Metropolitan Transportation Commission (MTC) on the MASCOTS effort. This effort developed a plan for regional and subregional transit service in the U.S. Highway 101 Corridor in

Marin and Sonoma Counties. MASCOTS work was conducted under the guidelines of MTC's Regional Network Management, which was established by the Blue Ribbon Transit Recovery Task Force during the pandemic to further collaboration among the region's transit operators and MTC.

MASCOTS examined transit service in the study area as if all local bus, regional bus, ferry, and rail services were provided by one entity. MASCOTS focused on operating public transit efficiently and on identifying the potential for ridership growth to meet emerging post-pandemic travel patterns. The effort also reinforced three initiatives of the District's *Final Strategic Plan*, which was adopted by the Board in May 2024:

3. Match Bus and Ferry service levels to changing customer demand post-pandemic to maximize passengers per trip. Tailor service to the varied and unmet customer demand during the workweek and seasonally.
8. Work with partner agencies to develop a comprehensive, forward looking service plan for the Highway 101 Corridor and evaluate where there is duplicative North Bay service between SMART, GGT, Marin Transit, and Sonoma service providers.
9. Support the Regional Network Management goals, such as those embodied in the MASCOTS program.

MTC leveraged regional travel data to analyze the overall travel market, and Nelson\Nygaard provided consultant support on the MASCOTS effort. The analysis determined that approximately 70% of total travel demand between Marin and Sonoma Counties to/from San Francisco, regardless of mode, starts or ends from San Rafael south to the Golden Gate Bridge. Another 18% of that travel demand originates in Novato. The data also showed that about 75% of travel between Marin and Sonoma Counties is within the SMART service area.

Ultimately, the project identified a series of service changes that would provide better service to public transit riders and make more efficient and effective use of limited transit resources. These changes would position GGT buses to better serve the regional travel market by (1) focusing service in areas with the highest demand and future ridership potential, (2) eliminating underperforming service, and (3) minimizing duplication with other transit agencies.

The MASCOTS Plan proposed routing and/or schedule changes to Routes 101, 130, 132, 172, 580, and 580X and the discontinuation of Routes 150, 164, and 172X. There would be no change to the overall number of GGT bus service hours. Subject to Board approval, changes to these routes are expected to take effect in April 2026.

MASCOTS proposals for non-GGT service are referenced where partner transit service dovetails with the District's service.

Public Outreach and Comments

The MTC administered a MASCOTS survey that received 740 responses by the close of the survey period on August 22, 2025. The survey responses provided useful data to the District as potential revisions to the Proposal were considered.

In addition to the MTC survey, the District conducted extensive public outreach on MASCOTS in July and August 2025, including:

- Creation of a project website (mascotsplan.org);
- Open houses in Marin City, San Rafael, Petaluma, and Santa Rosa;
- Two informational sessions held online;
- Presentations at the Bus Passengers Advisory Committee (BPAC) and Advisory Committee on Accessibility (ACA) meetings;
- Legal Notices published in the *Marin Independent Journal*, *Santa Rosa Press Democrat*, *Petaluma Argus Courier*, *La Voz* and *La Prensa*;
- Advertisements placed in *Marin Independent Journal* and *Santa Rosa Press Democrat*;
- Posters on-board buses and in passenger waiting rooms at Piner & Industrial and San Rafael Transit Center;
- Direct outreach to passengers on affected routes;
- Press releases to local media;
- Social media postings on Facebook and X (formerly Twitter); and
- Email blasts to customers and community-based organizations.

Translation of all printed materials and handouts were available in Spanish in accordance with the District's Language Implementation Plan (LIP). The online information sessions were translated into Spanish in real time, and the survey was also available in Spanish.

As required by the District's Major Service Change policy, a public hearing was held on August 21, 2025, and public comment was accepted through Friday, August 22, at 4:30 p.m. An online survey designed to elicit specific feedback on service concepts throughout the two counties was also available through August 22.

Public comments on this proposal could be submitted in several ways:

1. Comment during the public hearing;
2. Send email to publichearing@goldengate.org; and/or,
3. Send written comments by mail to the District Secretary.

The District's practice is to treat all comments equally without regard to the way they are submitted or received. Therefore, individuals did not have to attend the public hearing and provide input in person. When the public hearing comment period closed on August 22, 2025, 45 comments had been received. An additional 740 survey responses were submitted.

District staff reviewed all comments received through the public hearing process. A summary of the MTC survey and staff responses to comments by the District are contained in Appendix A.

MASCOTS Recommendations with Modifications to the Original Proposal

District staff considered all comments received and reassessed proposed modifications to the District's bus service, as outlined below and shown in map format in Appendix B.

Regional All-Day Routes

Route 101: There are no proposed changes to the original concept for Route 101 shared with the public. All Route 101 bus service between Novato and Santa Rosa would be discontinued due to low ridership and replaced by expanded SMART service. Ridership has shifted dramatically to SMART and away from Route 101, and the corridor does not have sufficient transit demand to support both bus and rail service operating in parallel. Toll funding spent on the Route 101 in Sonoma would be redirected to bus service that is more productive in getting cars off the Golden Gate Bridge.

The expanded SMART service, coupled with the discontinuation of Route 101 north of Novato, would still impact a small number of late-night riders from San Francisco to Sonoma County on two trips that depart San Francisco at 10:30 p.m. and 11:30 p.m. and arrive in Santa Rosa approximately two hours later.

It is important to note that the vast majority of the passengers on these trips exit in Marin County, and the adjusted routes would continue to operate between San Francisco and Novato. However, the two trips combined average six riders per night traveling from San Francisco to Sonoma County, and these passengers would not have alternate fixed-route bus service from Novato to Santa Rosa.

Staff reviewed ridership across the two evening trips proposed for discontinuation for a sample period in August 2025 and found that there were approximately four passengers who rode the late-night trips twice or more during the week. All other passengers were riders who used the late-night service only once. Infrequent riders, and perhaps some of the regular riders, may be able to shift their travel to the Route 101 trip departing San Francisco at 9:00 p.m. and connecting in San Rafael to the last northbound SMART train at approximately 10:10 p.m.

It is not an efficient nor cost-effective use of Bridge toll funds to offer service for a very small number of riders travelling north from Novato to Santa Rosa. Nonetheless, for those late-night riders who could not use the expanded SMART service, District staff has requested its MASCOTS partners, especially TAM and SCTCA, to consider offering a program that would be an alternative to fixed-route bus service. Any such program would not be administered nor financed by Bridge tolls.

Resource savings from truncating Route 101 in Novato would be reinvested in more frequent bus service between San Rafael and San Francisco. This segment has much higher ridership potential across the Golden Gate Bridge than service between Novato and Santa Rosa. With these redirected resources from San Rafael south to San Francisco, Route 101 buses are proposed to operate every 15 minutes during weekday peak periods and every 30 minutes at all other times. This increased frequency would provide improved SMART connections in San Rafael. From Novato, service would continue to operate every 30 minutes during weekday peak periods and every 60 minutes at all other times, as it does presently.

The recommended Route 101 change is consistent with the fact that 70 percent of all travel (Bridge, bus and ferry) across the Golden Gate Bridge to/from Marin and Sonoma has an origin or

destination from San Rafael south and that toll dollars are intended to fund transit trips that remove cars from the Bridge.

Routes 130 and 150: The initial MASCOTS proposal called for the discontinuation of Route 130 between Marin City and San Rafael and the complete elimination of Route 150, due to excessive duplication with Marin Transit and low ridership on impacted route segments. Travel from the freeway bus pad stops to San Francisco is very low, often averaging one passenger or less per trip at the Lucky Drive and Tiburon Wye Bus Pads.

In response to public comments, the revised proposal extends the proposed northern terminus of Route 130 from Marin City to Strawberry Village. As such, the Route 130 would stop at Seminary Drive Bus Pad, where park and ride opportunities are available, and at Manzanita Park & Ride, which is currently served by Route 150. Strawberry Village is adjacent to Tiburon Wye Bus Pad and would serve those passengers.

The extension of Route 130 to begin and end in Strawberry Village achieves two goals. First, it provides non-peak service to the parking facilities at Seminary Drive and Manzanita Park & Ride Lot every 30 minutes. Several public comments cited that post-pandemic changes in office hours necessitate traveling to or from work sites during non-peak hours. Second, moving the northern endpoint of Route 130 to Strawberry Village reduces the number of buses with layovers in Marin City, which improves operations and provides enhanced break facilities for our bus operators.

Resources from the discontinued Route 150 would be reinvested in increased Route 130 service between Strawberry Village, Marin City and San Francisco, operating via Sausalito. Buses would operate every 30 minutes throughout the day, compared with every 60 minutes throughout most of the day as currently provided. During the later evening, Route 130 would continue to operate hourly.

Regional passengers using the bus pads at Seminary Drive, Tiburon Wye, Paradise Drive, and Lucky Drive could take direct service on Route 132 during weekday commute periods, and at all other times passengers from Lucky Drive or Paradise Drive pad stops would use Marin Transit and transfer to/from Route 130 at the Marin City Hub. As described above, passengers at Seminary Pad and Manzanita Park & Ride would have service every 30 minutes on Route 130.

The revised proposal for Route 130 meets the goals of the MASCOTS Plan by reducing duplication with Marin Transit, particularly between San Rafael and Strawberry, and reducing overlapping GGT routes. The revised plan also responds to requests for more convenient midday park-and-ride opportunities that would allow customers to take transit for travel into San Francisco. The revised plan would also increase transfer opportunities with Marin Transit at Strawberry Village and Seminary Drive Bus Pad. Importantly, all-day service every 30 minutes between Marin City and San Francisco would be maintained, resulting in no change in services levels for Marin City. In summary, these Route 130 revisions to the MASCOTS proposal respond to public comments and better facilitate regional travel for riders who use GGT buses for travel to and from San Francisco.

Routes 580 and 580X (Richmond Bridge Service): There are no proposed changes to the original concept for Route 580 and 580X shared with the public. As proposed by the MASCOTS Plan, Route 580 would shift to the 580X express alignment within Marin County, operating non-stop on

the I-580 freeway from Bellam Boulevard to the Richmond Bridge. This change would save travel time and eliminate unproductive local street travel in East San Rafael. In addition, Route 580 and 580X schedules would be retimed to better connect with the expanded SMART train schedule in San Rafael, resulting in a small increase in overall bus service.

Commute Routes

Route 132: The original concept shared with the public added one later morning southbound trip. The revised proposal would add not only the southbound trip but also two additional northbound trips to enhance the span of service for riders displaced from the discontinued segment of Routes 130 and 150.

Routes 164, 172, and 172X: The original concept discontinued Routes 164 and 172X and reinvested those resources in an expanded Route 172, which would operate every 20-30 minutes during weekday peak periods. The original proposal eliminated Route 172 between Piner & Industrial and Santa Rosa Transit Mall and restricted local travel within San Francisco as a means of reducing overall travel time.

The proposal recommended in this action still eliminates Routes 164 and 172X and provides an expanded number of trips on Route 172. However, service would be maintained at Piner & Industrial, and San Francisco local travel would not be restricted. The local travel restriction is not desirable due to high passenger volumes that would shift to other GGT routes and potentially lead to passenger confusion and conflict. In addition, the San Francisco Municipal Transportation Agency (SFMTA) requested that the District continue providing unrestricted Route 172 service along the Lombard-Downtown corridor.

GGT will pursue minor routing adjustments around the Santa Rosa and Copeland Street Transit Malls to reduce travel time, in addition to utilizing the new HOV lanes on Highway 101 as an alternative to eliminating local pick-ups and drop-offs within San Francisco to save travel time.

Sonoma Intercounty Paratransit

Complementary paratransit is required for all GGT regional routes in accordance with the Americans with Disabilities Act (ADA). The discontinuation of Route 101 between Novato and Santa Rosa would eliminate the District's legal obligation to provide ADA-mandated paratransit service north of Novato into Sonoma County. As a commuter rail service, SMART is not obligated to provide complementary paratransit.

However, agencies participating in the MASCOTS Plan have agreed to continue to provide one-seat ride paratransit service even though it is not legally mandated. This would minimize potential impacts to transit users with disabilities, who may not be able to ride SMART trains.

Non-mandated one-seat ride paratransit service would be provided to those paratransit users making Sonoma-Marin, Sonoma-San Francisco, and Sonoma-East Bay trips within the footprint of what is offered today. This service would be provided within the existing Marin Access program. Service parameters would mirror existing usage, thereby minimizing any changes to the customer's travel experience.

Major Service Change Analysis

The Board requires that major service changes which affect 25% or more of revenue miles per route be analyzed for impacts. Routes 130, 150, 164, and 172 meet this threshold. Alternate service would be available for riders on the impacted routes, so a Title VI analysis is not required. No impacts were identified. The major service change analysis is included in Appendix C.

CEQA Findings

The MASCOTS plan is exempt from the California Environmental Quality Act (CEQA), pursuant to 14 Cal. Code Regs. § 15601(b)(3). While some GGT users might choose to drive, it is expected that the diversion of current riders to driving would be minimal. Accordingly, it is unlikely that the proposed service changes will have a significant effect on the environment. If approved by the Board, District staff will file a Notice of Exemption in the offices of the county clerk of Marin County and the City and County of San Francisco.

Fiscal Impact

This proposal will be cost-neutral for GGT service, as service hours will be redeployed to areas with higher ridership potential.

Attachments: Appendix A – Survey Results and Responses to Public Comments
Appendix B – Maps of Proposed Changes
Appendix C – Major Service Change Analysis

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Appendix A

A-1. Survey Results

Summary

The Metropolitan Transportation Commission (MTC) administered a MASCOTS survey that received 740 responses by the close of the survey period on August 22, 2025. The survey responses did not constitute formal comments to the District on the MASCOTS Plan, but their findings were consistent with these formal comments and provided useful data to the District as potential revisions to the Proposal were considered.

Overall Findings

The following overall themes emerged from the 740 completed surveys, including 719 in English and 21 in Spanish, which were submitted online:

- General support for MASCOTS, including better and more frequent SMART service
- Strong demand for more frequent service
- Concern about connections, ease of transfers, and potential loss of service
- Concern about reduced late-night, weekend, or direct service despite low ridership
- Lack of awareness that the MASCOTS Plan will generally result in lower fares

Findings Specific to GGT

Route 101: Most respondents (72%) indicated that expanded SMART service will meet their needs as a replacement for GGT Route 101 service to Sonoma County. However, roughly 5% of respondents indicated that SMART's expanded service span will not meet their needs even though the train line itself will.

Southern Marin Bus Service: Nearly two-thirds (63%) of respondents said that the elimination of GGT Routes 130 and 150 at various bus pad stops will not affect their ability to ride transit. Several respondents expressed concerns about the loss of direct service and inconvenience of required transfers. A plurality of respondents identified San Rafael Transit Center as the preferred transfer location between routes, with other locations each receiving similar levels of support. A majority of respondents did not support the addition of Marin City as a stop on GGT Route 101.

Route 580: Many survey responses did not address the proposed changes to East Bay service. Of those that did, a majority of respondents indicated that Marin Transit Route 23 would meet their needs as an alternative to GGT Route 580 if they were not able to continue using Route 580.

A-2. Staff Responses to Public Comments

Summary

At the close of the public comment period on August 22, 2025, the District had received 45 unique comments. Of these 45 comments, 15 (33%) expressed opposition to the MASCOTS Plan proposal (Proposal), 5 (11%) were in favor of the Proposal, and 22 (49%) did not support or oppose the Proposal. Three comments (7%) were not related to the Proposal.

Comments Made in Support of the Proposal

The District received five (5) comments in support of the Proposal:

- *Supports Fast, Frequent, and Reliable Service on the Highway 101 Corridor and Would Ride GGT More Frequently with Improvements (1)*
- *Commends Goals to Grow Ridership, Operate as a Unified Transit System, and Develop Strategic Implementation Plan. Monitor as Plan Progresses and Allow Participating Agencies to Collaborate in Planning Process to Resolve Service Issues (1)*
- *Proponent of Service Consolidation and Resolution of Service Gaps (1)*
- *Supports Plan with Comments to Increase SMART Connections and Request for Route 172 Midday Service (1)*
- *Supports SMART-Focused Highway 101 Corridor Service; Supports Changes to Routes 101, 130, and 150 with Other Agencies Filling Gaps; Supports Changes to Routes 172 and 580 (1)*

Comments Neither Opposed nor in Favor of the Proposal

The District received 22 comments neither clearly in support nor clearly in opposition to the Proposal. These comments did not have an overwhelming sentiment or stance on the Proposal due to the mixture of positions or the nature of the comments. These comments included suggestions to modify the Proposal or offered alternatives to the Proposal, requested the addition or maintenance of specific stops or trips, offered general statements that did not address specific Proposal details, qualified support for the Proposal based on other terms, or asked questions. The categorization of these comments is organized by predominant topic as follows:

- *Route 101 – Additional Stop Requests (5)*

Requests were made for new stops at various locations in Southern Marin County. The addition of one or more stops on Route 101 would negatively impact through passengers by increasing travel time. The revised proposal maintains Route 130 service at Seminary Drive Bus Pad and adds stops at Manzanita Park & Ride and Strawberry Village, serving most identified locations and/or comparable park-and-ride facilities without compromising service on Route 101.

- ***Additional Trip Requests – Late-Night Route 101 (3); Off-Peak Route 114 (1)***

Requests were made for additional service on Routes 101 and 114 beyond the scope of the Proposal. The revised proposal does not add this additional service. Instead, the District will work with its partner agencies on potential late-night service options to Sonoma County that are not a fixed-route Golden Gate Transit (GGT) service, and the District will partner with Marin Transit to provide service between Mill Valley and San Francisco via timed transfers at the Marin City Hub.

- ***Transfers (4)***

Comments expressed concern about the number or timing of transfers between routes. While the Proposal requires some passengers to transfer between routes, most of these transfers will be timed, in the case of transfers from Marin Transit to Route 130, or still result in a faster and potentially cheaper trip, in the case of transfers from SMART to Route 101.

- ***SMART Miscellaneous (3)***

Comments expressed various concerns about using SMART trains. The District is not responsible for SMART service, so these concerns were shared with SMART.

- ***Alternate Proposal for Routing/Frequency (2)***

Suggestions included Route 101 service to Sonoma County on an infrequent basis or with a shortened route, and the introduction of timed transfers at Strawberry Village. The suggested changes to Route 101 would compromise the District's ability to increase service levels on the remaining portion of the route, so no changes to the Proposal are being considered. However, in consultation with Marin Transit, the extension of Route 130 to Strawberry Village will allow for additional timed transfers with Marin Transit.

- ***Marin-Sonoma Narrows (1)***

This comment stated that the opening of the Marin-Sonoma Narrows would improve travel times for Route 101. Travel time improvements are expected for peak service, but no significant changes are anticipated for off-peak service. SMART will continue to provide faster, cheaper service than Route 101 in this area.

- ***Question on Shuttles (1)***

This commenter asked about shuttles to/from the Santa Rosa SMART Station. Santa Rosa CityBus provides service between the Santa Rosa Transit Mall and SMART station every 15 minutes throughout the day, which is supplemented by Sonoma County Transit service. Both agencies have a transfer agreement with SMART that allows use of connecting services at no additional cost.

- ***Question on Routing (1)***

The revised proposal includes more detail on route alignments.

Comments Made in Opposition to the Proposal

The District received 15 comments in opposition to the Proposal. Of these comments, 11 pertain to the lack of late-night alternate SMART service, three (3) address Route 150, and one (1) mentions the truncation of Route 101 in Novato:

- ***Late-Night Transit Gap (11)***

Comments expressed opposition to the Proposal because there would be no late-night transit service from Marin County to Sonoma County; the last SMART train will leave San Rafael shortly after 10:00 p.m. The Proposal does not include late-night service due to very low patronage, and no changes to the Proposal are under consideration. Toll funding will be redirected to transit service that removes cars from the Golden Gate Bridge, as opposed to travel between Marin and Sonoma. Instead, the District will work with its partner agencies on potential late-night service options that do not involve fixed-route GGT service.

- ***Route 150 Concerns (3)***

Comments expressed concern about Route 130 travel times and the need to continue serving Tiburon Wye Bus Pad or Spencer Avenue Bus Pad. The revised proposal adds Route 130 service to Strawberry Village, which is within walking distance of Tiburon Wye Bus Pad. The revised proposal also increases the number of Route 132 trips, providing more service to both bus pads relative to the original proposal and offering a faster travel option at more times of day.

- ***Route 101 Terminus in Novato (1)***

This comment indicated opposition to the truncation of Route 101 in Novato due to inconvenient SMART station locations in Sonoma County. No changes to the Proposal would be made with respect to Route 101. The MASCOTS Plan recommends that Sonoma County bus operators improve connections to SMART stations, and passengers can utilize those new or revised services at no additional cost due to existing transfer agreements between the affected agencies.

Comments Unrelated to the Proposal

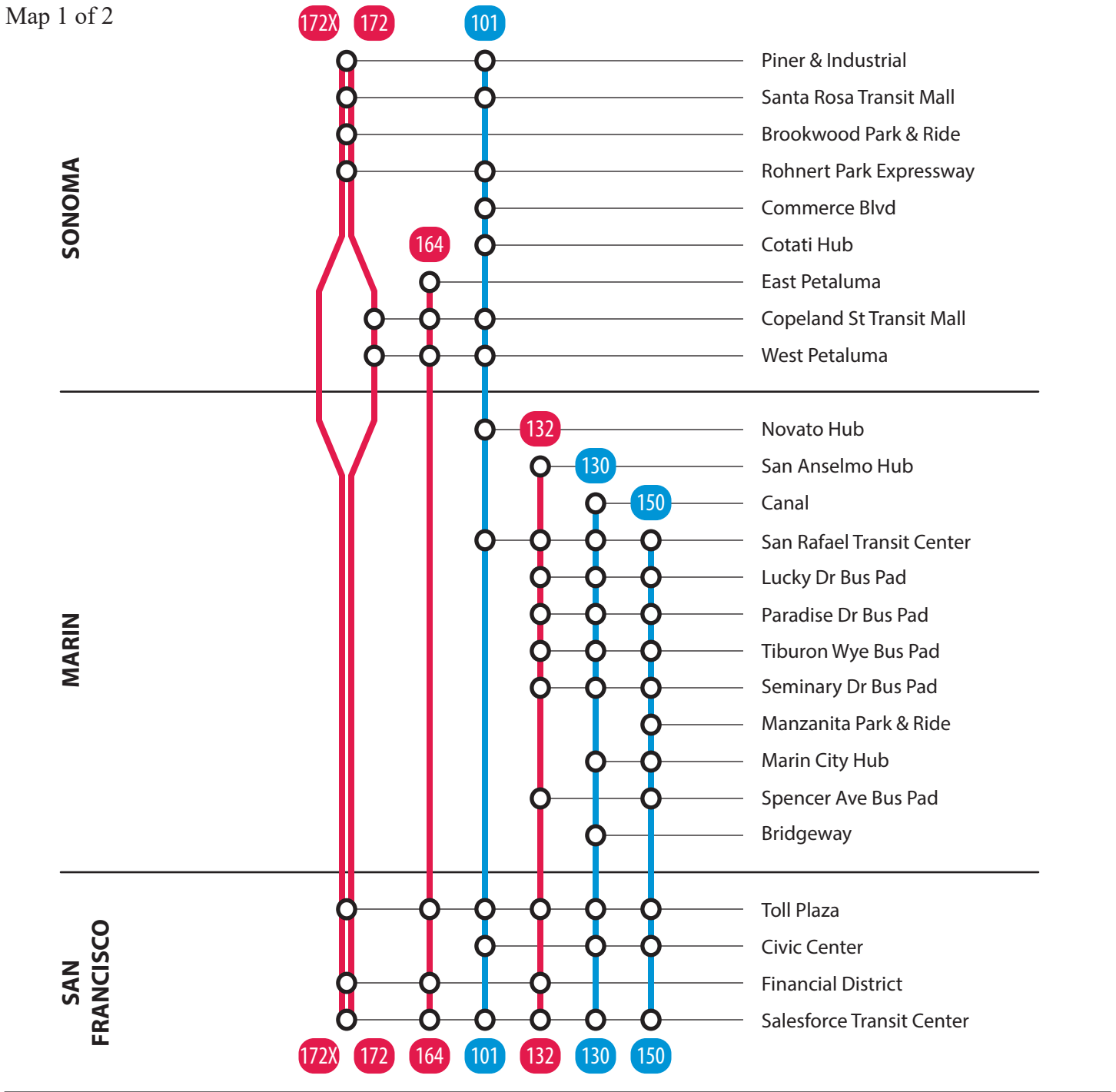
The District received three (3) comments unrelated to the Proposal:

- ***UCSF/S.F. Muni Connections (1)***
- ***Marin Headlands/S.F. Muni Connections (1)***
- ***Amtrak/BART/AC Transit Connections (1)***

These comments are beyond the scope of the MASCOTS Plan.

Appendix B MASCOTS Plan – Existing Conditions

Map 1 of 2



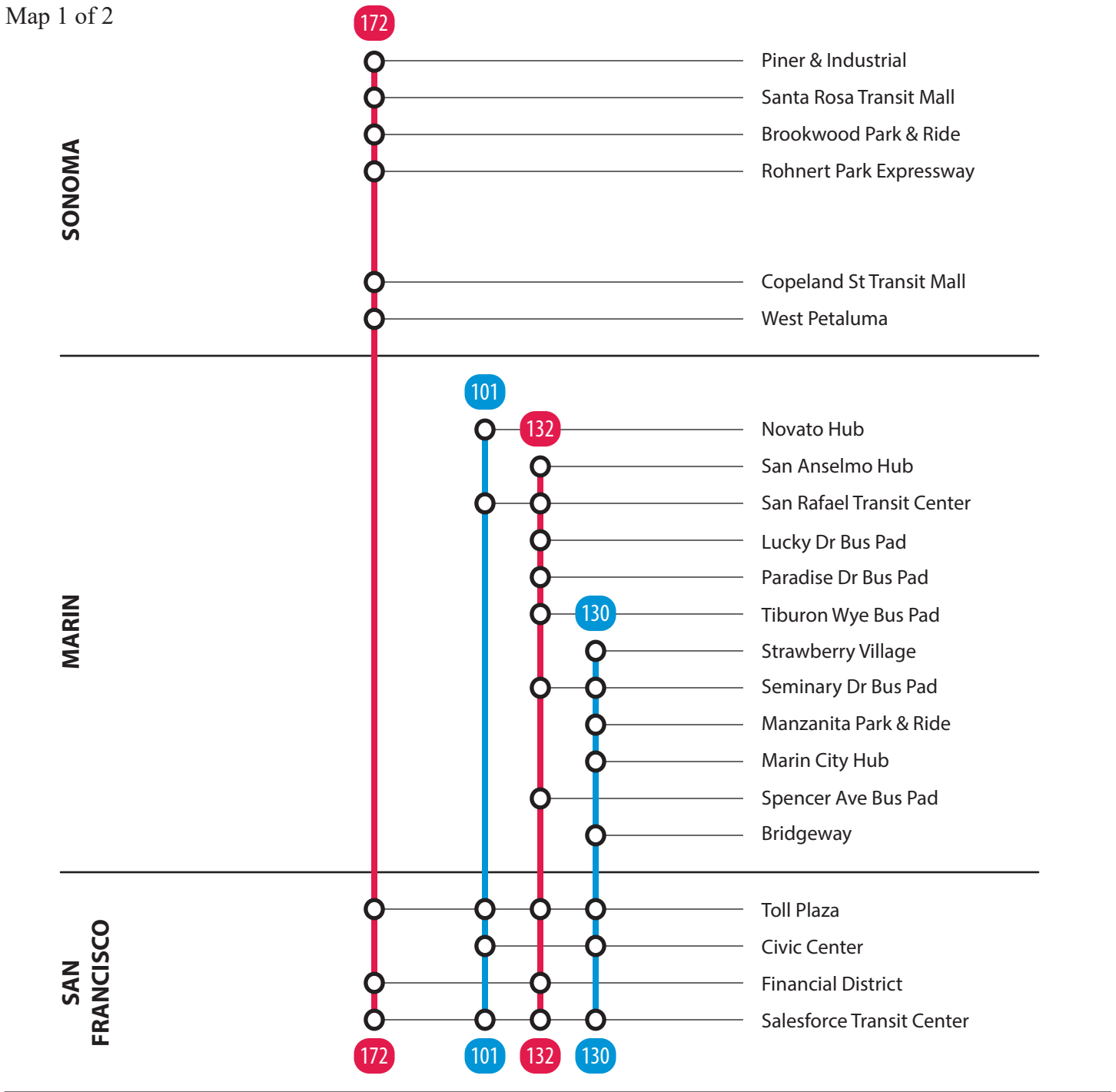
Map 2 of 2



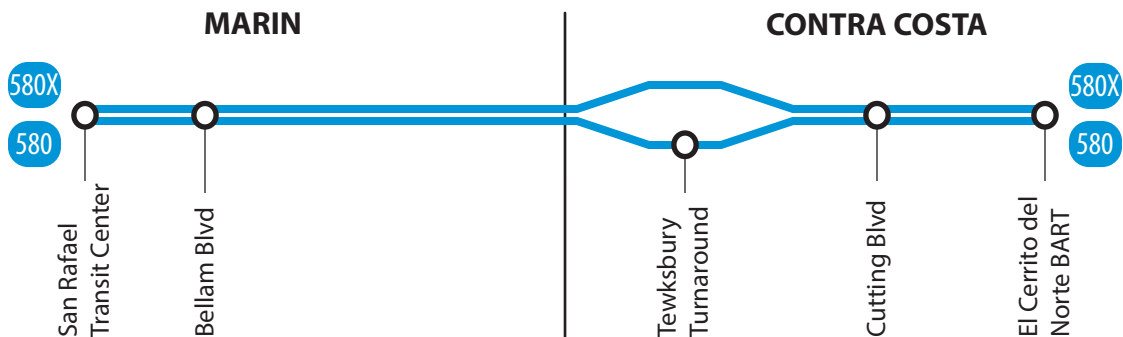
Note: Routes 114 and 154 and Golden Gate Ferry are not shown. No changes to these routes are proposed.

Appendix B MASCOTS Plan – Proposed Conditions

Map 1 of 2



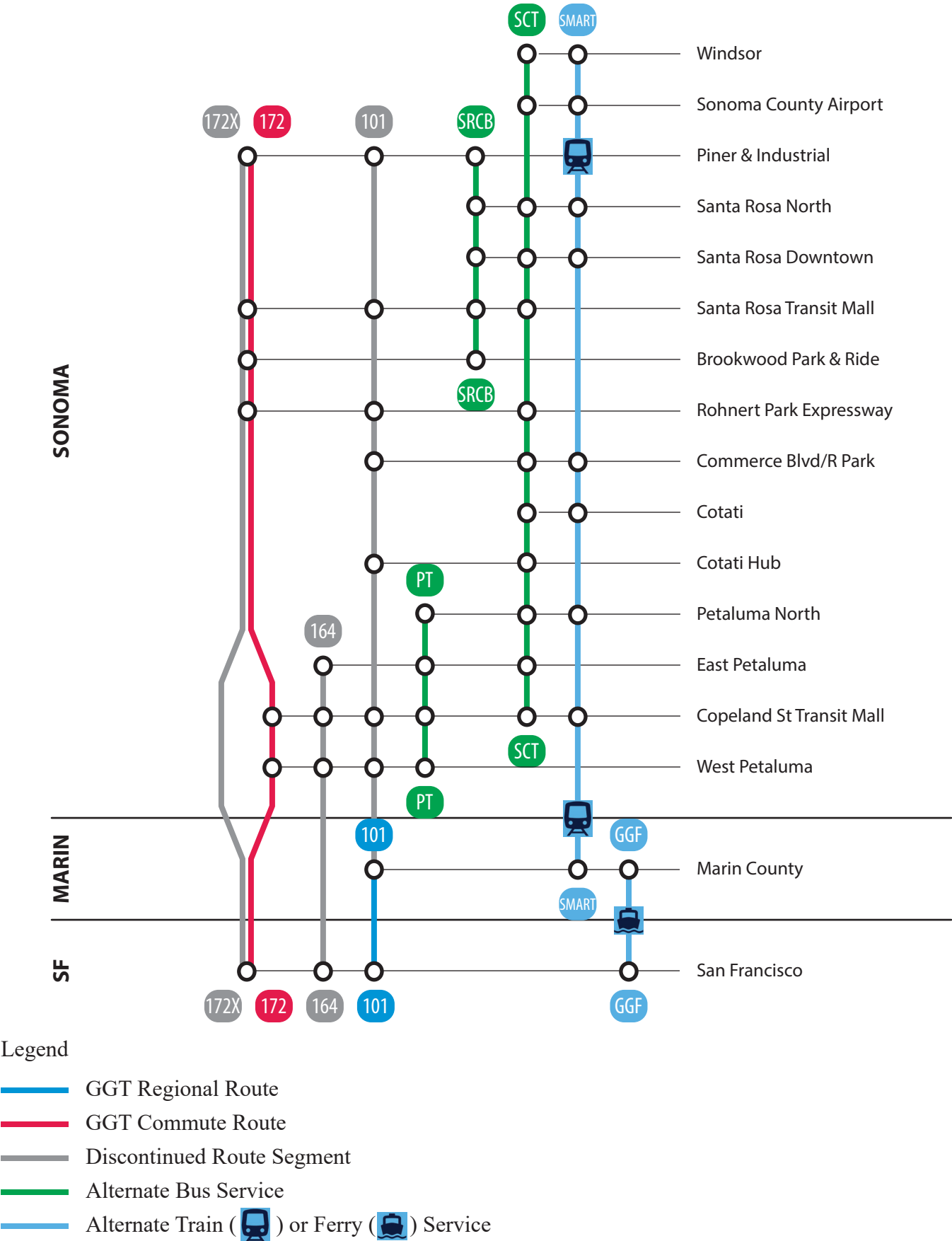
Map 2 of 2



Note: Routes 114 and 154 and Golden Gate Ferry are not shown. No changes to these routes are proposed.

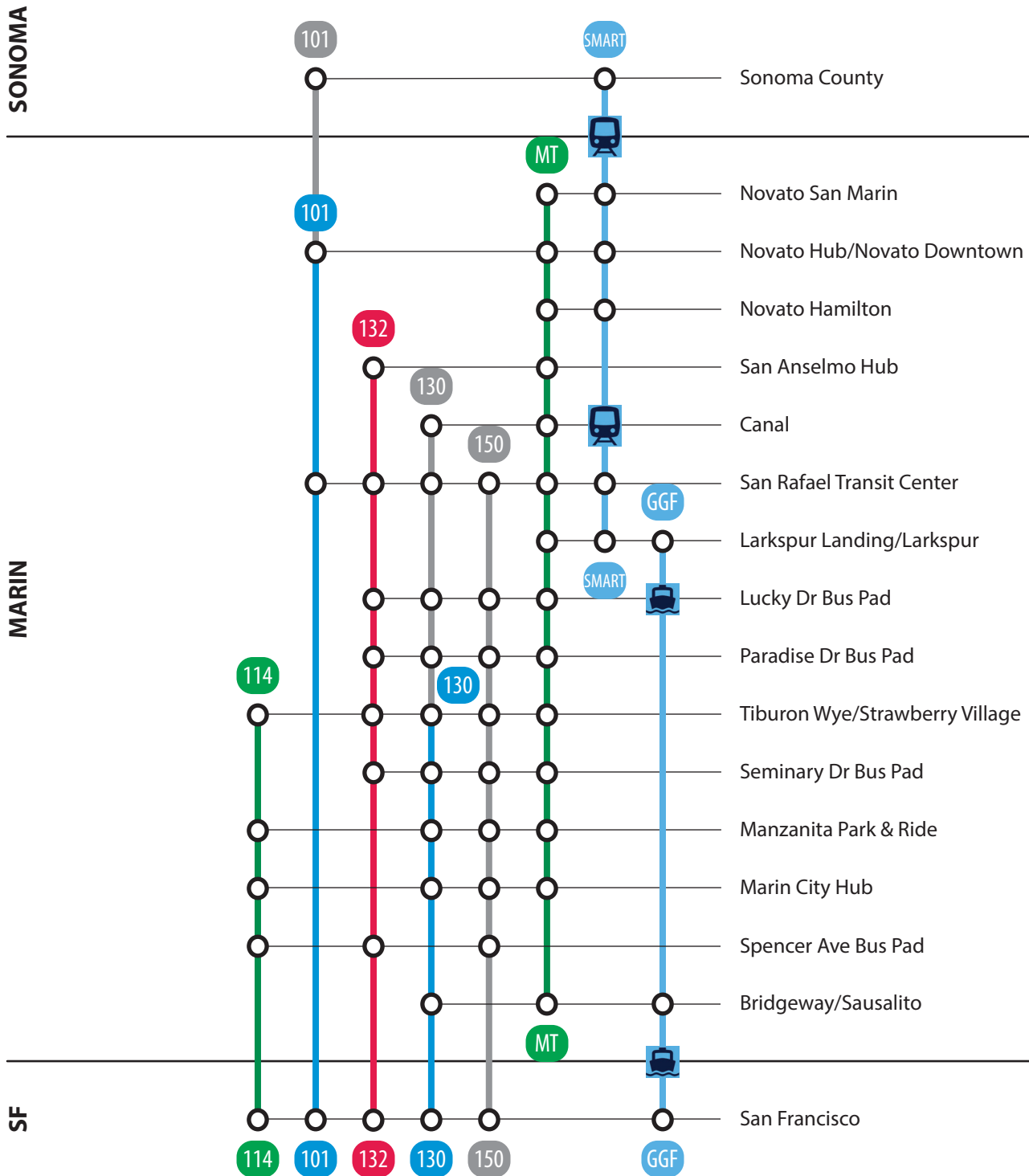
Appendix B MASCOTS Plan – Detail of Proposed Changes, Sonoma County

Map 1 of 3





Appendix B MASCOTS Plan – Detail of Proposed Changes, Marin County

Map 2 of 3

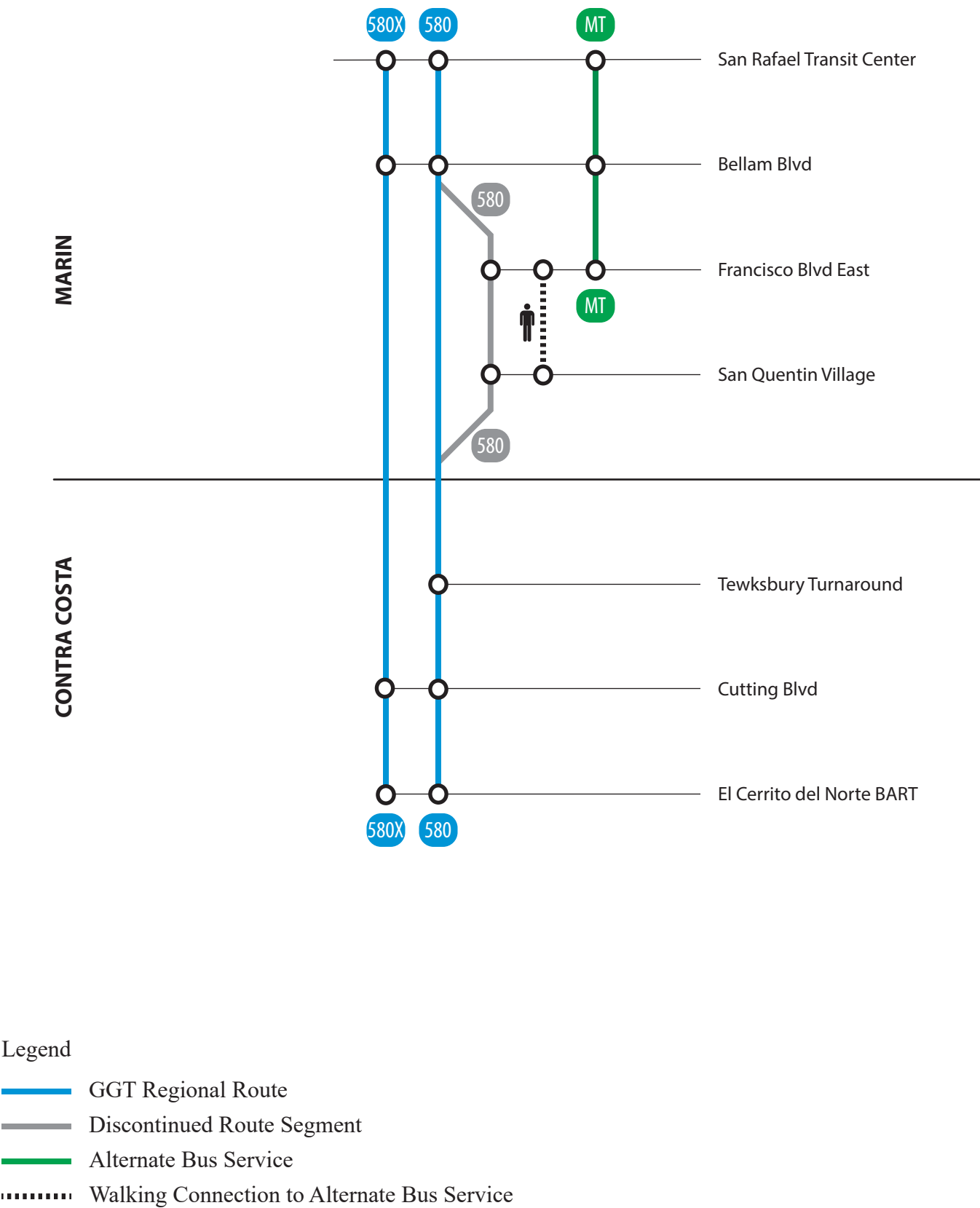


Legend

- GGT Regional Route
- GGT Commute Route
- Discontinued Route Segment
- Alternate Bus Service
- Alternate Train () or Ferry () Service

Appendix B
MASCOTS Plan – Detail of Proposed Changes, Richmond Bridge

Map 3 of 3



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Appendix C

Major Service Change Analysis

The MASCOTS Plan proposes routing and/or schedule changes to Routes 101, 130, 172, 580, and 580X and the discontinuation of Routes 150, 164, and 172X. These service changes would position GGT to better serve the regional travel market in Marin and Sonoma Counties by (1) focusing service in areas with the highest ridership potential, (2) reducing unproductive service, and (3) decreasing duplication with other transit agencies. There would be no overall change in GGT service hours. If approved after the public hearing, these changes would take effect in April 2026.

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. The Major Service Change Policy derived from that 2013 action and its impact on the proposed changes are discussed below. 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. Description of Golden Gate Transit 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. Currently, Commute routes include Routes 114, 132, 154, 164, and 172/172X.
- *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 580/580X. Routes 580 and 580X service, which operates between Marin and Contra Costa Counties, is supported by both MTC Regional Measure 2 and Regional Measure 3 funds.

II. Major Service Change Analysis for the MASCOTS Bus Service Changes

The MASCOTS Plan proposes routing and/or schedule changes to Routes 101, 130, 172, 580, and 580X and the discontinuation of Routes 150, 164, and 172X, as shown in Table 1.

Table 1: Detail on Proposed MASCOTS Plan Service Changes

Route	Alignment Change	Frequency Change	Alternate Service
101	Discontinue service between Novato and Santa Rosa.	Improve to every 30 minutes between San Rafael and San Francisco, plus weekday peak service every 15 minutes. No change between Novato and San Rafael (every 30 minutes during weekday peak periods and every 60 minutes at other times).	Enhanced service on SMART between Novato and Santa Rosa; Sonoma County Transit Routes 10, 44, 48, and 48X; Santa Rosa CityBus Route 10.
130	Discontinue service between San Rafael and Strawberry, and add a stop at Manzanita Park & Ride	Improve to every 30 minutes most of the day, with no change (hourly) in the later evening.	Enhanced service on GGT Routes 101 and 132, and Marin Transit Routes 35 and 71.
132	No changes.	One additional southbound trip and 2 additional northbound trips.	N/A
150	Discontinue route and reinvest resources in Route 130.	N/A	Enhanced service on GGT Routes 101, 130, and 132, and Marin Transit Route 71.
164	Discontinue route.	N/A	Enhanced service on GGT Route 172, and Petaluma Transit Routes 3 and 33.
172	Incorporate previous Route 172X service.	Improve to every 20-30 minutes during weekday peak periods (9 trips per direction).	N/A
172X	Discontinue route and add service to Route 172.	N/A	Enhanced service on GGT Route 172.
580	Move service from Francisco Blvd. E. to I-580 between Bellam Blvd. and Richmond Bridge (current Route 580X alignment).	Add at least 2 westbound and 5 eastbound trips on weekdays, replacing most Route 580X service.	Marin Transit Route 23.
580X	N/A	3 westbound morning trips only; all other trips converted to Route 580.	GGT Route 580.

III. Analysis Methodology

The District's Major Service Change Policy states:

- 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."

This analysis focuses on the District's Major Service Change definition. First, staff has determined that, based on revenue mile changes, the only routes that could be considered as undergoing a major service change (a reduction or increase of 25% or more in total vehicle revenue miles) are Routes 130, 150, 164, and 172/172X, as demonstrated in Table 2.

Table 2: Revenue Mileage Change by Route

Route	Current Rev Mi		Weekly Total	Proposed Rev Mi		Weekly Total	% Δ
	M-F	SSH		M-F	SSH		
101	2,702.0	2,333.6	18,177.2	2,510.2	1,830.3	16,211.8	-10.8%
130	816.8	770.1	5,624.2	1,131.2	918.4	7,492.8	33.2%
132	302.2	0.0	1,510.8	367.8	0.0	1,839.2	21.7%
150	681.0	453.7	4,312.5	0.0	0.0	0.0	-100.0%
164	179.0	0.0	895.1	0.0	0.0	0.0	-100.0%
172/172X	865.9	0.0	4,329.7	1,118.0	0.0	5,589.9	29.1%
580/580X	570.9	416.1	3,686.7	605.3	393.7	3,813.9	3.5%
Total	>>>	>>>	38,536.2	>>>	>>>	34,947.6	-9.3%

Note: Highlighted cells are routes with a 25% or larger change in revenue miles.

Staff has reviewed the replacement service offered for the four routes whose total vehicle revenue miles are changing by 25% or more based on these five characteristics (headways, fare, transfer options, span of service, and stops served), as shown below:

Table 3-1: Replacement Service Characteristics – Route 130

Route	Headways	Fare	Transfer Options	Span of Service	Stops Served
Current					
130	30-60	\$2.00, \$5.75, \$8.75	SRTC, Marin City, Toll Plaza, SFTC	5:27a – 12:55a	San Rafael – Hwy. 101 – Marin City – Sausalito – San Francisco
Proposed					
101	15-30	\$5.75, \$8.75	SRTC, Toll Plaza, SFTC	4:46a – 1:47a	San Rafael – San Francisco
130	30-60	\$2.00, \$5.75, \$8.75	Strawberry, Marin City, Toll Plaza, SFTC	5:23a – 12:50a	Strawberry – Marin City – Sausalito – San Francisco
132	30-60	\$2.00, \$5.75, \$8.75	SRTC, Toll Plaza, SFTC	5:05a – 9:59a, 2:11p – 7:33p	San Rafael – Hwy. 101 – San Francisco
MT 35	5-30	\$2.00	SRTC	5:08a – 2:25a	San Rafael
MT 71	30-60	\$2.00	SRTC, Marin City	5:31a – 12:53a	San Rafael – Hwy. 101 – Marin City

Table 3-2: Replacement Service Characteristics – Route 150

Route	Headways	Fare	Transfer Options	Span of Service	Stops Served
Current					
150	60	\$2.00, \$5.75, \$8.75	SRTC, Marin City, Toll Plaza, SFTC	4:52a – 10:07p	San Rafael – Hwy. 101 – Marin City – San Francisco
Proposed					
101	15-30	\$5.75, \$8.75	SRTC, Toll Plaza, SFTC	4:46a – 1:47a	San Rafael – San Francisco
130	30-60	\$2.00, \$5.75, \$8.75	Strawberry, Marin City, Toll Plaza, SFTC	5:23a – 12:50a	Strawberry – Marin City – San Francisco
132	30-60	\$2.00, \$5.75, \$8.75	SRTC, Toll Plaza, SFTC	5:05a – 9:59a, 2:11p – 7:33p	San Rafael – Hwy. 101 – San Francisco
MT 71	30-60	\$2.00	SRTC, Marin City	5:31a – 12:53a	San Rafael – Hwy. 101 – Marin City

Table 3-3: Replacement Service Characteristics – Route 164

Route	Headways	Fare	Transfer Options	Span of Service	Stops Served
Current					
164	60	\$3.00, \$5.75, \$14.75	Copeland Transit Mall, Toll Plaza, SFTC	6:15a – 8:57a, 4:04p-6:58p	Petaluma – San Francisco
Proposed					
172	20-30	\$3.00, \$5.75, \$14.75	Copeland Transit Mall, Toll Plaza, SFTC	4:10a – 9:23a, 2:08p – 7:44p	Petaluma – San Francisco
PT 3	60	Free	N/A	6:30a – 7:55p	Petaluma
PT 33	60	Free	N/A	7:00a – 8:25p	Petaluma

Table 3-4: Replacement Service Characteristics – Route 172

Route	Headways	Fare	Transfer Options	Span of Service	Stops Served
Current					
172	30-60	\$3.00, \$5.75, \$14.75	Santa Rosa Transit Mall, Copeland Transit Mall, Toll Plaza, SFTC	4:10a – 9:23a, 2:08p – 7:44p	Santa Rosa – Rohnert Park – Petaluma – San Francisco
172X	60	\$3.00, \$5.75, \$14.75	Santa Rosa Transit Mall, Toll Plaza, SFTC	6:07a – 8:53a, 4:07p – 7:07p	Santa Rosa – Rohnert Park –San Francisco
Proposed					
172	20-30	\$3.00, \$5.75, \$14.75	Santa Rosa Transit Mall, Copeland Transit Mall, Toll Plaza, SFTC	4:10a – 9:23a, 2:08p – 7:44p	Santa Rosa – Rohnert Park – Petaluma – San Francisco

Tables 3-1 through 3-4 demonstrate that the third bullet point above is satisfied because fares, transfer options, and stops served remain the same, and that span of service and headways improve in the case of all four routes. Therefore, the proposed changes to these four routes do not constitute a major service change based on District policy.

IV. Conclusion

The service changes proposed as part of the MASCOTS Plan do not constitute a major service change, and therefore no equity analysis is required.

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