



(For Board Meeting of July 8, 2005)

**SUMMARY OF RECOMMENDATIONS**  
**MEETING OF THE TRANSPORTATION COMMITTEE/**  
**COMMITTEE OF THE WHOLE**  
**THURSDAY, JULY 7, 2005**  
**(CHAIR HAROLD C. BROWN, JR.)**

**Item No. 1**

Authorize the setting of a Public Hearing on Thursday, August 11, 2005, at 5:00 p.m., at the Whistlestop Activities Room, 930 Tamalpais Avenue, San Rafael, CA, to receive public comment on a proposal to eliminate Golden Gate Transit regional commute shuttle bus Routes 32 and 34.

**Action by the Board – Resolution**

**Item No. 2**

Approve provision of special event ferry service to SBC Park for the Dave Matthews Band concerts on August 12 and August 13, 2005, with the understanding that revenues for this special event service will be sufficient to cover operational costs associated with providing this service.

**Action by the Board – Resolution**



Agenda Item No. 2

To: Transportation Committee/Committee of the Whole  
Meeting of July 7, 2005

From: Alan Zahradnik, Director of Planning  
Susan C. Chiaroni, Deputy General Manager, Bus Division  
Celia G. Kupersmith, General Manager

Subject: **AUTHORIZE THE SETTING OF A PUBLIC HEARING RELATIVE TO  
THE PROPOSED CANCELLATION OF GOLDEN GATE TRANSIT  
TRANSBAY COMMUTE SHUTTLE BUS ROUTES 32 & 34**

### **Recommendation**

The Transportation Committee recommends the Board of Directors authorize the setting of a public hearing on Thursday, August 11, 2005, for the purpose of receiving public comment on a staff proposal to eliminate Golden Gate Transit (GGT) transbay commute shuttle bus Routes 32 and 34 in December 2005 due to low ridership. Staff suggests the hearing be held at 5:00 p.m. and take place at a location which is immediately adjacent to the San Rafael Transit Center where both routes begin and end their trips.

This matter will be presented to the Board of Directors at its July 8, 2005, meeting for appropriate action.

### **Summary**

GGT commute Routes 32 and 34 are well below productivity standards for commute service (generally 20 passengers per trip or per hour). Both routes carry less than 5 riders per bus trip and less than 12 riders per hour, which have a subsidy per passenger trip of \$32.29 for Route 32 and \$12.57 for Route 34. These routes represent an expensive commitment of peak period resources for a very small number of passengers. It is proposed to eliminate all service on both routes in December 2005.

In April 2005, Route 32 averaged 1.9 passengers per trip on its 10 daily trips between Peacock Gap and the San Rafael Transit Center (SRTC). The most heavily used trip on this route carried 3 riders. In April 2005, Route 34 averaged 4.9 passengers per trip on its 14 daily trips between Santa Venetia and SRTC. The most heavily used trip on this route carried 16 riders. These Route 34 figures include San Francisco transbay commute riders as well as local Marin riders, including about a dozen local students on the 7:00 a.m. Route 34 trip. The following table shows

the average ridership per trip for each route during April 2005, the most recent entire month for which statistics are available.

	<b>A.M. Peak Marin-SF</b>	<b>A.M Peak Marin Local</b>	<b>A.M. Peak All Riders</b>	<b>P.M. Peak SF-Marín</b>	<b>P.M. Peak Marin Local</b>	<b>P.M. Peak All Riders</b>
<i>Route 32</i>	2.4	0.6	3.0	2.1	0.7	2.8
<i>Route 34</i>	1.1	4.7	5.8	0.8	3.3	4.1

Until November 2003, GGT commute Routes 32 and 34 provided direct peak-hour commute service to the San Francisco Financial District from the Peacock Gap/Glenwood and Santa Venetia sections of San Rafael, respectively. Although these routes were initially identified for elimination in the Phase 2 Service Reduction Program due to low ridership, the routes were instead modified to become commute shuttles to SRTC as a means to preserve transit options for residents of the two areas. Passengers from Peacock Gap and Santa Venetia now connect with other San Francisco-bound buses at SRTC to continue their trip.

Route 32 is the only regularly scheduled bus service through the Peacock Gap/Glenwood area of San Rafael. It has some local ridership, including a few riders heading to Peacock Gap in the morning. Route 34 service to Santa Venetia is complemented by midday service on local bus Route 33, which is contracted by the Marin County Transit District (MCTD). Route 34 carries as many or more local riders as it does San Francisco-bound passengers. Ridership has continued to decline on both routes such that it is no longer an effective use of peak period resources to continue these services.

Over the past 18 months, three of the 13 daily round trips with extremely low patronage were eliminated from the two routes to improve service efficiency. Effective June 13, 2005, there are 4 weekday peak-period round trips on Route 32 and 6 on Route 34.

Because there is some local travel on these two routes, District staff has advised MCTD of the potential elimination of the routes. In the event MCTD chooses to provide substitute local service, San Francisco-bound riders would still be able to reach SRTC to connect to other GGT buses. If MCTD chooses not to provide substitute local service, San Francisco-bound commuters could either drive to park and ride lots near SRTC where alternate transbay bus service is available or drive to the Larkspur Ferry Terminal and use Golden Gate Ferry.

***Implementation Timeline and Public Outreach***

Staff recommends this service reduction be implemented in December 2005. Final Board action would need to occur by the end of September 2005. In order to meet this timeline, staff recommends a public hearing be held on Thursday, August 11, 2005. Staff recommends that the hearing be held at 5:00 p.m. in San Rafael in the vicinity of SRTC. Staff is finalizing the location options so that passengers returning from San Francisco to participate in the public hearing can catch a Route 32 or 34 bus home. Following the public hearing, staff would prepare a subsequent staff report and schedule for Transportation Committee consideration at its September 8, 2005, meeting. Subsequent action by the Board of the Directors would take place on September 23, 2005.

Public hearing outreach will include the required legal notice, notification to our Passenger Advisory Committees, an article in the *Golden Gate Gazette*, posters/signage at the SRTC, email notification, website content, and press releases. During the comment period, the District's standard methods of receiving comments, including the online comment form, letters, and faxes, would be available and, because the public hearing would be held in the summer months, an additional form of outreach – direct contact with affected passengers – is planned. Information would be distributed to Route 32 and 34 passengers during morning and evening commute periods.

**Fiscal Impact**

This recommendation to eliminate Routes 32 and 34 which have a subsidy per passenger trip of \$32.29 and \$12.57 respectively has been identified in the FY 05/06 budget as a cost savings measure. The projected six-month expense reduction between December 12, 2005, and June 30, 2006, is estimated to be \$183,960. If all existing bus riders on these routes discontinue riding GGT, fare revenue would decrease by about \$20,000 during this same time period.



Agenda Item No. 3

To: Transportation Committee/Committee of the Whole  
Meeting of July 7, 2005

From: James P. Swindler, Deputy General Manager, Ferry Division  
Celia G. Kupersmith, General Manager

Subject: **APPROVE PROVISION OF SPECIAL EVENT FERRY SERVICE TO SBC  
PARK ON AUGUST 12 AND 13, 2005**

### **Recommendation**

The Transportation Committee recommends that the Board of Directors approve provision of special event ferry service for the Dave Matthews Band concerts at SBC Park on August 12<sup>th</sup> and 13<sup>th</sup>, 2005, with the understanding that revenues for this special event service will be sufficient to cover operational costs associated with providing the service.

This matter will be presented to the Board of Directors at its July 8, 2005, meeting for appropriate action.

### **Summary**

In response to numerous requests for service, staff recommends providing special event ferry service to both Dave Matthews Band concerts at SBC Park on Friday, August 12, 2005 and Saturday, August 13, 2005. The total cost, including fuel, crew and any additional shoreside personnel, to operate a vessel one round trip is \$4,000. Using the recently established one way special event fare of \$7.00 for SBC Park Baseball Service, it will be necessary for us to sell approximately 600 one way tickets to cover the cost of providing this service.

The service will be provided from the Larkspur Ferry Terminal to SBC Park. One round trip will be provided for each concert. The Ferry Division will use a Spaulding Class vessel for this event, providing space for approximately 700 passengers.

In the past the Ferry Division has provided service for special events held at SBC Park, including the Rolling Stones for which a sufficient number of tickets were sold to break even. Based the many inquiries we have had with respect to this concert, staff anticipates that enough tickets will be sold to at least cover the cost of the service.

**Fiscal Impact**

Providing a sufficient number of tickets are sold for this event, there will be no impact on the FY 05/06 budget. Budget adjustments to the FY 05/06 Ferry Division Operating Budget for revenues and expenses associated with this event will be adjusted accordingly.

Projected revenue with 600 one way tickets at \$7.00 is anticipated to be \$4,200 and will be sufficient to cover expenses for each Dave Matthews special event ferry trip. If more than 600 one way tickets are sold, this will result in additional revenue for the Ferry Division.