



(For Board Meeting of October 14, 2005)

SUMMARY OF RECOMMENDATIONS
MEETING OF THE TRANSPORTATION COMMITTEE/
COMMITTEE OF THE WHOLE
THURSDAY, OCTOBER 13, 2005
(CHAIR HAROLD C. BROWN, JR.)

Item No. 1

Authorize award of Contract No. 2006-BT-6, *Luggage Bay Bicycle Racks*, to Sportworks, Woodinville, WA, as a sole source, for the purchase of 54 MCI luggage bay bicycle racks, in an amount not to exceed \$200,000, with the understanding that this project is 100% grant funded.

Action by the Board – Resolution

Item No. 2

Grant authority to the General Manager to approve requests for special event ferry service to SBC Park; and, amend Master Ordinance 2005 accordingly, as outlined in the staff report.

Action by the Board – Resolution



Agenda Item No. 2

To: Transportation Committee/Committee of the Whole
Meeting of October 13, 2005

From: Susan C. Chiaroni, Deputy General Manager, Bus Division
Celia G. Kupersmith, General Manager

Subject: **AUTHORIZE AWARD OF CONTRACT NO. 2006-BT-6, LUGGAGE BAY
BICYCLE RACKS, TO SPORTWORKS**

Recommendation

The Transportation Committee recommends that the Board of Directors approve a sole source purchase for 54 MCI luggage bay bicycle racks to Sportworks of Woodinville, Washington in an amount not to exceed \$200,000.00. Funds (80% FTA, 20% Transportation Fund for Clean Air) have been allocated for the Project and are included in the Fiscal Year 2005/2006 Bus Division Capital budget.

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

Summary

Currently the District owns and operates fifty-two (52) 45-foot MCI coaches. The MCI coaches have the highest seating capacity and are placed on routes that often carry full passenger loads. Currently all District coaches except the MCI's are equipped with bicycle racks.

California law precludes the installation of front or rear mounted bicycle racks on coaches 45-feet in length. The District has researched Assembly Bill 1409, which could grant permission to use front mounted bicycle racks on 45-foot coaches on specific routes. However, the review committee denied this request based on maneuverability and safety issues for various routes, particularly in San Francisco.

In light of cancellations to service over the past two years, the District has placed the MCI coaches on trips that have experienced a reduction in service in order to mitigate having fewer buses operate on a specific route. This means fewer buses with bicycle rack accommodations. Currently, customers traveling with bicycles may experience a thirty minute wait during commute hours in order to board a bus equipped with a bicycle rack.

Sportworks has developed a bicycle rack that is specifically designed for MCI coaches. The

Sportworks MCI series bicycle rack can accommodate two bicycles and was designed exclusively for the luggage bays of MCI coaches. This design will provide safe and secure bicycle transport without adding to the existing length of the coach. In addition, by installing the MCI "luggage bay racks" the District can encourage customers to utilize all of our service as part of a multi-modal commute option. Customers would be able to have full knowledge that our service was entirely bicycle accessible. Furthermore, the District will be able to schedule equipment based on service needs without having to consider whether or not the assigned bus can accommodate bicycles for a specific route or community.

The specific bicycle racks required for the MCI buses are available only from the manufacturer and exclusive distributor, Sportworks, and meets the definition for a sole source procurement in Section VI.A.1 of the District's Procurement Manual. The District's Attorney concurred that this procurement meets the sole source criteria, and staff has determined that the price is fair and reasonable after conducting a price analysis and recommends award of this contract to Sportworks.

Fiscal Impact

This project is 100% grant funded. Funds in the amount of \$300,000 (80% FTA, 20% Transportation Fund for Clean Air) have been allocated for the Project and are included in the Fiscal Year 2005/2006 Bus Division Capital budget. Funds in the amount of \$200,000 have been set aside for the award of this contract to Sportworks for the purchase of 54 bicycle racks (two to be kept as spares). The balance of funds to be used for installation costs.



Agenda Item No. 3

To: Transportation Committee/Committee of the Whole
Meeting of October 13, 2005

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

Subject: **AUTHORIZE GENERAL MANAGER TO APPROVE SPECIAL EVENT
FERRY SERVICE REQUESTS, AND AMEND THE MASTER
ORDINANCE 2005**

Recommendation

The Transportation Committee recommends that the Board of Directors amend the Master Ordinance to grant authority to the General Manager to approve requests for special event ferry service to SBC Park, with the understanding that requests will be granted only when it has been established that there is sufficient interest in the event by the public; the revenue generated will, at minimum, cover all costs including any marketing/advertising; the service will not impact regularly scheduled commute or SBC service; and the fare for the event will be equal to that charged for SBC Park baseball events.

The proposed revision to the Master Ordinance is attached.

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

Summary

Several times a year a variety of special events are held at SBC Park, and the District receives requests to operate ferry service. Currently the Master Ordinance specifies that Board approval is required to grant these requests. In order to process requests more efficiently and to allow maximum time to market the service, it is recommended that the General Manager be granted authority to approve such requests. Such decisions will be made consistent with the following guidelines:

1. Sufficient public interest in the event has been expressed and a demonstrated advantage exists for patrons to use the ferry to attend the event. Prior history of similar events will be a consideration.

2. The service will generate sufficient revenues to at least cover the operating costs including: fuel, labor, docking fees, and any other miscellaneous costs, including administration, security and overtime.
3. Advertising and marketing costs, if needed, will be covered in the cost of the fare. Normally, the District offers service to these special events as a result of local interest, and therefore there is no need to incur additional cost for this purpose. However, if it were determined that marketing were necessary, the cost will be included in the financial break-even analysis.
4. The service will not impact regularly scheduled commute or SBC Park baseball service.
5. The fare for these special events will be the same special event fare set for the SBC Park baseball games, as established by the Board on a periodic basis.

While the cost associated with each event varies, depending on the time and day, the total cost to operate one round-trip is generally \$4,900. This is based on an eight-hour day with a crew of five. Therefore, the District needs to sell approximately 350 round-trip tickets to break even. For each of the two recent Dave Matthews concerts an average of 340 tickets per concert were sold. In 2002, an average of 450 round-trip tickets were sold for each of two Rolling Stones concerts.

The service is normally operated from the Larkspur Ferry Terminal using one of the Spaulding Class vessels which has a capacity of 700 passengers.

Fiscal Impact

Providing a sufficient number of tickets are sold for each event, there will be no fiscal impact on the Ferry Division budget. Based on current costs, projected revenue for 350 round-trip tickets at the present \$7 (one way) SBC Park ticket price is anticipated to be \$4,900 and will be sufficient to cover the average cost for a special event ferry trip. If more than 350 round-trip tickets are sold, this will result in additional revenue.

Attachment

Attachment

PROPOSED AMENDMENT TO MASTER ORDINANCE

Section III.F.2, Special Event Ferry Service, SBC Park, is amended to read as follows (revisions in **boldface**):

2. SBC PARK. The District shall provide direct ferry service between Larkspur and SBC Park for Giants baseball games and other special events. The **General Manager**~~Board~~ will determine the ~~number of games and~~ special events to be served, **based upon a showing that there is sufficient public interest in the event; the revenue generated will cover all operating costs and any marketing/advertising; and the service will not impact regularly scheduled commute or existing SBC service.** Fares for this service are set to cover the total cost of the service and will be updated as needed by the Board. The following SBC Park one-way fare schedule is hereby established (resolution number 2005-01), effective February 25, 2005.

Basic Fare: ~~\$7.00~~**\$6.50** Age 6 and up, without allowing the use of discounts.

Child Fare: Free Up to 2 children ages 5 and under with a fare-paying adult. The fare for additional children is \$6.50 each.