

Agenda Item No. 1b
For: November 20, 2008

BUS PASSENGERS ADVISORY COMMITTEE (BPAC)

Agenda for Wednesday, October 15, 2008

Convene at 6:00 p.m. – Adjourn by 8:00 p.m.
Conference Room – Administration Building
1011 Andersen Drive, San Rafael, CA 9901



MEMBERS, PLEASE BE SURE TO LET US KNOW WHETHER YOU PLAN TO ATTEND. (415) 257-4417

Co-Chairpersons: Ted McLean and Hobart Bartshire

Marin County: Hobart Bartshire, Marcus Ferrone, Michael Ham, Stanton Klose, Dan Knight, Edwin “Ted” McLean, Jo Trotter, Michael Wall, Don Wilhelm

Sonoma County: Win Archibald, Michelle Donnelly, Matt Rogina, Jr., Christina Rivera

San Francisco and East Bay: Jim Stone

1. Roll Call (5 minutes)
2. Bus Stopper¹ (5 minutes)
3. Outstanding Business (30 minutes)
 - a. GGT Passenger Survey of Bus and Ferry Riders and Non-Riders
 - b. New Fare Media to Replace Ticket Books – Fall/Winter 2008
 - c. Other
4. New Business (50 minutes)
 - a. Current GGT Ridership Trends and Potential Regional Service Changes
 - b. Other
5. Review of Events and Announcements
6. Public Comment (2 minutes per speaker)
7. Adjourn

Next Meeting: Wednesday, November 19, 2008

¹ Members to submit observed problem in bus operations, preferably in writing, and provide a verbal summary in less than 2 minutes

BUS PASSENGERS ADVISORY COMMITTEE (BPAC)

Meeting Summary of Wednesday, May 21, 2008



Committee Members Present:

Marin County Hobart Bartshire, Marcus Ferrone, Stanton
 Klose, Dan Knight, Edwin "Ted" McLean, Michael Wall, Don Wilhelm

Sonoma County Winifred Archibald

District Staff Present: Ron Downing, Principal Planner; Helen Haas, Customer Relations Supervisor

1. Roll Call: Ted McLean opened the meeting at 6:12 p.m., noting that eight members were present, and therefore there was a quorum. Mr. McLean made a motion to accept the meeting summary of March 19, 2008, and Dan Knight seconded that motion. BPAC members unanimously approved accepting the meeting summary.

2. Bus Stopper: No Bus Stopper items were presented at the meeting.

3. Outstanding Business:

- a. GGBHTD Toll Increase Proposal and Discussion of Potential BPAC Position/Comments: Ron Downing reviewed the District's proposed toll increase on the Golden Gate Bridge, noting that two components were under consideration. The first component is a \$1.00 increase in the rate, which is expected to close the District's \$89 million deficit over the next five years. This increase should sustain the present level of bus and ferry transit service. The second component is a variable toll intended to be applied only during periods of congestion. Federal funding to the City and County of San Francisco for the Doyle Drive project is contingent on the implementation of a variable toll on the Golden Gate Bridge. After some discussion on the variable toll concept, BPAC members felt they did not have enough information to support such a toll. Concerns were expressed regarding the duration of the variable toll, whether it was the only condition of San Francisco receiving federal funds for Doyle Drive, whether it might not be a good public relations move because North Bay residents would bear the burden of a project in San Francisco, and whether other information might be available.

BPAC members recognized the importance of sustaining the current level of bus and ferry service. Don Wilhelm made a motion that BPAC support the \$1.00 toll increase because of its linkage to continued bus and ferry service. This motion was seconded by Hobart Bartshire and unanimously adopted by the committee. Mr. Wilhelm indicated that he would work with District staff to develop a comment letter for inclusion in the public comment record for the Public Hearing on the \$1.00 toll increase.

BPAC members were not able to reach consensus on whether or not to support the variable toll. Michael Wall offered to collect comments from members and submit them on behalf of BPAC. District staff noted that these comments should come from individuals, not BPAC, since the committee had not taken any formal action on the variable toll. This discussion was concluded by noting that BPAC members could submit comments on the variable toll as long as they were not perceived as representing the committee as a whole.

- b. GGT Passenger Survey of Bus and Ferry Riders and Non-Riders: Mr. Downing announced that a consultant has been selected for this project and a contract awarded. Corey, Canapary and Galanis (CC&G) of San Francisco will be conducting the survey. This firm received high marks from a large number of other Bay Area transit agencies they have contracted with for past studies. Kickoff meetings started April 28 and the actual survey work will take place in September and October.
- c. New Fare Media to Replace Ticket Books: Mr. Downing next reviewed the new ticket media that will be introduced with the new GFI fareboxes later this year. He provided graphic samples of what the new ticket media will look like. Because the new fareboxes will not be able to read tickets from Ride Value books, magnetic stripe stored-value tickets will replace the ticket books starting late fall/early winter 2008. Customers will still be able to use Ride Value tickets until their expiration date. Drivers will collect them and cancel them by punching, rather than have passengers insert them into the farebox.
- d. Other: There was no other Outstanding Business.

4. New Business

- a. Current GGT Ridership Trends: Mr. Downing noted that regional ridership on some key commute routes has been growing, such as Routes 4, 24, 26/27, and 54. He also noted that operational issues with the Larkspur Ferry could account for some of the increase on Central Marin commute Routes 24 and 26/27. Marin Local ridership on regional basic Routes 70 and 80 continues to grow, with the majority of the passengers traveling within the county.
- b. Possible Future Regional Service Changes: Mr. Downing said he has been working on a project to streamline Route 80 service. Because of heavy local ridership, Route 71 back-up buses have been added by Marin Transit to nearly every Route 80 schedule during weekday daytime hours, which results in two buses running in tandem between Novato and Marin City. Given that Route 80 now takes 3 hours and 30 minutes or more to travel from Santa Rosa to San Francisco, making that service more of an express and having the Route 71 do the local work has generated a lot of interest among various employee groups Mr. Downing has met with. However, until the Gap Closure HOV project is completed, traffic congestion prevents basic service in the corridor from improving travel time. It is too soon to create an express service with current congestion levels in the southbound direction. The Gap Closure project is expected to be completed in December 2008, and Mr. Downing indicated he is developing a possible project to implement in March 2009. More details will be brought to BPAC later this year.
- c. Marin Transit Service Expansion Plans: Mr. Downing noted that Marin Transit is planning to expand Route 17 and Route 29 service to 30-minute frequencies during weekday peak periods starting in December. The December date will give GGT time to identify driver and equipment resources to make this possible.
- d. Other: There was no other New Business.

5. Review of Events and Announcements: There were no other announcements.

6. Public Comment: None.

7. Adjourn: Ted McLean moved that the meeting adjourn at 8:10 p.m. This motion was seconded by Dan Knight and unanimously approved by members. Mr. McLean also noted that the next meeting would not be held until Wednesday, September 17, 2008 [later changed to October 15].