



FERRY PASSENGERS ADVISORY COMMITTEE (FPAC)

Agenda for Monday, January 12, 2009

**Convene at 12:00 p.m. – Adjourn by 1:15 p.m.
Bayside Rooms 3 and 4
Pier One, Port of San Francisco**

Approval of Summary of Meeting of November 5, 2008

1. Operational Issues

- Larkspur AM Peak Ferries at Capacity
- Parking and Access Update
- Report on Vessel Maintenance/Drydocking

2. Other Items/Future Agenda Items

- Update on Acquisition of Two Used Ferry Vessels
- Ferry Passenger “Code of Conduct”
- TransLink and Elimination of Ferry Discount Ticket Books
- Update on Proposed Bus Service Changes
- Update on SMART Right-of-Way for Ferry Parking

3. Member/Visitor Comments

4. Committee Business

- Comments on 2009 FPAC Meeting Schedule & Roster, distributed by email

5. Next Meeting: February 9, 2009

- Survey of members to determine if a quorum will be present

Attachments: 1. Summary from meeting of November 5, 2008
2. Ferry Route Performance Reports for October and November 2008
All Routes
Larkspur Ferry Terminal-San Francisco Ferry Terminal
Sausalito Ferry Terminal-San Francisco Ferry Terminal

FERRY PASSENGERS ADVISORY COMMITTEE (FPAC)



Notes of Meeting of Wednesday, November 5, 2008

Bayside Rooms 3 and 4 Pier One, Port of San Francisco

FPAC Members Present: Ken Eichstaedt, Colman Mullin, Erik Selvig, Robert Karfiol, Dwight Steeves, Cindy Swift

Staff Present: Jim Swindler, Deputy General Manager, Ferry Division; Ron Downing, Principal Planner; Karyn Paulson, Administrative Assistant

Guests: None

Approval of Summary of Meeting of October 1, 2008.

6. Operational Issues

Larkspur AM Peak Ferries at Capacity. Review of the October Larkspur AM peak ferry overloads indicated 12 affected trips, with Monday, Oct. 6 registering the highest overload (45) since the *M.V. Mendocino* resumed service in mid-July. Colman Mullin reported that he sees very few passengers now traveling with bicycles on the Sausalito ferries at commute times.

Parking and Access Update. Construction for parking expansion at Larkspur Ferry Terminal continues but is behind schedule. By January 1, 2009, all new parking stalls should be available. Members noted the new bicycle bridge has been installed, and the main bicycle/pedestrian path along Sir Francis Drake Boulevard has been improved. Outreach to ferry riders will be done, including a seat drop, explaining about the lighted crosswalks, speed bumps and other safety improvements. Ferry Division personnel is now focusing on motorists illegally using areas of the Larkspur Ferry Terminal for non-ferry-related parking. Brand new signage will be erected throughout the parking lot. In response to a question about safe County bicycle routes from Colman Mullin, Jim Swindler replied that informative wayfinding signs and maps are being prepared in cooperation with the Marin County Bicycle Coalition and the Bay Trails planning group. Ken Eichstaedt asked if a fee would be charged to park at LFT, and Mr. Swindler suggested that might come about when a new garage structure is built and in use.

Update on Vessel Maintenance – Drydocking. The *M.S. San Francisco* and *M.S. Sonoma* will be drydocked for routine maintenance and cleanup during December, 2 weeks for each vessel, but not simultaneously. Mr. Mullin noted that the heaters on the *M.S. Marin* appear inoperable and Mr. Swindler explained that they were being worked on. Construction to repower the *M.V. Del Norte* is expected to cost up to \$4 million and take six months, but specific dates in 2009 are not yet known.

2. Other Items/Future Agenda Items

New Golden Gate Ferry Vessel Update. A staff report recommending acquisition of two used high-speed ferries from the State of Washington will be brought to the Board Finance-Auditing Committee on November 20. The vessels will cost \$2 million each, with about another \$9.5 million needed per vessel to bring them up to GGF's service specifications (new engine, gears, seats, etc.) with seating for at least 450. The advantages of these two vessels over the construction of one new ferry are: an increased GGF high-speed fleet, a high-speed ferry available to operate (as-is) while the *Del Norte* is out for refurbishment, and a shorter delivery time for the rebuilt new ferries than could be expected for one newly constructed ferry. During the *Del Norte's* outage, the Engineering Department will prepare an RFP for a firm to specify the upgrades to the two ferries so construction can begin as soon as possible.

In response to Cindy Swift's question about the downside of acquiring these used ferries, Mr. Swindler noted difficulties may be encountered during refurbishment because of unknown factors. However, recent technological analysis has determined that the hulls are sound and should provide a long useful life. One vessel was operated only 1½ seasons, and the other served 3 seasons. Both are 8 feet longer than the *Del Norte*, will be outfitted with about 25 bike racks, and may load solely on the port side rather than GGF's usual port and starboard sides. One vessel will be considered a replacement for one Spaulding in the GGF fleet, bringing the count to 4 high-speed ferries and 2 Spauldings. Committee members requested photos of the new vessels, and Mr. Swindler said he would forward them to Karyn Paulson so she could distribute them to FPAC.

Ferry Passenger Code of Conduct. Mr. Swindler announced that there has been some success on cessation of smoking on the ferries but he has not yet seen less saving of seats or cell phone usage.

TransLink and Elimination of Ferry Discount Ticket Books. To help the remaining regular ferry passengers convert to paying fares with TransLink cards rather than discount tickets, which expire December 31, 2008 (although they will be accepted for another month), Marketing is planning several outreach events to sell more TransLink cards on-site at SFFT and LFT. Computer stations will be set up so passengers can sign up electronically, even with commuter checks. For one-time ferry users, ticket vending machines are planned for the future. Mr. Swindler assured FPAC members that the TransLink cards they currently use will continue to be accepted; the TransLink machines rarely malfunction and District will soon have an additional card reader for such events. Should all electronic equipment break down, TransLink users will ride free.

Frequent-rider bus discount tickets will also be discontinued (in 2009) with the installation of new fareboxes, and the magnetic stripe bus cards designed for the new bus fareboxes will not work on ferries. Ron Downing explained how new magnetic stripe cards would work on buses. These mag cards will be similar to BART tickets and can be purchased in set amounts of "stored value" (at discounted rates) that reduce in value with every use until another card must be purchased. Unlike TransLink and BART cards, more money may not be added to them. These will not be usable to pay ferry fares, but TransLink cards used by ferry passengers will be usable on buses.

Mr. Swindler announced that plans are in the works to issue an RFP for a new concession contract since the current contract will soon expire. In addition to providing increased quality, the District hopes to increase revenue as well. Ideas that may improve the quality or quantity of the District's concession sales are welcome.

Review of Proposed Bus Service Changes. Mr. Downing passed out a proposal of how bus service changes would take effect March 8, 2009, explaining that a recent average increase of 7% in bus ridership (17% on some commute routes) has necessitated changes in order to redeploy buses serving unproductive Routes 8, 9, 60 and 75 to routes experiencing high demand, such as Route 4 between San Francisco and Mill Valley and Route 54 between Novato and San Francisco. Route 9 through Tiburon would be eliminated, and service on Routes 8 (Tiburon commute), 60 (midday from San Rafael to San Francisco) and 75 (Santa Rosa to San Rafael commute) would be reduced.

In addition, a new Express Route 101 through Marin County would run from 6 a.m. to 7 p.m. on weekdays to replace the very slow Route 80 service between Santa Rosa and San Francisco. Sonoma County stops would continue to be served, but once the Route 101 entered Marin County, only those in Novato and at the San Rafael Transit Center would be served. (Routes 70 and 71 would take care of the local Marin County bus riders, who are currently slowing the flow of Route 80.) Dwight Steeves asked about Route 80 service after midnight or all night, and Mr. Downing explained that the expense to run a late-night bus for so few riders would be too high. Route 10 service along Geary Boulevard would be cancelled, but a weekday peak period commute shuttle (Route 92) would be provided between Sausalito, the Golden Gate Bridge Toll Plaza and Geary Blvd. Route 10 service would continue to operate between Manzanita/Marin City/Sausalito and San Francisco seven days a week via the U.S. 101, Lombard Street and Van Ness Avenue corridor.

The information is currently out for public review, with the District holding workshops between November 5 and 13, prior to a public hearing Thursday, November 20. The final Board decision to put the plan into action will be made December 19.

3. Member/Visitor Comments

- Ms. Swift asked about WiFi on buses, and Mr. Downing explained that Routes 72X and 75 are currently providing such service, with high praise. District is looking at installation on more buses. An RFP is being prepared to provide WiFi on ferries.

4. Committee Business. None.

5. Next Meeting

After close of this meeting, it was discovered that FPAC could no longer be accommodated at Pier One's meeting rooms on Wednesdays and **2009 meetings would be the second Monday of every month.** The next meeting will be **Monday, January 12**, at noon in Bayside Rooms 3 and 4.