



Agenda Item No. 1

To: Transportation Committee/Committee of the Whole  
Special Meeting of May 27, 2010

From: Ron Downing, Director of Planning (Acting)  
Z. Wayne Johnson, Deputy General Manager, Administration & Development  
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Subject: **APPROVE ACTIONS RELATIVE TO CHANGES TO GOLDEN GATE  
TRANSIT COMMUTE BUS SERVICE**

### **Recommendation**

The Transportation Committee recommends that the Board of Directors approve actions relative to changes to Golden Gate Transit Commute Bus Service, as follows:

1. Effect the following changes to Golden Gate Transit Commute Bus Service:
  - a. Eliminate all service on Route 26 and provide service via new Route 27 with reduced number of trips into Sleepy Hollow;
  - b. Eliminate all service on Route 73 and replace some trips with new express trips on Route 101;
  - c. Eliminate all service on Route 75;
  - d. Reduce service on Routes 44, 72, and 76;
  - e. Eliminate specific segments of Routes 24 and 58;
  - f. Add trips to Route 93 to replace discontinued trips on Routes 72, 73, and 76; and,
2. File Notices of Exemption under the California Environmental Quality Act.

### **Background**

On March 12, the Board authorized staff to proceed with a public review process for a series of proposed changes to Golden Gate Transit commute routes in response to Initiative 9 of the *FY 09/10 Financial Plan for Achieving Long-Term Financial Stability*. The targeted savings under Initiative 9 were \$1.1 million per year. Adopting the changes to Golden Gate Transit commute bus service will help return the District to stable financial footing. The routes identified for changes as proposed by staff had either trips or specific segments with low ridership, and the total package as originally recommended had a potential savings value of approximately \$1.4 million per year.

### **Summary of Public Outreach**

In order to educate the public about the District's financial condition and receive comments and feedback about the proposed Golden Gate Transit commute service reductions, staff pursued a comprehensive public outreach campaign. Public outreach included the following:

- Three community open houses: San Rafael, April 7; Petaluma, April 13; and Golden Gate Bridge, April 15.
- Two public hearings: Whistlestop Wheels, San Rafael, May 12; Golden Gate Bridge, May 14.
- Notices for the open houses and public hearings were placed in the *San Francisco Chronicle*, *Marin Independent Journal*, *Commuter Times*, *Santa Rosa Press Democrat* and *La Voz* newspapers. Flyers were developed and distributed to carpool and multi-axle vehicles in the toll lanes. Information regarding the open houses was posted on the District's website and broadcast via the District's social media accounts. Posters announcing the open houses and public hearings were also displayed in transit vehicles. Finally, a series of emails was sent to customers who have registered for electronic notification, informing them of the open houses and public hearings.
- A press release was issued and interviews given to various Bay Area news media outlets by the Public Affairs Director commencing on February 11, 2010, and continuing through the public outreach period noted above.

Staff presented information and received feedback regarding the proposed transit service cuts at all open houses and public hearings listed above.

### **Overview of Public Comments**

At the close of the public hearing on May 14, 2010, 201 unique comments had been received by the District.

Of these, 33 comments (16.4%) suggested modifications to the bus service change proposal, and 121 comments (60.2%) expressed opposition to some portion of the proposal. An additional 6 comments (3.0%) expressed general opposition to the proposal. There were 7 comments (3.5%) that made no statement of support for or opposition to the proposal. Finally, 33 comments (16.4%) were not related to the proposal.

Attachment A provides a summary of these comments, aggregated by main topic, with a staff response below each topic.

### **Revised GGT Commute Service Reduction Proposal**

During the public review period, staff continued to collect data on the routes and trips proposed for cancellation through field checks. The supplemental data was used to verify daily GFI farebox data as well as ridership patterns that were the basis for the original staff proposal to reduce service. In the case of Route 73, this data refuted passenger claims that this route is heavily used and, therefore, should be retained. In fact, the majority of Route 73 trips not only duplicate other routes, they are performing below standard on the long-haul portion of the route between the Toll Plaza and Sonoma County. Similar findings were established on Route 24, where 17 comments called for retention of that service because it is needed for commuters, yet

field checks found only one-to-three passengers per day using the service for commuting to San Francisco.

Staff has considered public comment received on each route in the proposal and analyzed the impacts of the proposed changes for each route. In some cases, the proposal has not changed, while in others, after considering ridership patterns and whether reasonable service alternatives exist, the proposal has been modified. In summary, the proposals for three of the routes under consideration have not changed, while the proposals for five routes have been modified.

The revised proposal is summarized in the table below and further detail on the specific changes for each route is provided in Attachment B.

### **Revised Proposal to Eliminate Golden Gate Transit Commute Service Low-Performing Segments, Trips or Routes**

| ROUTE  | ACTION  | SAVINGS          |
|--|---|------------------|
| Route 24<br>(Lagunitas/Fairfax/San Francisco): | <b>No Change.</b> Eliminate service between Lagunitas and Fairfax/Manor (1 round trip in each peak). Alternative service is available on the West Marin Stage.  | <b>\$41,200</b>  |
| Route 26<br>(Sleepy Hollow/San Francisco):     | <b>Proposal Revised:</b> Eliminate <b>3 of 5</b> trips between Sleepy Hollow and San Anselmo Hub (not all trips as originally proposed); all remaining trips to become Route 27 instead of Route 26. Maintain existing level of service provided by Route 26 and 27 between San Anselmo Hub and San Francisco as Route 27 service.                                    | <b>\$40,000</b>  |
| Route 44<br>(Lucas Valley/San Francisco):      | <b>Proposal Revised:</b> Eliminate 2 southbound and 2 northbound trips (not all trips as originally proposed), while retaining 2 trips in each direction. Shorten route to begin and end at Mt. McKinley Road in Lucas Valley.  | <b>\$202,000</b> |
| Route 58<br>(Novato/Hamilton/San Francisco):   | <b>No Change.</b> Eliminate segment to Sunset Pkwy. and Ignacio Blvd. (7 trips)   | <b>\$25,500</b>  |
| Route 72<br>(Santa Rosa/San Francisco):        | <b>No Change.</b> Eliminate direct San Francisco Civic Center service (2 trips). Alternative service is available on Route 72 Financial District service with a transfer to Route 93 shuttle service at the Toll Plaza.   | <b>\$130,200</b> |
| Route 73<br>(Santa Rosa/San Francisco):        | <b>Proposal Revised:</b> Eliminate all Route 73 service (7 trips), but operate 2 southbound trips and 1 northbound trip as new Route 101X service (does not eliminate all trips as originally proposed). Service alternative for discontinued trips would be Route 72 or 74 Financial District service with a transfer to Route 93 shuttle service at the Toll Plaza. | <b>\$306,500</b> |

|   |  |                    |
|---|--|--------------------|
| Route 75<br>(Santa Rosa/San Francisco):       | <b>No Change.</b> Eliminate all service (6 trips) due to low ridership. Service alternatives would be Route 101 with a transfer to GGT Rts. 45, 49, 70 or 71 to reach final destination.   | <b>\$233,000</b>   |
| Route 76<br>(East Petaluma/San Francisco):    | <b>Proposal Revised:</b> No change to proposal to eliminate direct San Francisco Civic Center service (3 trips), but retain 1 Civic Center trip as a Financial District direct trip (does not eliminate all trips as originally proposed). Service alternatives for eliminated trips would be Route 76 Financial District trips with a transfer to Route 93 shuttle service at the Toll Plaza. | <b>\$121,500</b>   |
| Route 93<br>(GGB Toll Plaza/SF Civic Center): | <b>No Change.</b> Implement new Route 93 shuttle trips to replace direct San Francisco Civic Center trips on Routes 72, 73, and 76.  | <b>&lt;\$500</b>   |
| <b>TOTAL NET SAVINGS</b>                      |  | <b>\$1,100,000</b> |

**Costs to Add Back Services Still Recommended for Elimination**

As requested by members of the Board of Directors, staff has determined the costs associated with maintaining any of the service still recommended for elimination. This information is shown in Attachment B, where each proposed route change is presented in detail. As noted before, the changes to the original recommendation reflect staff's best attempt to respond to public comment, retain high-ridership trips as warranted, provide transit service coverage as best possible to provide a transit option, and meet the financial goals in the Strategic Plan, which calls for contributions from both toll payers and transit users, along with staff savings, in order to reach a fiscally balanced condition in the near future.

**Title VI Analysis**

Staff has examined the impact of these service changes on minority, low-income and disadvantaged communities and documented these in a report. Because these routes are commute services oriented toward trips to and from San Francisco rather than local trips, and the majority of the routes under consideration do not serve communities of concern, it has been determined that there will be no impact to disadvantaged communities under Title VI, if these changes are implemented.

**California Environmental Quality Act (CEQA) Impacts**

Staff has reviewed the possible environmental impacts that would be generated if these service changes were implemented, and summarized these findings in a Notice of Exemption/Record of Findings. This analysis has shown that there are no significant environmental impacts as a result of the proposed changes because the total number of affected passengers is low and most passengers would continue to have a transit option. Total net vehicles crossing the Golden Gate Bridge is estimated to increase by eight during the peak hour between 8:00 and 9:00 a.m., which is an increase of 0.15% over the average daily traffic of 5,300 vehicles for the same time period. At the maximum point along the U.S. 101 corridor where the largest number of affected trips is operating (between the Marinwood and Smith Ranch Road interchanges), there could be a maximum of 7 net vehicle trips per hour. Because many of the bus trips being proposed for cancellation are not full, they do not achieve the same environmental benefit as a fully-utilized

bus. Emissions are forecast to decrease 1.66 million grams per day (or 1.83 daily tons) as a result of the identified GGT commute bus trips being discontinued.

Therefore, the impact to the environment is minimal and qualifies for a categorical exemption under CEQA.

As a result, it is recommended that the Board approve the filing of Notices of Exemption under the California Environmental Quality Act. This notice states that the changes to Golden Gate Transit commute service have been determined to have “No Significant Impact” to the environment.

### **Fiscal Impact**

If implemented as described, the revised package of service reductions has an estimated one-year net savings impact of approximately \$1.1 million. This package includes maintaining one round trip to Sleepy Hollow on Route 27, two round trips to Lucas Valley on Route 44, one southbound trip on Route 76 between East Petaluma and the San Francisco Financial District, and three trips as Route 101X service that would replace three Route 73 trips.

This represents a decrease over the savings amount in the initial proposal of \$1.4 million, but still meets the target identified under Initiative 9 of the Financial Plan.

**Attachment A:** Summary of Public Comments and Staff Responses

**Attachment B:** Analysis of Route Performance and Comments Received

**Staff Responses to General Categories of Public Comment**  
*as of Close of Comment Period (5/14/10, 4:30 p.m.)*

**Summary**

At the close of the public hearing on May 14, 2010, 201 unique comments were received by the District. Of these, 33 comments (16.4%) suggested modifications to the bus service change proposal, and 121 comments (60.2%) expressed opposition to some portion of the proposal. An additional 6 comments (3.0%) expressed general opposition to the proposal. There were 7 comments (3.5%) that made no statement of support for or opposition to the proposal. Finally, 33 comments (16.4%) were not related to the proposal.

**Comments on the Bus Service Change Proposal**

***Comments Made without Identifying Support of or Opposition to the Proposal***

The District received 7 comments that did not state any specific support for or opposition to the bus service change proposal.

***Comments Made in Support of the Proposal***

The District received one comment supporting the elimination of Route 76 service to the San Francisco Civic Center.

***Comments Made as an Alternative to the Proposal***

The District received 33 comments in support of the following alternatives to the proposal.

***Comment: Keep at Least One Trip on Route 26 (5)***

Ridership is insufficient to support operating 5 trips to Sleepy Hollow from San Anselmo Hub. However, staff has determined that eliminating all service will leave Sleepy Hollow without any direct transit service to San Francisco. Staff recommends operating 2 trips (1 trip in each direction) because the reduced service level will better match capacity with ridership while helping to address the District's financial shortfall.

***Comment: Keep at Least Some Trips on Route 44 (11)***

Route 44 has insufficient ridership to support operating 8 trips to Marinwood and Lucas Valley. However, the elimination of Route 44 will leave these communities without any direct transit service to San Francisco. Recognizing that the District has a financial shortfall to address, staff recommends retaining 4 trips (2 trips in each direction) to better match capacity with ridership. Staff recommends all service west of Mount McKinley Road in Lucas Valley be discontinued due to lack of use.

***Comment: Provide Alternative Service to Routes 26 and 44 at Similar Operating Times (5)***

Route 26 trips identified for elimination will be replaced by Route 27 trips, so direct alternative service between San Anselmo Hub and San Francisco will be available. Routes 27, 38, and 58 will be available as alternatives to the discontinued trips on Route 44; however, timing of those trips does not necessarily correspond with the Route 44 schedule because they are scheduled for work start and end times in San Francisco.

***Comment: Keep at Least Some Trips on Route 73 (5)***

Route 73 heavily duplicates Financial District service on Routes 72 and 74. However, some trips (one trip in each direction) do not have comparable alternative service. Therefore, staff will consider that some trips be maintained. The trips would be modified slightly and operate as Route 101X.

**Comment: *Keep at Least Some Trips on Route 75 (7)***

Ridership is insufficient to support operating 6 trips on Route 75. While staff acknowledges that elimination of this route will leave a few passengers without direct alternative service, most passengers will be able to use Route 101, or use Route 101 and another route, to complete their trips.

***Comments Made in Opposition to the Proposal***

The District received 127 comments in opposition to the bus service change proposal. Of these, 121 comments addressed specific elements of the proposal.

**Comment: *Do Not Eliminate Route 24 Service to Lagunitas (17)***

Despite receiving 17 comments on this service, field checks indicate that the portion of Route 24 operating between Fairfax Manor and Lagunitas is used by just 1 to 3 regional passengers per trip on average. Alternative service is available on West Marin Stagecoach Route 68, which operates within a few minutes of the existing Route 24 schedule, and adequate capacity exists to accommodate any displaced passengers. Regional passengers can ride Route 68 to San Anselmo Hub and transfer to Routes 24 or 27 to complete their trips.

**Comment: *Route 24 Service to Lagunitas Is Needed for School Children (7)***

An additional 7 comments requested that Route 24 service be retained between Fairfax Manor and Lagunitas for school children. The District's core mission is to provide regional transit service, and providing local bus service for school children does not correspond with this mission. Alternative service is available on West Marin Stagecoach Route 68, which operates within a few minutes of the existing Route 24 schedule, and adequate capacity exists to accommodate any displaced passengers.

**Comment: *Do Not Eliminate Route 26 (6)***

Ridership is insufficient to support operating 5 trips to Sleepy Hollow from San Anselmo Hub. However, staff has determined that eliminating all service will leave Sleepy Hollow without any direct transit service to San Francisco. Staff recommends operating 2 trips (1 trip in each direction) because the reduced service level will better match capacity with ridership while helping to address the District's financial shortfall.

**Comment: *Do Not Eliminate Route 44 (32)***

Route 44 has insufficient ridership to support operating 8 trips to Marinwood and Lucas Valley. However, the elimination of Route 44 will leave these communities without any direct transit service to San Francisco. Recognizing that the District has a financial shortfall to address, staff recommends retaining 4 trips (2 trips in each direction) to better match capacity with ridership. Staff recommends that all service west of Mount McKinley Road in Lucas Valley be discontinued due to lack of use.

**Comment: *Do Not Eliminate Route 58 Service to Ignacio (5)***

Passenger activity along the route segment identified for elimination is low, and the continued operation of Route 58 through Ignacio would be inefficient. Alternative service is available along portions of the discontinued routing on Route 54. The entire discontinued route segment has alternative service available on Route 51 and with Novato Dial-a-Ride, both of which offer transfers to Route 54 to reach San Francisco.

**Comment: *Do Not Eliminate Route 72 Service to the San Francisco Civic Center (2)***

Route 72 has available capacity to accommodate passengers destined to both the Financial District and the Civic Center. Most service operates to the Financial District because it has higher passenger use. The Civic Center service comes at approximately the same time as the Financial District service, resulting in a duplication of service for long distances. Both destinations can be served at a variety of times by operating all Route 72 service to the Financial District and providing regular connections to the Civic Center via Route 93, eliminating unnecessary duplication while providing passengers with more flexible trip times.

**Comment: *Do Not Eliminate Route 73 (14)***

Route 73 duplicates service provided by Routes 72 and 74 in Sonoma County, resulting in excess passenger capacity for long distances. Because almost all service on Routes 72 and 74 serve the Financial District, a wider variety of trip times can be provided by maintaining service to the Financial District while offering regular service to the Civic Center via Route 93. Staff has identified some Route 73 trips (two southbound and one northbound) that perform well, and staff recommends that these trips continue to serve the Civic Center and be re-designated Route 101X.

**Comment: *Do Not Eliminate Service to the San Francisco Civic Center on Routes 72 and 73 (4), or on Routes 73 and 76 (1)***

As indicated above, service duplication can be reduced and more trip options provided by operating Financial District service on Routes 72, 74, or 76, with service to the Civic Center available via Route 93. The trips identified for elimination have alternative service available on Routes 72, 74, 76, and 93. Staff recommends that 3 trips on Route 73 be maintained with slight modifications and operated as Route 101X, and that one southbound trip on Route 76 be converted to Financial District service.

**Comment: *Do Not Eliminate Route 75 (19)***

Ridership is insufficient to support operating 6 trips on Route 75. While staff acknowledges that elimination of this route will leave a few passengers without direct alternative service, most passengers will be able to use Route 101, or use Route 101 and another route, to complete their trips.

**Comment: *Do Not Eliminate Route 76 Service to the San Francisco Civic Center (14)***

Route 76 has available capacity to accommodate passengers destined to both the Financial District and the Civic Center. Most service operates to the Financial District because it has higher passenger use. Two of the 3 Civic Center trips come at approximately the same time as Financial District trips, resulting in a duplication of service for long distances. Staff recommends maintaining the second southbound Civic Center trip and modifying it to serve the Financial District instead. Operating all Route 76 service to the Financial District and having all Civic Center passengers use Route 93 eliminates unnecessary duplication while providing passengers with more flexible trip times.

**Comments Not Related to the Bus Service Change Proposal**

The District received 33 comments that did not relate to the bus service change proposal.

## Analysis of Route Performance and Comments Received

### Route 24

**Proposal:** *No change to the recommendation to eliminate the segment of Route 24 between Lagunitas and Fairfax/Manor.*

This segment of Route 24 carries only a very small number of San Francisco commuters. While more than 14 comments were received from individuals who stated that the service should be retained, data collected from field checks has indicated that only one to three passengers travelling to/from San Francisco actually use this segment on any given day. During the school year, the morning trip carries an average of 10 students between Lagunitas and Fairfax. Seven additional comments were received stating that this service should be retained for student travel. These students do not return on Route 24, but instead use a Marin Transit route in the afternoon to return to Lagunitas. It should be noted that providing local student transportation is not within the District's core mission, and instead is the responsibility of local transit providers, such as Marin Transit. Maintaining service on this extension to Lagunitas requires approximately \$41,200 in annual operating cost. Approximately \$8,000 in annual revenue is generated by the combination of commuters and local student riders, leaving a net deficit of \$33,200 per year that would be required if this trip were to be maintained.

Both the morning and afternoon Route 24 trips between Lagunitas and Fairfax/Manor are duplicated by West Marin Stage service that operates at nearly the same time. Marin Transit has indicated that capacity is available on the West Marin Stagecoach to absorb the additional riders. As a result, the proposal to discontinue this segment has not changed.

### Route 26

**Revised Proposal:** *Retain one round trip to Sleepy Hollow and operate it as part of Route 27.*

Ridership on the five trips on the segment between San Anselmo and Sleepy Hollow averages less than 10 passengers in each direction. There are three southbound morning trips, but only two northbound afternoon trips. The average number of passengers per trip on the southbound trips is 5 per trip, and the same 10 passengers return in the afternoon, distributed over three northbound trips. The last northbound trip typically carries no passengers north of San Anselmo. Although 6 comments were received stating that the service should not be changed, 5 comments asked if retaining one round trip could be considered. The low ridership does not support retaining the current level of service of five total trips. Staff has considered the comment asking to retain one round trip and finds that it has merit because there are no other service alternatives in the community that can easily be reached without driving. Currently, the segment of Route 26 between Sleepy Hollow and San Anselmo costs approximately \$64,000 per year to operate and generates an estimated \$19,500 in annual revenue, resulting in a net deficit of \$42,500. Maintaining one round trip would cost approximately \$25,000 per year. If all of the passengers on the present service use the one round trip that is maintained and the estimated \$19,500 in revenue is applied to the remaining round trip, the net deficit would be \$5,500 per year.

The revised proposal would eliminate the Route 26 designation on two southbound and three northbound trips. One southbound and two northbound trips would be shortened to begin and end at the San Anselmo Hub, and one trip in each direction would be retained to/from Sleepy Hollow. The remaining service would be renumbered as Route 27 trips.

**Route 44**

***Revised Proposal: Retain two trips in each direction to/from Lucas Valley/Marinwood, but eliminate portion of route west of Mt. McKinley Road***

Route 44 begins in Lucas Valley and travels via U.S. 101 with stops at freeway bus pads to the San Rafael Transit Center (SRTC). From the SRTC, this route continues express to the San Francisco Financial District. Route 44 duplicates other GGT service at the bus pad stops and at the SRTC. Freeway bus pad stops are also served by other commute routes. Several alternate routes can be used out of SRTC (27, 70 or 101), and two routes (58 and 70) directly serve the freeway pads. Route 44 has an imbalance in patronage between southbound and northbound trips, which indicates that passengers likely use alternate services for their northbound trips. The northbound trips average at or below productivity standards while the southbound trips are higher, reflecting passengers shifting between routes. All southbound trips, however, are below productivity standards. Most riders on Route 44 (71%) can use alternate GGT services, either along the freeway pad stops or at the SRTC.

The District received 32 comments stating opposition to any changes to Route 44. Many of these simply stated that the route should not be changed, while others indicated that they did not want to drive to other GGT services. An additional 11 comments were received requesting that one or two round trips be maintained.

Staff has considered these requests and concluded that two round trips could be maintained, in view of no other reasonable transit option being available within the Lucas Valley or Marinwood communities. However, upon reviewing ridership data, staff found that there is no ridership west of Mt. McKinley Road in Lucas Valley. Because of the lack of ridership on that segment, the route would be shortened to begin and end at Mt. McKinley Road under this revised proposal to retain two trips in each direction.

The cost of keeping all four round trips is approximately \$417,000 per year. That cost would be offset by fare revenues of approximately \$84,000 per year, resulting in a net annual cost of \$333,000. Keeping two round trips would cost approximately \$202,000 per year. If all the passengers on the present four round trips use the two trips that are retained and generate an annual revenue offset of nearly \$84,000, the net annual cost of keeping two round trips is approximately \$118,000.

**Route 58**

***Proposal: No change to the recommendation to eliminate the segment of Route 58 along Ignacio Blvd. and Sunset Parkway in Novato***

The segment of Route 58 between downtown Novato and Ignacio via Sunset Parkway averages less than 1 passenger per trip. Passengers who use this segment along Ignacio Blvd. can access alternate service on Route 54 or the remaining portion of Route 58 at the Ignacio stop at Enfrente Road and Salvatore Drive. During the public review process, only two comments were received that requested retention of this segment. Further analysis of the ridership patterns has concluded that 4 of the 7 trips do not have anyone boarding or alighting along this segment. As a result, the proposal to discontinue this segment remains unchanged. The cost of maintaining service along this segment would be \$25,500 per year, with only a negligible amount of fare revenue to offset that cost.

**Route 72 San Francisco Civic Center Trips**

***Proposal: No change to the recommendation to eliminate direct Civic Center trips***

There is one southbound and one northbound trip on Route 72 that operate directly to or from the San Francisco Civic Center. These trips average below the productivity standard of 20 passengers per trip, with the southbound trip averaging 16 passengers and the northbound averaging 17. Both trips operate in close proximity to Financial District trips that have available seats. Two comments were received specifically opposing eliminating these trips and four comments were received opposing eliminating both these trips on Route 72 along with eliminating Route 73.

Staff has concluded that the availability of seats on Financial District service combined with a transfer to a Route 93 shuttle is a reasonable option for these passengers. As a result, the proposal to eliminate these trips remains unchanged. If these trips were to be maintained, the cost would be \$130,200 per year with a revenue offset of \$59,000, for a net deficit of \$71,200.

**Route 73**

***Revised Proposal: Retain three trips as “Route 101X” service***

Route 73 service consists of four southbound trips and three northbound trips that operate directly to/from the San Francisco Civic Center. There were 18 comments in opposition to eliminating Route 73, and 8 asked that a limited number of trips be retained. The staff proposal in March recommended eliminating three of the four southbound trips and all of the northbound trips. Field checks confirmed that two of four southbound trips perform well below standard on the long-haul portion of the trip from Sonoma County to the Toll Plaza, at 17 and 12 passengers per trip, respectively. The other two southbound trips were recorded as carrying 23 and 39 passengers respectively. The earlier staff analysis already reflected retaining the last southbound trip with 39 passengers and consolidating that trip with another route. In the northbound direction, the first trip averages 23 passengers per trip on the portion between the Toll Plaza and Sonoma County, but the second two trips average less than 16. Adequate capacity exists on Financial District service for these riders. Staff has revised the proposal to retain two southbound trips and one northbound trip, but consolidate them into Route 101. The retained trips would be express trips that would bypass Novato and San Rafael and be designated “Route 101X”, reflecting comments expressed that merely converting these trips into regular Route 101 service would result in a longer travel time. One of these three trips was excluded from the March cost savings analysis because it would have been retained due to high ridership. Keeping the two additional trips is estimated to cost \$191,000 per year, with \$82,000 in annual revenues generated. The net cost would be \$109,000 per year.

**Route 75**

***Proposal: No change to the recommendation to eliminate this route***

Route 75 operates three southbound trips and three northbound trips during commute hours between Santa Rosa and San Rafael. The primary destination for this route has been the Marin Civic Center, but some passengers use intermediate stops. Intercounty ridership averages less than 16 passengers per trip, and is well below performance standards. Alternate GGT service is available on Route 101, with a transfer in Novato or at the SRTC required for Marin Civic Center passengers. Passengers using this route for travel to San Rafael from Petaluma, Cotati, Rohnert Park or Santa Rosa can use Route 101.

Nineteen comments were received opposed to any changes to Route 75, while 7 requested that consideration be given to keeping one round-trip. One of these commenters also suggested that the route be shortened to operate only between Petaluma and San Rafael. Given the low levels of ridership on Route 75 and the continuing decline in ridership, staff has concluded that the viability of this route is questionable. Staff has determined that Route 101 represents a reasonable travel alternative for Route 75 riders, even with a transfer to another route that would be required for some riders to reach their final destination.

In consideration of comments asking that one round-trip on Route 75 be retained, staff has analyzed the potential for operating one trip in each direction only between Petaluma and San Rafael. Retaining one round trip to operate only between Petaluma and San Rafael would cost approximately \$152,400 per year. If half the passengers from all three round trips use the one remaining round trip, \$34,600 in revenue would be generated to offset those costs, resulting in a net annual cost of \$117,400. However, if ridership remains at present levels and no new riders are attracted from other cancelled Route 75 trips, revenue would remain at approximately \$18,000 per year, with a net deficit to keep the one trip of \$134,000 per year.

#### **Route 76 - San Francisco Civic Center Trips**

***Modified Proposal: Discontinue two low-ridership SF Civic Center Trips; retain one trip as a San Francisco Financial District trip***

There are two southbound trips and one northbound trip on Route 76 that operate directly to or from the San Francisco Civic Center. Two of these trips average considerably less than 20 passengers, at 11 and 13 passengers respectively. One operates southbound in the morning and the other is northbound in the afternoon. Both operate in close proximity to Financial District trips that have available seats. The third trip operates southbound in the morning and carries an average of 20 passengers. It operates 20 minutes after and 20 minutes before Financial District service. Eliminating this trip would leave a gap of approximately 40 minutes in the schedule. Financial District trips have available seats. Fourteen comments were received specifically opposing eliminating these trips and one comment was received in support of eliminating these trips due to low ridership. Of the 14 comments opposed to the proposed trip eliminations, two suggested that Financial District trips be eliminated on this route instead of Civic Center trips.

Staff has examined ridership patterns and concluded the Financial District trips on Route 76 perform better than the Civic Center trips, but still have seats available. As a result, discontinuing Financial District trips in order to save Civic Center trips would inconvenience a greater number of passengers. Because the Financial District trips have available seating capacity to absorb Civic Center riders, eliminating direct Civic Center trips combined with a transfer to a Route 93 shuttle is a reasonable option for Civic Center passengers. As a result, the proposal to eliminate these trips remains unchanged. However, staff recommends keeping the second southbound Civic Center trip as a Financial District trip due to the gap in the schedule that would remain if this trip were cancelled outright. As a result, the proposal for Route 76 has been modified to eliminate all direct Civic Center trips, but to retain the second southbound Civic Center trip as a Financial District trip instead at an annual cost of \$76,200. Annual revenues of \$41,000 would offset that cost for a net annual cost of \$35,200.