



(For Board Meeting of June 8, 2007)

**SUMMARY OF RECOMMENDATIONS**  
**TRANSPORTATION COMMITTEE/COMMITTEE OF THE WHOLE**  
**THURSDAY, JUNE 7, 2007**  
**(CHAIR HAROLD C. BROWN, JR.)**

**Item No. 1**

Approve a two-year demonstration project to operate two peak-period shuttle bus routes to the Larkspur Ferry Terminal, with service meeting three morning ferry departures and four afternoon arrivals, effective December 2007; subject to the approval of grant funding and with the understanding that the proposed service must be self-sustaining by means of fares and grants.

**Action by the Board – Resolution**



Agenda Item No. 2

To Transportation Committee/Committee of the Whole  
Meeting of June 7, 2007

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

Subject: **APPROVE A DEMONSTRATION PROJECT FOR TWO PEAK-PERIOD  
FERRY FEEDER BUS ROUTES SERVING THE LARKSPUR FERRY  
TERMINAL**

### **Recommendation**

The Transportation Committee recommends that the Board of Directors approve a two-year demonstration project to operate two peak-period shuttle bus routes to the Larkspur Ferry Terminal (LFT), subject to approval of grant funding, with the understanding that the proposed service must be self-sustaining by means of fares and grants.

### **Summary**

Staff proposes to take advantage of a unique funding opportunity available through the Bay Area Air Quality Management District (BAAQMD) to apply for funding to support reinstatement of limited feeder bus service to the Larkspur Ferry Terminal (LFT). The reinstatement of ferry feeder service has been identified by staff as one of several strategies to address current parking supply constraints. The proposal that would be submitted to BAAQMD for funding is a small-scale demonstration to restore ferry feeder bus service on two routes to the LFT for a two-year period. This proposal is subject to BAAQMD approving the District's application for grant funds. Notification of funding would occur around September 2007, with the demonstration shuttle services starting in December 2007.

Feeder service to the LFT was provided by the District on nine routes until 2003, when it was discontinued because of low ridership and financial constraints. Parking was available at the LFT at that time, and the availability of parking caused a steady decline in feeder bus ridership. Since 2003, ferry ridership has been growing at approximately 5% per year. As a result of that growth, parking is now constrained at the LFT, and future ridership growth potential could be adversely affected.

Two proposed routes have been identified by staff, serving corridors with the greatest potential for success. Only peak-period service would be offered, with service meeting three morning ferry departures and four afternoon arrivals. The first proposed route, from Fairfax along Sir

Francis Drake Blvd. to the LFT, replicates an earlier feeder route that was the most productive of all the ferry feeder routes. The second proposed route would begin in Novato, travel along the U.S. Highway 101 corridor serving selected bus pad stops, and serve the San Rafael Transit Center (SRTC). This route would complement the off-peak Route 91 ferry feeder service between the SRTC and LFT that begins service on June 11, 2007. It is expected that the two new peak-period feeder routes would allow existing riders to shift from driving to the LFT to riding feeder buses, thus freeing parking spaces to accommodate new ridership growth. New ferry riders might also be generated by the availability of the two feeder routes.

### **Fiscal Impact**

The proposed cost for the two feeder bus routes is estimated at \$623,860 per year (about \$267,000 for the Ross Valley shuttle and \$357,000 for the Novato/San Rafael shuttle) and was calculated using a variation of the District's current FY 07/08 internal costing procedures to meet BAAQMD funding eligibility requirements. BAAQMD stipulates that only 5 percent of project costs can be used for indirect administrative costs. As a result, the cost methodology was modified to limit indirect administrative costs to 5 percent.

At the end of the two-year grant-funded demonstration period, staff would evaluate the service and provide the Board of Directors with options for continuing, modifying or discontinuing the shuttles if further grant funds cannot be found.