



**DATE:** November 14, 2018

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Dianne Steinhauser, Executive Director  
David Chan, Programming Manager

**SUBJECT:** Allocate Transportation Sales Tax (Measure A) Interest Funds to Marin Transit for the Ferry  
“Wave Shuttle” Connector (Action), Agenda Item No. 6c

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## **RECOMMENDATION**

Recommend the TAM Board allocate \$85,000 in Transportation Sales Tax (Measure A) Interest Funds to Marin Transit as pass through funds to GGBHTD for the FY 18/19 operational period of the GGBHTD Ferry Connector Service.

## **BACKGROUND**

Since 2012, the Golden Gate Bridge Highway and Transportation District (GGBHTD) has been experiencing overfilled capacity at its Larkspur Ferry Terminal parking lot nearly every morning with some commuters being turned away or directed to the overflow parking lot at the old Marin Airpoter site. GGBHTD in 2013 approved the implementation of a ferry feeder bus service to address the steadily growing demand for Larkspur Ferry Service. They followed with charging for parking (\$2/weekday) at the ferry, part of their overall implementation strategy, which included upgraded ferry service as well.

In 2013, 2014, 2015, 2016, and 2017 TAM allocated \$85,000 annually in Measure A Interest Funds to Marin Transit as pass through funds to GGBHTD to operate ferry feeder bus service to the Larkspur Ferry from the Ross Valley/Sir Francis Drake Corridor. This service has shown to be beneficial to commuters and GGBHTD is requesting another allocation of Measure A funds.

Note that the restoration of ferry feeder bus service was specifically mentioned as eligible bus transit expenditure in the 2004 voter-approved Transportation Sales Tax Expenditure Plan.

## **GGBHTD’S FUNDING REQUEST**

TAM received the attached allocation request (Attachment A) on October 15, 2018 from GGBHTD requesting an allocation of Measure A Interest Funds in the amount \$85,000 for the continued service provided by the Wave Ferry Connector Service. If approved, this allocation represents the sixth allocation of Measure A Interest Funds to the Wave Ferry Connector Service.

The Wave Shuttle is GGBHTD’s ferry feeder bus service along Sir Francis Drake Boulevard between Fairfax Manor and the Larkspur Ferry Terminal that serves all Golden Gate Transit bus stops. Feeder buses meet morning ferry departures from Larkspur to San Francisco as follows: 7:00 a.m., 7:30 a.m., 7:50 a.m., 8:20 a.m., 9:15 a.m. and 10:10 a.m. Feeder buses meet afternoon/evening arrivals at 4:00 p.m., 4:30 p.m., 5:00

p.m., 5:30 p.m., 6:00 p.m., 6:30 p.m., 7:00 p.m., and 7:50 p.m. According to GGBHTD, the Wave Shuttle has proven to be a successful demonstration project in four years of service, averaging over 12 passengers per trip.

GGBHTD is requesting \$85,000 in Measure A Interest Funds from TAM to defray the anticipated cost of operation of \$1,020,000 for FY 18/19. The TAM funds represent 8% of the total cost.

### **FISCAL IMPACTS**

In anticipation of this request, the FY 18/19 TAM Budget already includes \$85,000 for the Wave Shuttle for Marin Transit to pass through to GGBHTD. No further steps are included.

### **NEXT STEPS**

Issue a funding agreement to Marin Transit for \$85,000 in Measure A Interest Funds for FY 18/19 operation of the Wave Shuttle, to be passed to Golden Gate Transit's service.

### **ATTACHMENT**

Attachment A: GGBHTD's Request for Measure A Interest Funds



October 15, 2018

David Chan  
Transportation Authority of Marin  
900 Fifth Avenue, Suite 100  
San Rafael, CA 94901

**RE: Measure A Allocation Request Form for FY 2018/19 Ferry Shuttle Service (Route 25)**

Dear <sup>David</sup> ~~Mr.~~ Chan,

Enclosed, please find the Measure A Allocation Request Form for FY 2018/19 Ferry Shuttle Service (Route 25). The Ferry Shuttle service provides free, timed bus access to and from commuter ferry trips at the Larkspur Ferry Terminal (LFT). The service provides ferry patrons with an alternative to driving since the parking lot at the LFT reaches full capacity during the commute period.

Thank you for your consideration. If you have any questions regarding this request, please contact me at (415) 923-2062 or [afrye@goldengate.org](mailto:afrye@goldengate.org), or Jacob Brown, Analyst, at (415) 923-2328 or [jbrown@goldengate.org](mailto:jbrown@goldengate.org).

Sincerely,

A handwritten signature in black ink that reads "A. Frye".

Amy Frye  
Director, Capital & Grant Programs

Enclosure: ARF for FY 18/19 Wave Service

**Transportation Authority of Marin  
Measure A – Transportation Sales Tax**

**Allocation Request Form**

**Fiscal Year of Allocation:** 2018/19

**Expenditure Plan:** Measure A Interest Funds

**Project Name:** Ferry Shuttle Route 25

**Implementing Agency:** Golden Gate Bridge, Highway & Transportation District (GGBHTD)

**Scope of Work:** Continuing ferry feeder bus service along Sir Francis Drake Boulevard between Fairfax Manor and the Larkspur Ferry Terminal and will serve all Golden Gate Transit bus stops. Feeder buses will meet morning ferry departures from Larkspur to San Francisco as follows: 7:00 a.m., 7:30 a.m., 7:50 a.m., 8:20 a.m., 9:15 a.m. and 10:10 a.m. Feeder buses will meet afternoon/evening arrivals at 3:30 p.m., 4:00 p.m., 4:30 p.m., 5:00 p.m., 5:30 p.m., 6:00 p.m., 6:30 p.m., 7:00 p.m. and 7:50 p.m.

**Cost of Scope:** \$1,020,000

**Strategic Plan Programmed Amount:** N/A

**Requested Amount:** \$85,000

**Other Funding:** Golden Gate Bridge Tolls

**Cash flow Availability (leave blank):**

**Project Delivery Schedule (include start & completion milestones):** The project began as a demonstration project in September 2013 and ended in June 2014. GGBHTD Board of Directors authorized continuation of the service as a regular fixed route. Measure A Interest funds in the amount of \$85,000 are being programmed through Marin Transit to the GGBHTD for the sixth year of operation of the ferry shuttle for the period of July 2018 through June 2019.

**Environmental Clearance:** N/A

**Non-Motorized Travel Considerations:** N/A

Have the needs of non-motorized travelers been considered in the design of the project and is the project consistent with Caltrans Deputy Directive 64? Yes/No

Is non-motorized travel impeded by this project? Yes/No

If yes, has a cross-facility, non-motorized access been included in the project?

Has a parallel non-motorized facility been designed to accommodate non-motorized travelers? Yes/No