

Golden Gate Bridge Highway and Transportation District Transit Program and Finance Model



San Francisco Planning
and Urban Research

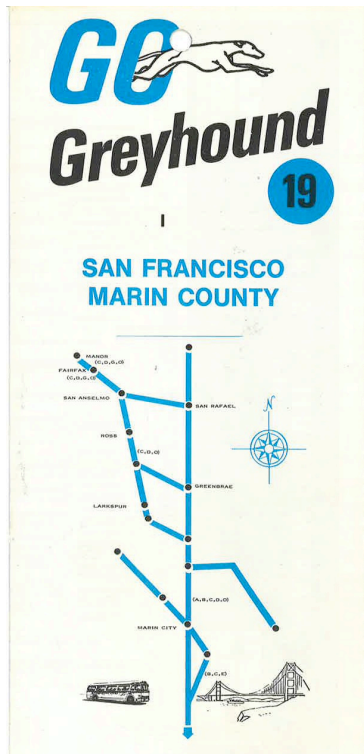
July 31, 2018

Golden Gate Bridge Highway and Transportation District is a Multimodal Agency

- **Bridge:** The Golden Gate Bridge
- **Highway:** Alexander Avenue at the north end of the Bridge
- **Transportation:** Original mission modified in 1969 to include operating “Transportation Services” to reduce Bridge traffic using surplus toll funds
 - ▣ Golden Gate Ferry (1970)
 - ▣ Golden Gate Transit Regional Bus (1972)
 - Greyhound Lines wanted to discontinue local bus business

Moving from Private Sector Financing of Transit to Public Sector

Greyhound was losing money and petitioned CPUC to end service



GGBHTD created a new system

- Bridge Tolls and Federal Operating funds would pay for service
- Federal Capital Funds would pay 80% of the cost of new buses

Private Sector to Public Sector

Greyhound provided buses without many amenities



New GGT buses provided reclining seats and air conditioning



Regional Bus Service Types

- **Commute Routes:** 2, 4, 8, 18, 24, 27, 38, 44, 54, 56, 58, 72, 72X, 74, 76 & 101X
 - ▣ Weekday peak periods, designed for work trips
 - ▣ Express service – fewer stops, shorter travel times
 - ▣ Higher farebox recovery rate
- **Basic Routes:** 30, 40, 70, & 101
 - ▣ Usually operate all day, 7 days per week for mobility needs
 - ▣ Regular service – more stops, longer travel times
 - ▣ Lower farebox recovery rate
- **Marin Transit Local Contract Service**
 - ▣ Not covered in this presentation

Regional Ferry Service

- **Sausalito** (established 1971)
 - 2,035 weekday riders
- **Larkspur** (established 1976)
 - 6,260 weekday riders
- **Tiburon** (established 2017)
 - 809 weekday riders



Regional Bus Service Characteristics

- **Trip origins and destinations**
 - ▣ Commute routes – primarily to/from San Francisco
 - ▣ Basic routes – variety of locations throughout service area
- **Typical number of weekday passengers**
 - ▣ 16,600 ride total system
 - ▣ 11,200 ride basic & commute routes
 - 6,800 on commute routes – 5,900 to/from SF
 - 4,400 on basic routes – 2,000 to/from SF
 - 7,900 total passengers to/from SF

Clipper Market Penetration Rates

- **Bus: “Extended Use” Clipper cards**
- **Ferry: “Extended Use” or “Limited Use” cards**
- **High use of Clipper on GGT commute buses**
 - 89% of passengers use Clipper card overall
- **Use on Regional Basic bus routes is mixed**
 - 43% of passengers use Clipper card overall
 - 56-67% of Marin-San Francisco basic riders use Clipper
 - 39% of Sonoma-Marin basic riders use Clipper
 - Only 16-22% of Marin Local riders on Regional basic use Clipper
- **High use of “Extended Use” cards on Larkspur Ferry but Sausalito Ferry lags due to tourists**
 - On average, 67% of ferry passengers use “EU” Clipper card
 - Usage rates: Larkspur 81%; Sausalito 43%; Tiburon 87%

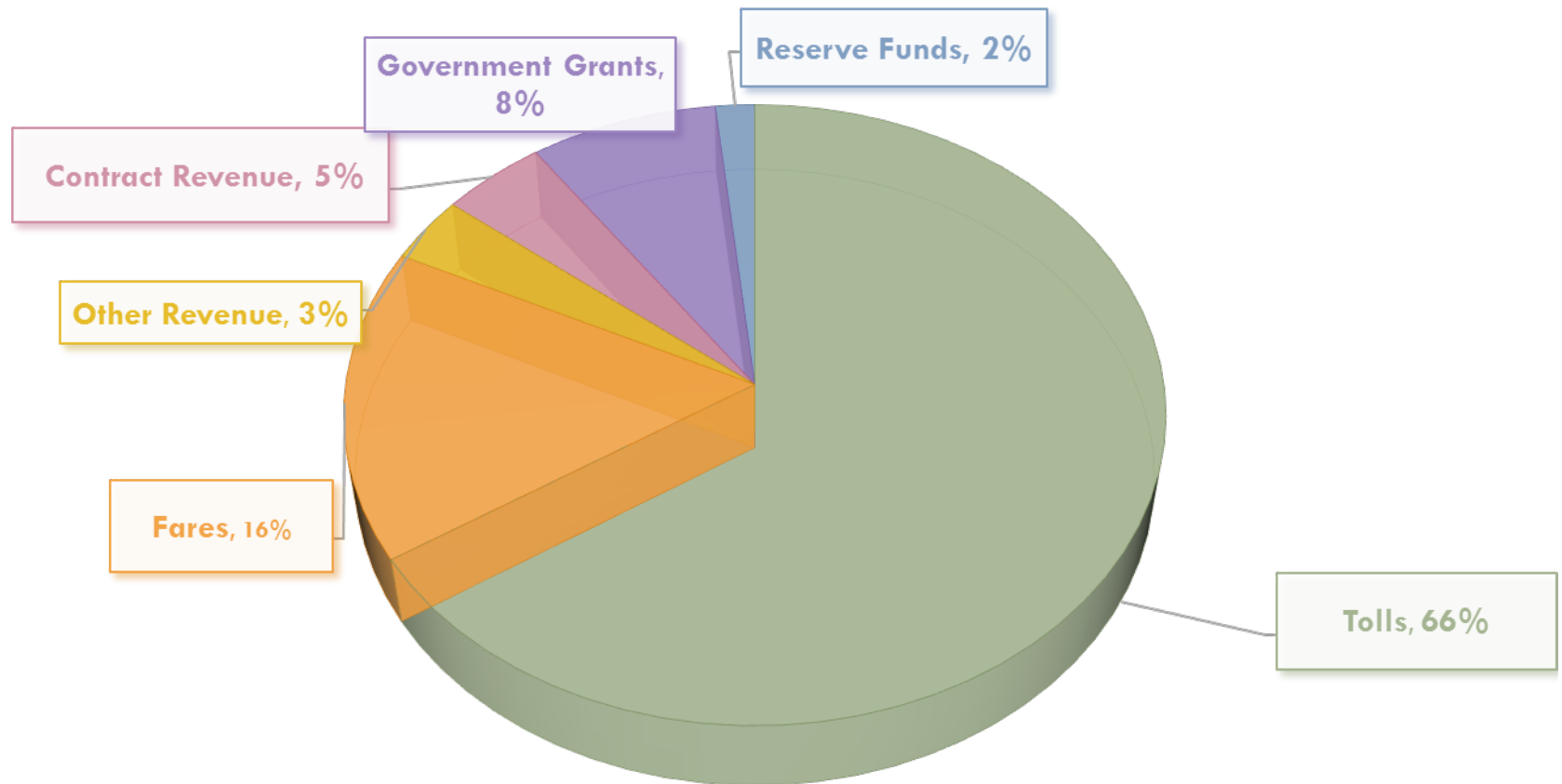


GGBHTD Financing

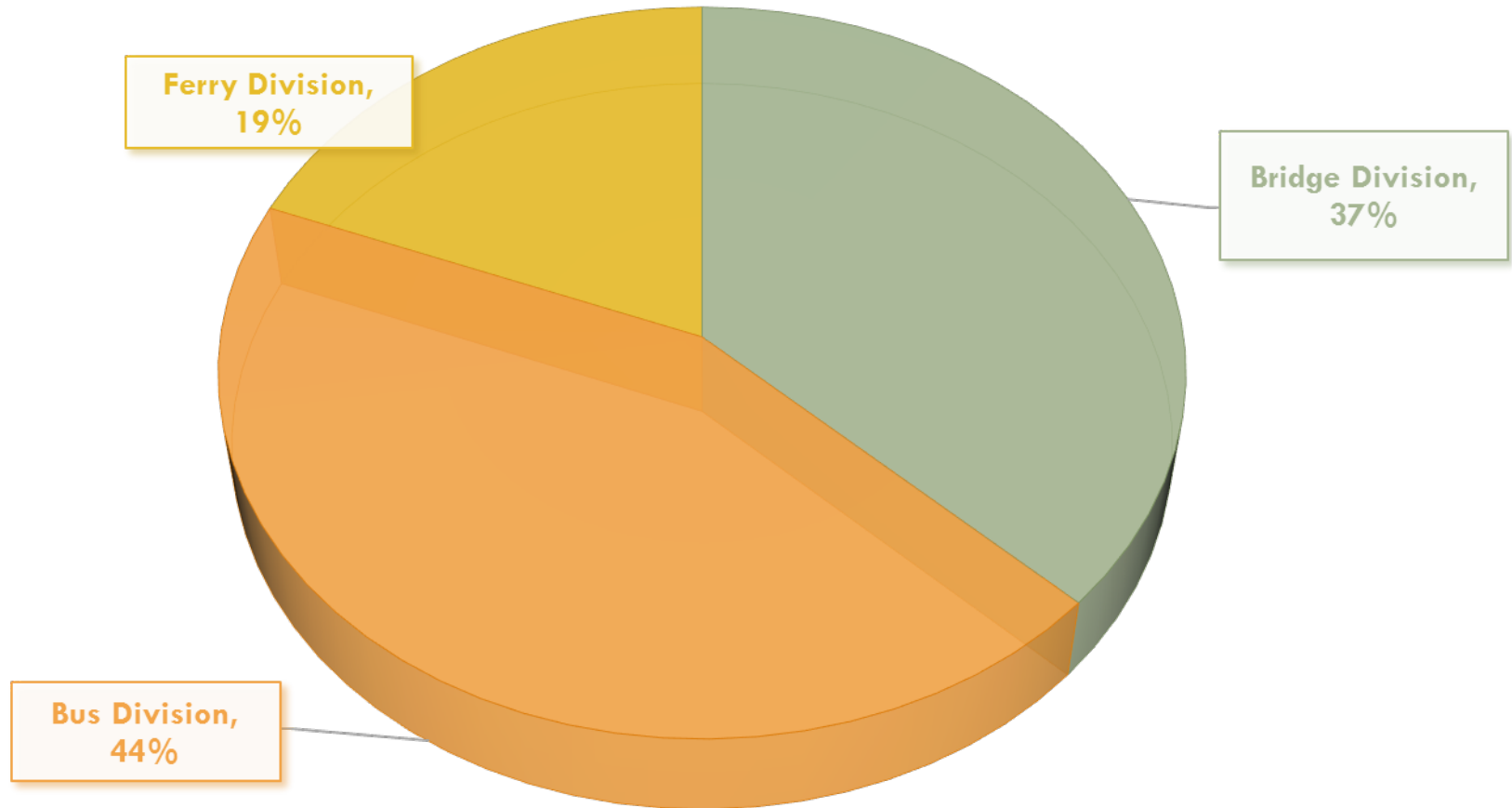
FY 18/19 District Operating Budget

- ▣ **\$230 million in expenses**
- ▣ **\$226 million in revenues**
 - **Bridge tolls contribute \$151.7 million**
 - **Transit fares contribute \$37.4 million**
 - **Operating assistance covers \$18.4 million**
 - **Other funds cover \$18.7 million**
 - **Reserves will cover shortfall of \$4.0 million**

Where will the money come from in FY 18/19 to operate all of GGBHTD?



Where will the money go to operate GGBHTD in FY 18/19?



GGBHTD FY 18/19 Transit System Funding

- **Transit Operating Expenses:** \$150 million
 - GGT Bus \$104.6 million (69.7%)
 - GG Ferry \$ 45.5 million (30.3%)
- **Revenues:**
 - Toll Subsidy: \$ 74.2 million (49.4%)
 - Fares: \$ 37.4 million (24.9%)
 - Other Revenues: \$ 15.9 million (10.6%)
 - Govt. Grants: \$ 18.7 million (12.4%)
 - Reserve Funds: \$ 3.9 million (2.6%)

Revenue Streams to Support Transit

- Annual Toll Increase (Five Year Plan)
 - Last increase in plan effective July 1, 2018
 - New Five Year Plan under development for July 1, 2019
- Five Year Transit Fare Increase Plan
 - Each July 1, fares increase approximately 4%
 - Current program extends until June 30, 2022
 - Goals of 25% farebox recovery for bus and 40% farebox recovery for ferry

