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

San Francisco Planning and Urban Research

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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?

- Bus Division, 44%
- Bridge Division, 37%
- Ferry Division, 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