



Marin County Transit District Board of Directors

Monday, September 8, 2025, 9:30 a.m.

Marin County Civic Center

Board of Supervisors' Chambers
3501 Civic Center Drive, Room 330
San Rafael, CA 94903

Join via Zoom or Teleconference:

<https://www.zoom.us/j/87972683373>

+1 669 900 6833

Webinar ID / Access Code: 879 7268 3373

Providing Public Comment

- To provide written public comment prior to the meeting, email info@marintransit.org or use the comment form at www.marintransit.org/meetings. Submit your comments no later than **5:00 P.M. Sunday, September 7, 2025** to facilitate timely distribution to the Board of Directors. Include the agenda item number you are addressing, your name, and address. Your comments will be forwarded to the Board of Directors and will be included in the written public record.
- Public comment is limited to two minutes per speaker unless a different time limit is announced. The Board President may limit the length of comments during public meetings due to the number of persons wishing to speak or if comments become repetitious.
- Participating on Zoom or teleconference: Ensure that you are in a quiet environment with no background noise. To raise your hand on Zoom press ***9** and wait to be called upon by the President or the Clerk to speak. You will be notified that your device has been unmuted when it is your turn to speak. You will be warned prior to your allotted time being over. Your comments will be included in the public record.

General Meeting Information

- Late agenda material can be inspected at the office of Marin Transit, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday.
- In case of Zoom outage, dial 515-604-9094; meeting ID: 142-334-233
- All Marin Transit public meetings are conducted in accessible locations.
- Documents are available in accessible formats or additional languages by request. If you require translation or other accommodation, call (415) 226-0855 or 711. Requests must be received no less than five working days prior to the meeting.
- Si usted requiere una traducción u otra adaptación, llame al (415) 226-0855 or 711. Para acceder a estas instrucciones en español, [haga clic aquí](#).
- 如果您需要翻译或其他辅助服务，请致电(415) 226-0855 或711。如需查看这些说明的简体中文版本，[请点击此处](#)。
- Nếu bạn cần thông dịch hoặc các hỗ trợ khác, hãy gọi (415) 226-0855 hoặc 711. Để truy cập các hướng dẫn này bằng tiếng Việt, [hãy nhấp vào đây](#).

9:30 a.m. Convene as the Marin County Transit District Board of Directors**1. Consider approval of Directors request to participate remotely and utilize Just Cause or Emergency Circumstance per AB 2449****2. Open Time for Public Expression**

(Limited to two minutes per speaker on items not on the District's agenda)

3. Board of Directors' Matters**4. General Manager's Report**

- a. General Manager's Oral Report
- b. [Monthly Monitoring Report: April 2025](#)
- c. [Monthly Monitoring Report: May 2025](#)
- d. [Monthly Monitoring Report: June 2025](#)

5. Consent Calendar

- a. [Minutes for July 7, 2025 Board Meeting](#)
- b. [Federal Legislative Report](#)
- c. [Marin Transit Quarterly Performance Report for the Fourth Quarter of FY 2024/25](#)
- d. [Marin Transit Safety Plan Annual Updates](#)
- e. [Resolution 2025-08 Easement to Pacific Gas & Electric \(PG&E\) for Vehicle Charging Electrification at 3010/3020 Kerner Blvd.](#)
- f. [Award Contract with TAG Canada for the Purchase of On-Vehicle Cash Fare Collection and Secure Vaulting Systems](#)

Recommended Action: Approve.

6. [Marin County Transit District Zero Emission Bus Rollout Plan Update](#)

Recommended Action: Adopt resolution 2025-07 which approves the updated Marin County Transit District Zero Emission Bus Rollout Plan and authorizes the General Manager to submit the plan to the California Air Resources Board in accordance with the Innovative Clean Transit Regulations.

7. [Marin Sonoma Coordinated Transit Service Plan \(MASCOTS\) Update and Setting of Public Hearing](#)

Recommended Action: Receive update on the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) and change public hearing dates to October 15 and 16.

8. Community Engagement Update

Recommended Action: Discussion item.

9. Fixed Route Maintenance Facility Update

Recommended Action: Discussion item.

Convene in Closed Session**PUBLIC EMPLOYEE PERFORMANCE EVALUATION****California Government Code Section 54957(b)(1)**

Title: General Manager

Report from Closed Session

Adjourn



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marintransit.org

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City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: General Manager Report – Monthly Report: April 2025

Dear Board Members:

Recommendation

This is a recurring information item.

Summary

The attached monthly report provides an overview of Marin Transit operations for the monthly period ending April 30, 2025. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced strong systemwide ridership in April 2025. Total ridership was 10% higher than the previous year (April 2024) and 4% higher than pre-COVID (April 2019).

Matching the systemwide trend, fixed route ridership was strong this month, with ridership being 10% higher than the previous year (April 2024) and 12% higher than pre-COVID (April 2019).

Yellow bus ridership also grew this month, with ridership 6% higher than the previous year (April 2024) and 7% lower than pre-COVID (April 2019).

Matching the systemwide trend, Marin Access ridership was strong this month, with ridership being 11% higher than the previous year (April 2024).

Additional detailed analyses of system performance and trends are provided in separate quarterly and annual reports, including route-level statistics and financials. These reports are available on the District's website at <https://marintransit.org/service-performance-and-reports>.

Fiscal/Staffing Impact

None.



Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

Month:		April 2025									
Category	Program							Total			
	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide				
Commendation	0	0	0	0	28	0	6	34			
Service Delivery Complaint	30	4	4	0	6	0	1	45			
Accessibility	0	0	0	0	0	0	0	0			
Driver Conduct Complaint	13	3	0	0	5	0	0	21			
Driving Complaint	10	0	1	0	0	0	0	11			
Early Trip	0	0	0	0	0	0	0	0			
Equipment Issue	0	0	0	0	0	0	0	0			
Farebox	0	0	0	0	0	0	0	0			
Late Trip	2	0	1	0	1	0	1	5			
Missed Connection	0	0	0	0	0	0	0	0			
Missed Trip	0	0	1	0	0	0	0	1			
No-Show	1	0	1	0	0	0	0	2			
Off-Route	0	0	0	0	0	0	0	0			
Pass-Up Complaint	4	1	0	0	0	0	0	5			
Service Structure Complaint	4	2	1	0	3	0	2	12			
Bus Stop Improvement Request	1	0	1	0	0	0	0	2			
Fares	0	0	0	0	0	0	0	0			
Other Complaint	2	0	0	0	0	0	0	2			
Scheduling Complaint	0	0	0	0	1	0	1	2			
Service Improvement Suggestion	1	2	0	0	2	0	1	6			
Safety Complaint	0	0	0	0	0	0	0	0			
Total Service Hours	10,345	3,378	1,321	203	2,376	0	17,623	17,623			
Commendations per 1,000 Hours	0.0	0.0	0.0	0.0	11.8	-	0.3	1.9			
Complaints per 1,000 Hours	3.3	1.8	3.8	0.0	3.8	-	0.2	3.2			
Total Passengers	223,960	36,732	10,378	4,059	4,333	3,185	296,352	296,352			
Commendations per 1,000 Passenger:	0.0	0.0	0.0	0.0	6.5	0.0	0.0	0.1			
Complaints per 1,000 Passengers	0.2	0.2	0.5	0.0	2.1	0.0	0.0	0.2			

Attachment A

Monthly Monitoring Report

08/20/2025

FISCAL YEAR

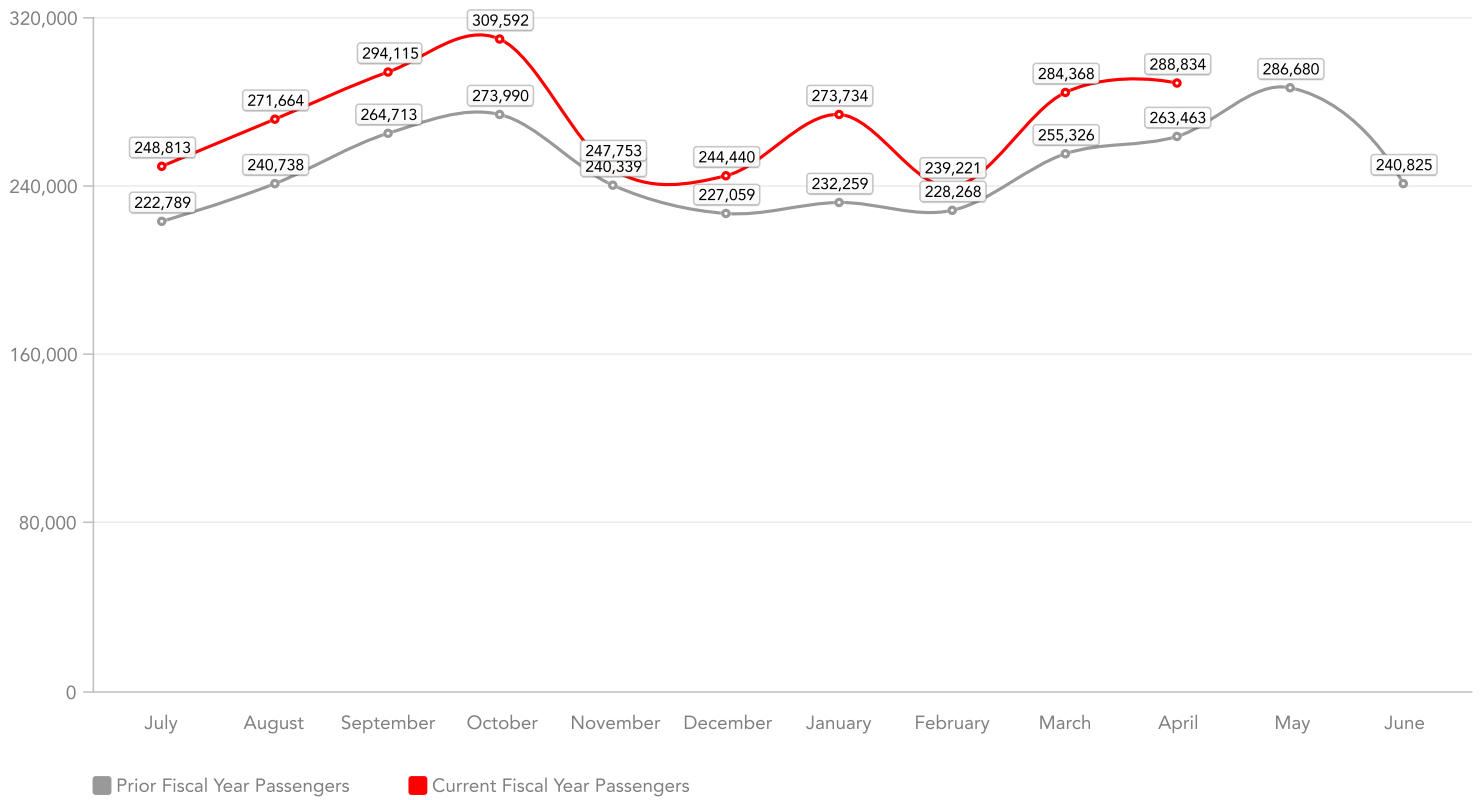
MONTH

2025

All

Year-to-Date Ridership Trends

Fixed-Route Passengers (incl. Yellow Bus & MWS) by Month



Demand Response Passengers by Month

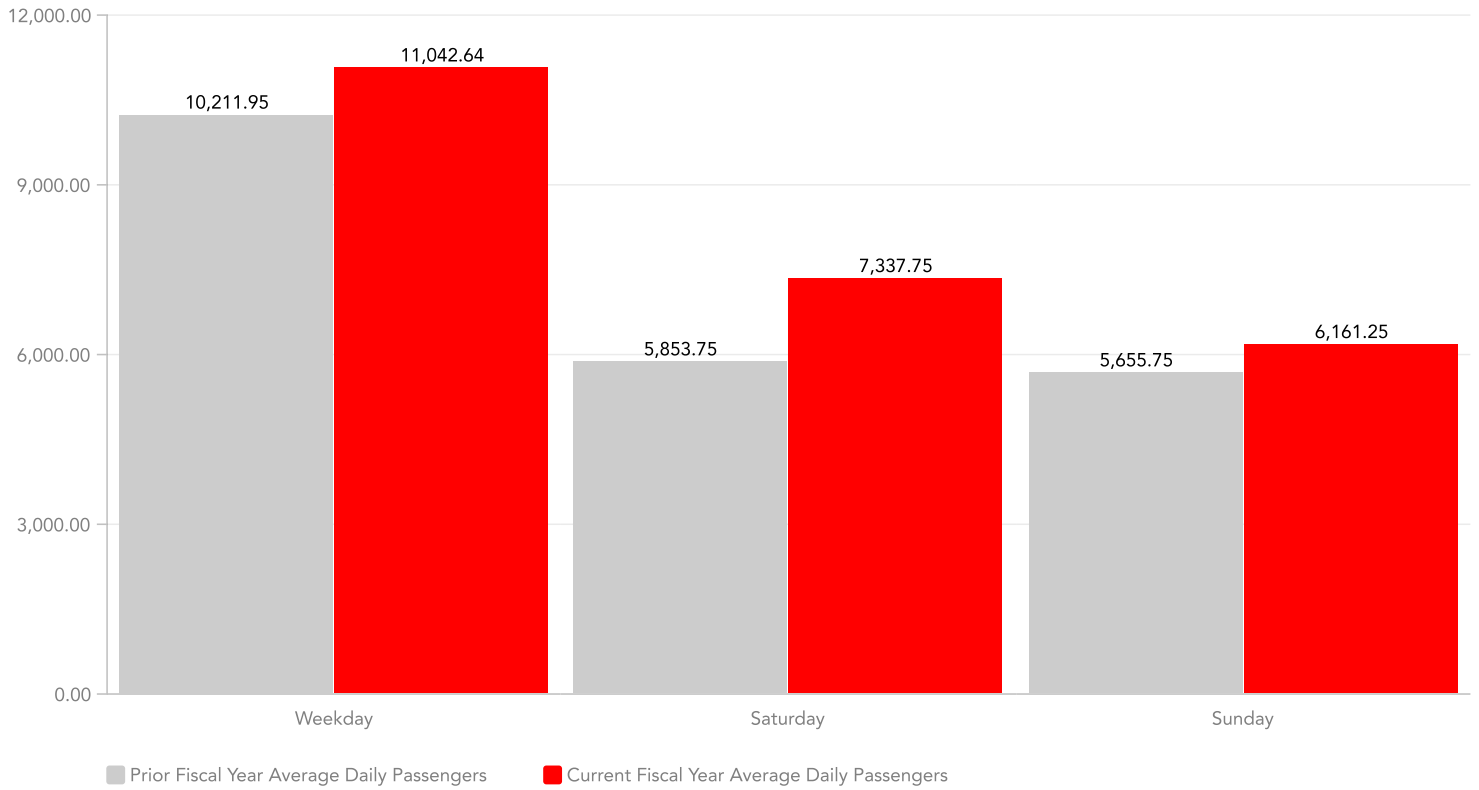


Monthly Comparison

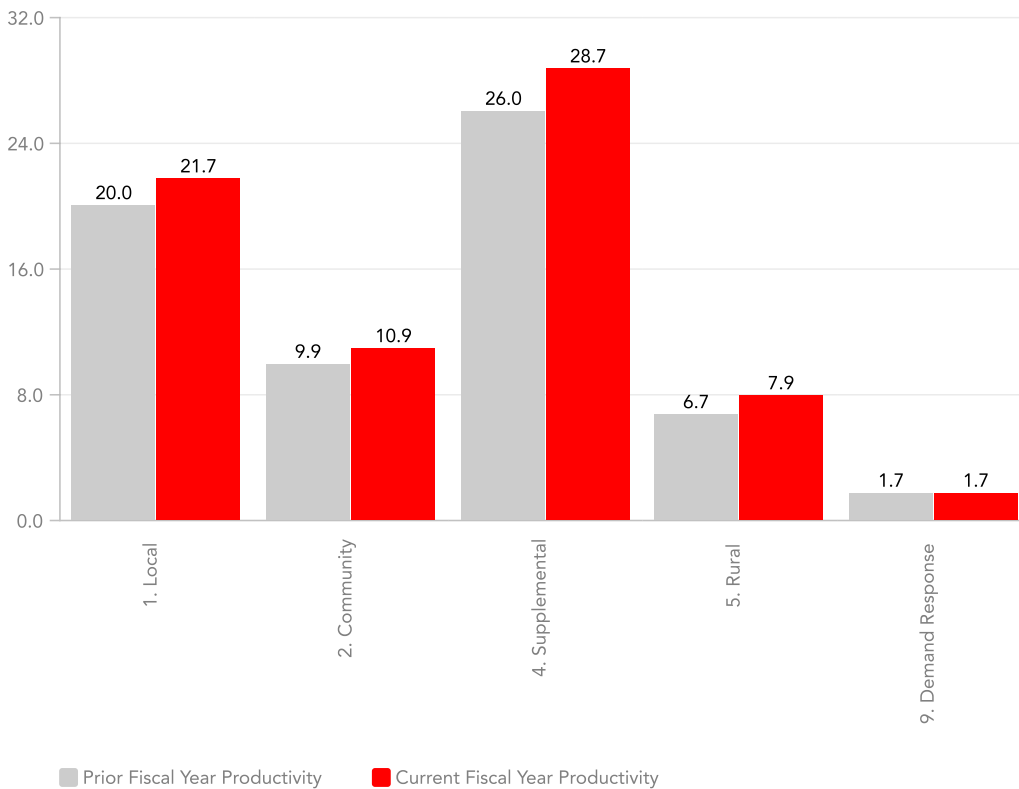
MONTH

Apr

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

- 1. Local:
Routes 17, 22, 23, 35, 36, 49, 71
- 2. Community:
Routes 219, 228, 29, 233, 245, 57
- 4. Supplemental
Routes 613, 619, 625, 654
- 5. Rural:
Routes 61, 68
- 9. Demand Response:
Local Paratransit, Marin Access
Shuttles



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September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: General Manager Report – Monthly Report: May 2025

Dear Board Members:

Recommendation

This is a recurring information item.

Summary

The attached monthly report provides an overview of Marin Transit operations for the monthly period ending May 31, 2025. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced strong systemwide ridership in May 2025. Total ridership was 6% higher than the previous year (May 2024) and 3% higher than pre-COVID (May 2019).

Matching the systemwide trend, fixed route ridership was strong this month, with ridership being 6% higher than the previous year (May 2024) and 10% higher than pre-COVID (May 2019).

Yellow bus ridership also grew this month, with ridership 1% higher than the previous year (May 2024) and 17% lower than pre-COVID (May 2019).

Matching the systemwide trend, Marin Access ridership was strong this month, with ridership being 5% higher than the previous year (May 2024).

Additional detailed analyses of system performance and trends are provided in separate quarterly and annual reports, including route-level statistics and financials. These reports are available on the District's website at <https://marintransit.org/service-performance-and-reports>.

Fiscal/Staffing Impact

None.



Respectfully Submitted,

A handwritten signature in black ink, reading "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

Month:		May 2025									
Category	Program							Total			
	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide				
Commendation	1	0	1	0	4	0	0	6			
Service Delivery Complaint	47	14	11	1	4	0	0	77			
Accessibility	0	0	0	0	0	0	0	0			
Driver Conduct Complaint	18	7	5	0	4	0	0	34			
Driving Complaint	12	3	2	0	0	0	0	17			
Early Trip	2	0	0	0	0	0	0	2			
Equipment Issue	0	0	0	0	0	0	0	0			
Farebox	0	0	0	0	0	0	0	0			
Late Trip	3	0	1	0	0	0	0	4			
Missed Connection	0	0	0	0	0	0	0	0			
Missed Trip	1	0	0	0	0	0	0	1			
No-Show	0	0	3	0	0	0	0	3			
Off-Route	0	0	0	0	0	0	0	0			
Pass-Up Complaint	11	4	0	1	0	0	0	16			
Service Structure Complaint	7	0	0	0	9	0	0	16			
Bus Stop Improvement Request	2	0	0	0	0	0	0	2			
Fares	1	0	0	0	1	0	0	2			
Other Complaint	2	0	0	0	3	0	0	5			
Scheduling Complaint	0	0	0	0	5	0	0	5			
Service Improvement Suggestion	2	0	0	0	0	0	0	2			
Safety Complaint	0	0	0	0	0	0	0	0			
Total Service Hours	10,499	3,406	1,368	247	2,294	0	17,814	17,814			
Commendations per 1,000 Hours	0.1	0.0	0.7	-	1.7	-	0.0	0.3			
Complaints per 1,000 Hours	5.1	4.1	8.0	-	5.7	-	0.0	5.2			
Total Passengers	231,342	38,638	11,218	5625	4,220	2,979	311,376	311,376			
Commendations per 1,000 Passenger:	0.0	0.0	0.1	-	0.9	0.0	0.0	0.0			
Complaints per 1,000 Passengers	0.2	0.4	1.0	-	3.1	0.0	0.0	0.3			

Attachment A

Monthly Monitoring Report

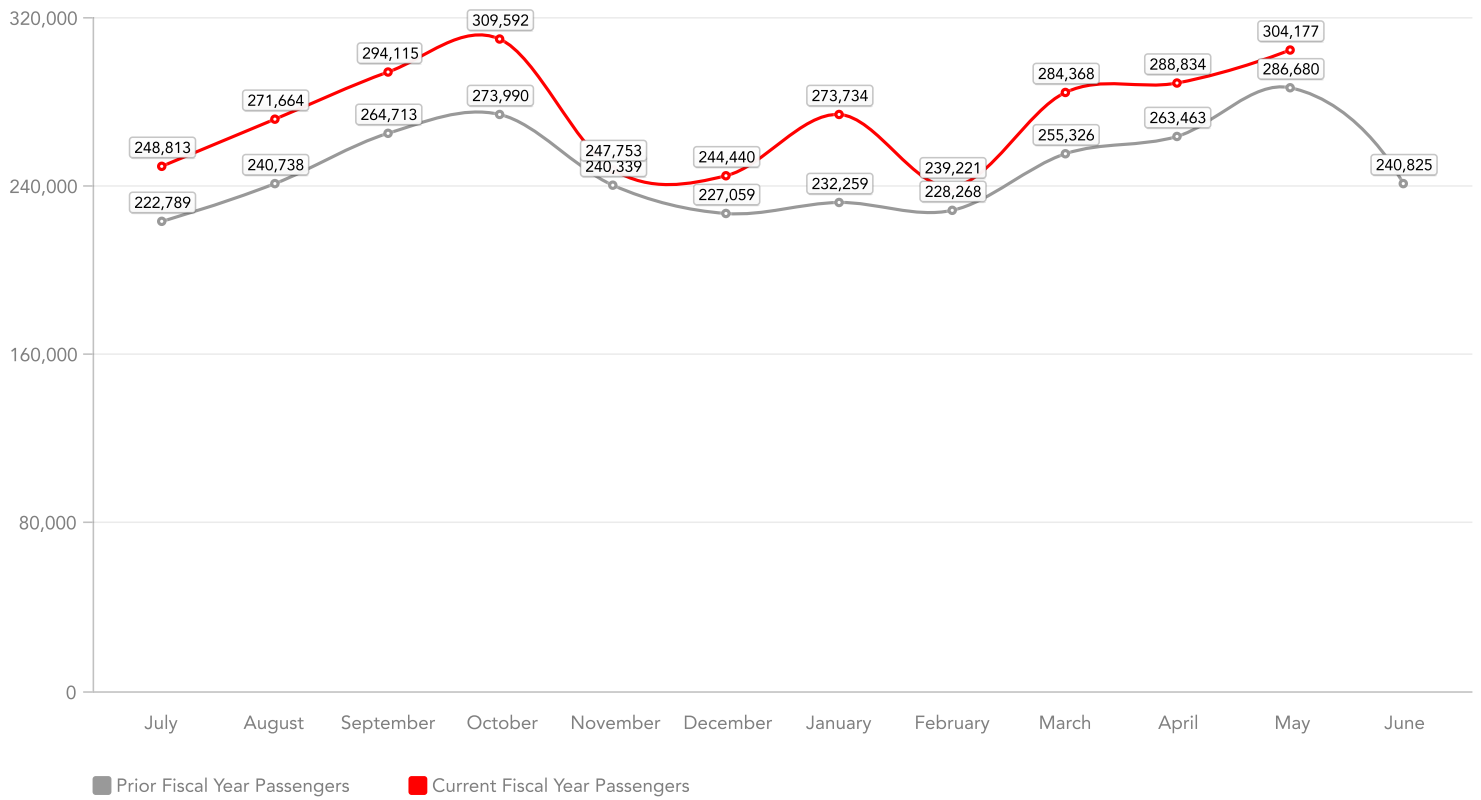
08/21/2025

FISCAL YEAR
2025

MONTH
All

Year-to-Date Ridership Trends

Fixed-Route Passengers (incl. Yellow Bus & MWS) by Month



Demand Response Passengers by Month

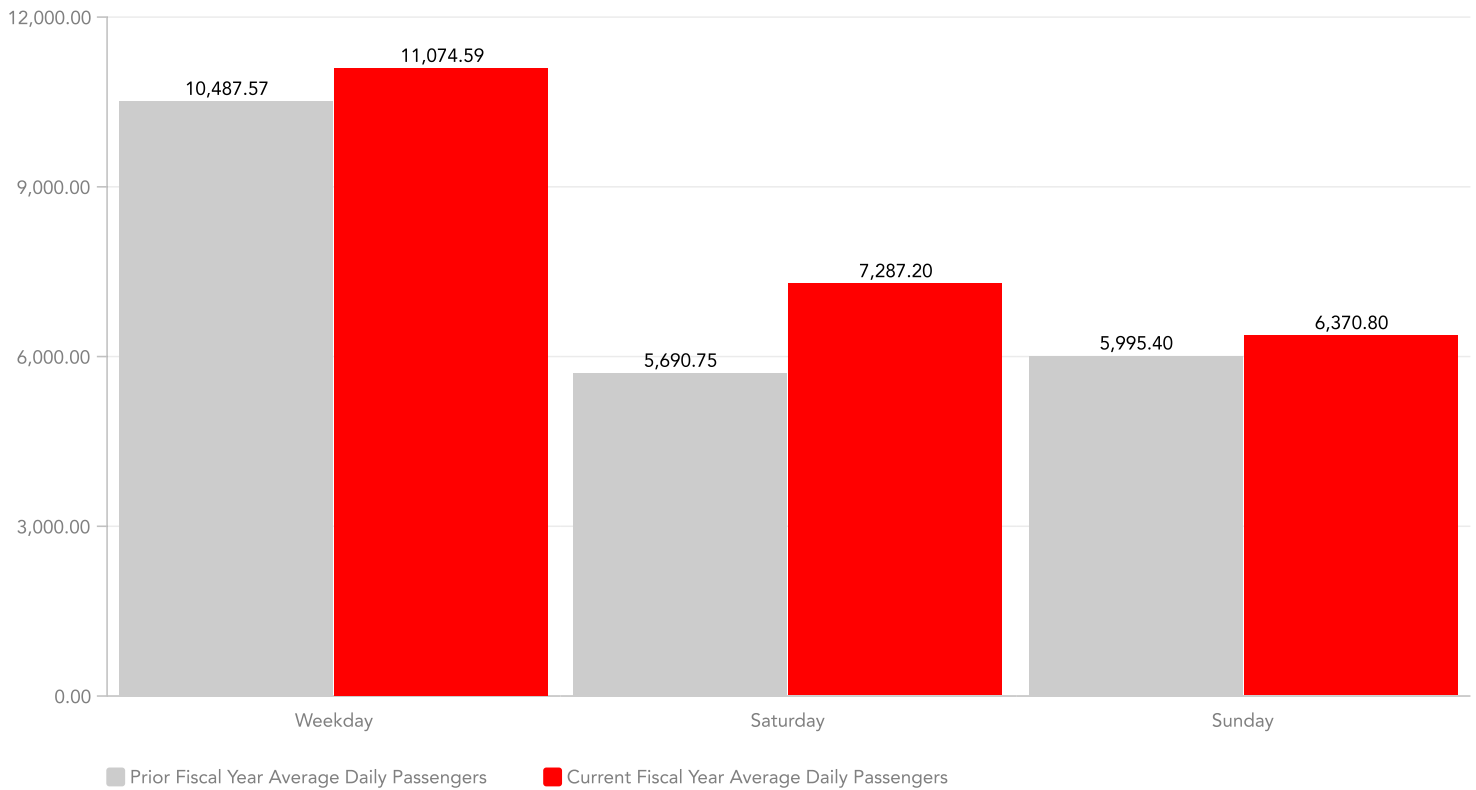


Monthly Comparison

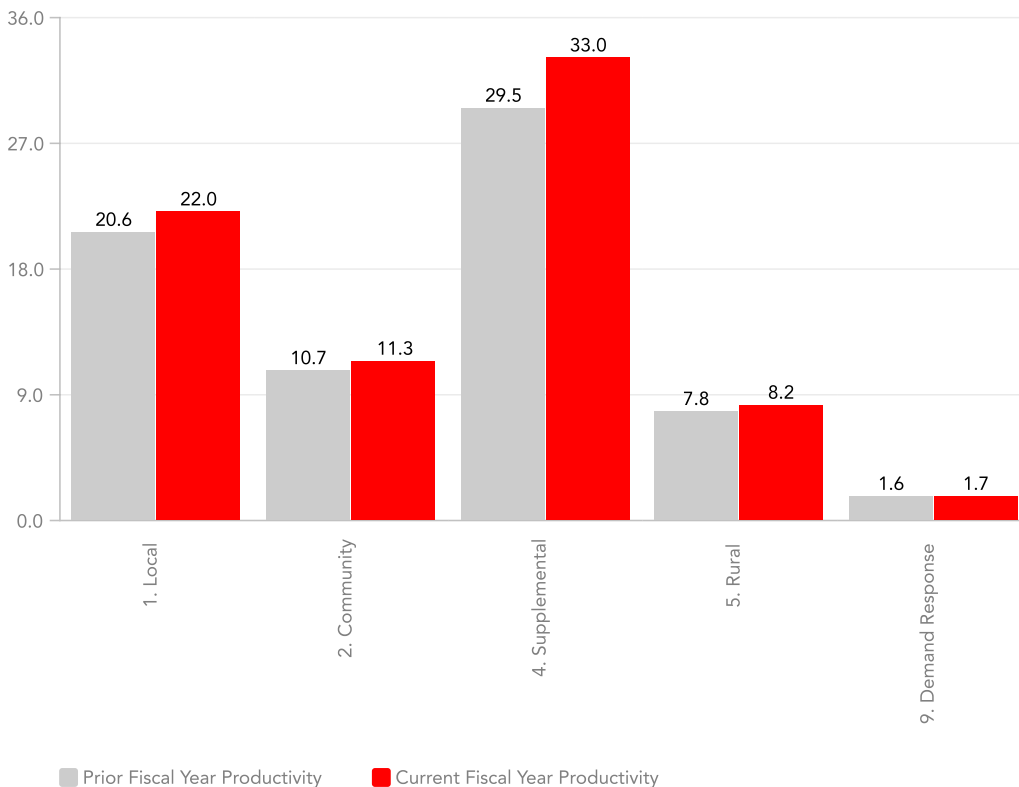
MONTH

May

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

- 1. Local:
Routes 17, 22, 23, 35, 36, 49, 71
- 2. Community:
Routes 219, 228, 29, 233, 245, 57
- 4. Supplemental
Routes 613, 619, 625, 654
- 5. Rural:
Routes 61, 68
- 9. Demand Response:
Local Paratransit, Marin Access
Shuttles



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City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: General Manager Report – Monthly Report: June 2025

Dear Board Members:

Recommendation

This is a recurring information item.

Summary

The attached monthly report provides an overview of Marin Transit operations for the monthly period ending June 30, 2025. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced strong systemwide ridership in June 2025. Total ridership was 10% higher than the previous year (June 2024) and 2% higher than pre-COVID (June 2019).

Matching the systemwide trend, fixed route ridership was strong this month, with ridership being 11% higher than the previous year (June 2024) and 12% higher than pre-COVID (June 2019).

Yellow bus ridership also grew this month, with ridership 6% higher than the previous year (June 2024) and 8% lower than pre-COVID (June 2019).

Marin Access ridership was moderate this month, with ridership being 3% higher than the previous year (June 2024).

Additional detailed analyses of system performance and trends are provided in separate quarterly and annual reports, including route-level statistics and financials. These reports are available on the District's website at <https://marintransit.org/service-performance-and-reports>.

Fiscal/Staffing Impact

None.



Respectfully Submitted,

A handwritten signature in black ink, reading "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

Month:		June 2025						
Category	Program							Total
	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	
Commendation	5	1	1	0	8	0	1	16
Service Delivery Complaint	40	5	6	0	4	0	0	55
Accessibility	0	0	0	0	0	0	0	0
Driver Conduct Complaint	12	2	3	0	3	0	0	20
Driving Complaint	12	1	2	0	1	0	0	16
Early Trip	1	0	0	0	0	0	0	1
Equipment Issue	1	0	0	0	0	0	0	1
Farebox	0	0	0	0	0	0	0	0
Late Trip	4	1	1	0	0	0	0	6
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	0	0	0	0	0	0	0
No-Show	0	0	0	0	0	0	0	0
Off-Route	1	0	0	0	0	0	0	1
Pass-Up Complaint	9	1	0	0	0	0	0	10
Service Structure Complaint	3	0	2	0	0	0	0	5
Bus Stop Improvement Request	2	0	0	0	0	0	0	2
Fares	0	0	0	0	0	0	0	0
Other Complaint	0	0	0	0	0	0	0	0
Scheduling Complaint	0	0	1	0	0	0	0	1
Service Improvement Suggestion	1	0	1	0	0	0	0	2
Safety Complaint	0	0	0	0	0	0	0	0
Total Service Hours	10,126	3,279	1,318	120	2,103	0	16,946	16,946
Commendations per 1,000 Hours	0.5	0.3	0.8	-	3.8	-	0.1	0.9
Complaints per 1,000 Hours	4.2	1.5	6.1	-	1.9	-	0.0	3.5
Total Passengers	206,926	31,628	11,054	2228	3,833	3,114	271,230	271,230
Commendations per 1,000 Passenger:	0.0	0.0	0.1	-	2.1	0.0	0.0	0.1
Complaints per 1,000 Passengers	0.2	0.2	0.7	-	1.0	0.0	0.0	0.2

Attachment A

Monthly Monitoring Report

08/25/2025

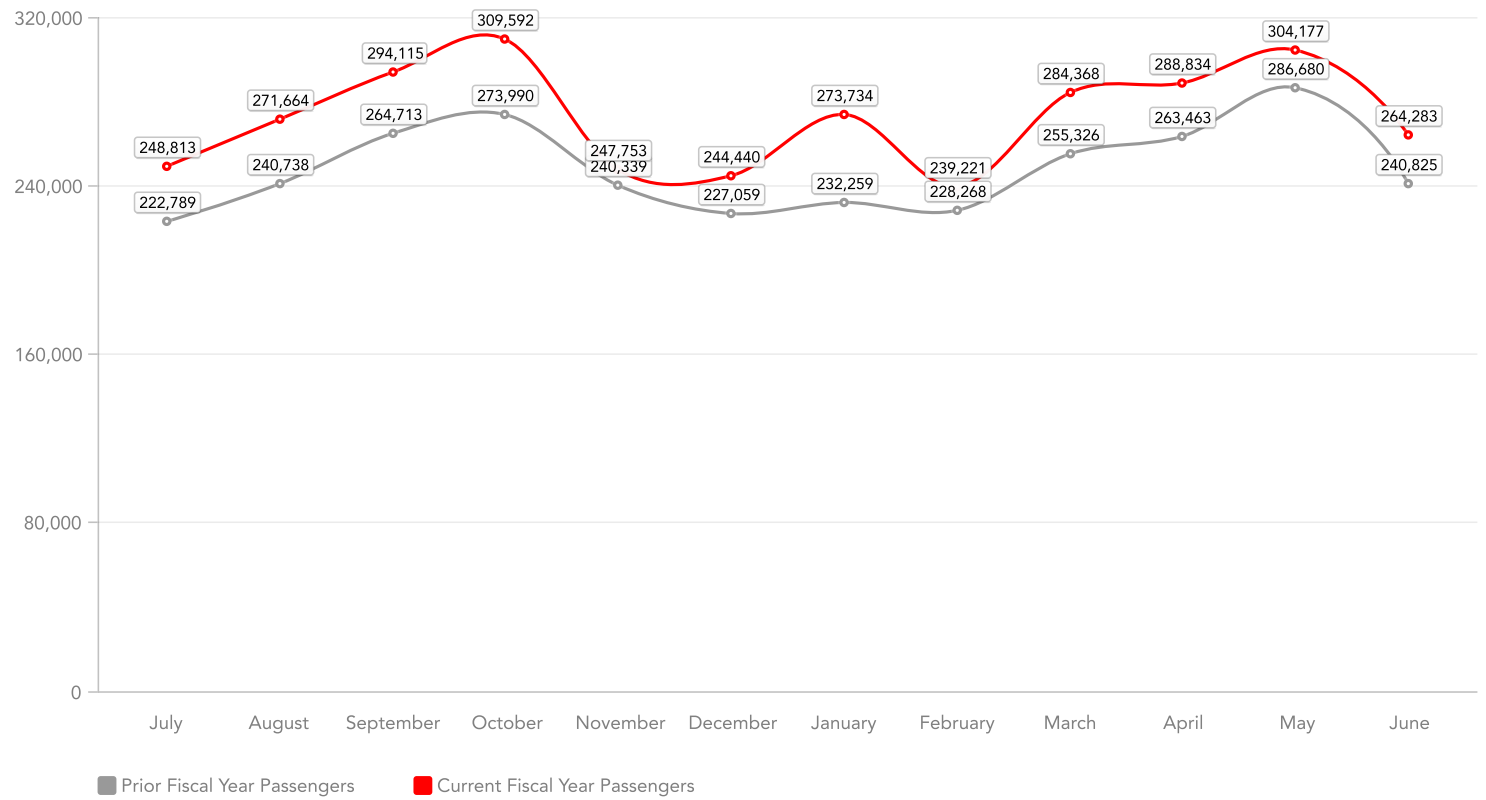
FISCAL YEAR MONTH

2025

All

Year-to-Date Ridership Trends

Fixed-Route Passengers (incl. Yellow Bus & MWS) by Month



Demand Response Passengers by Month

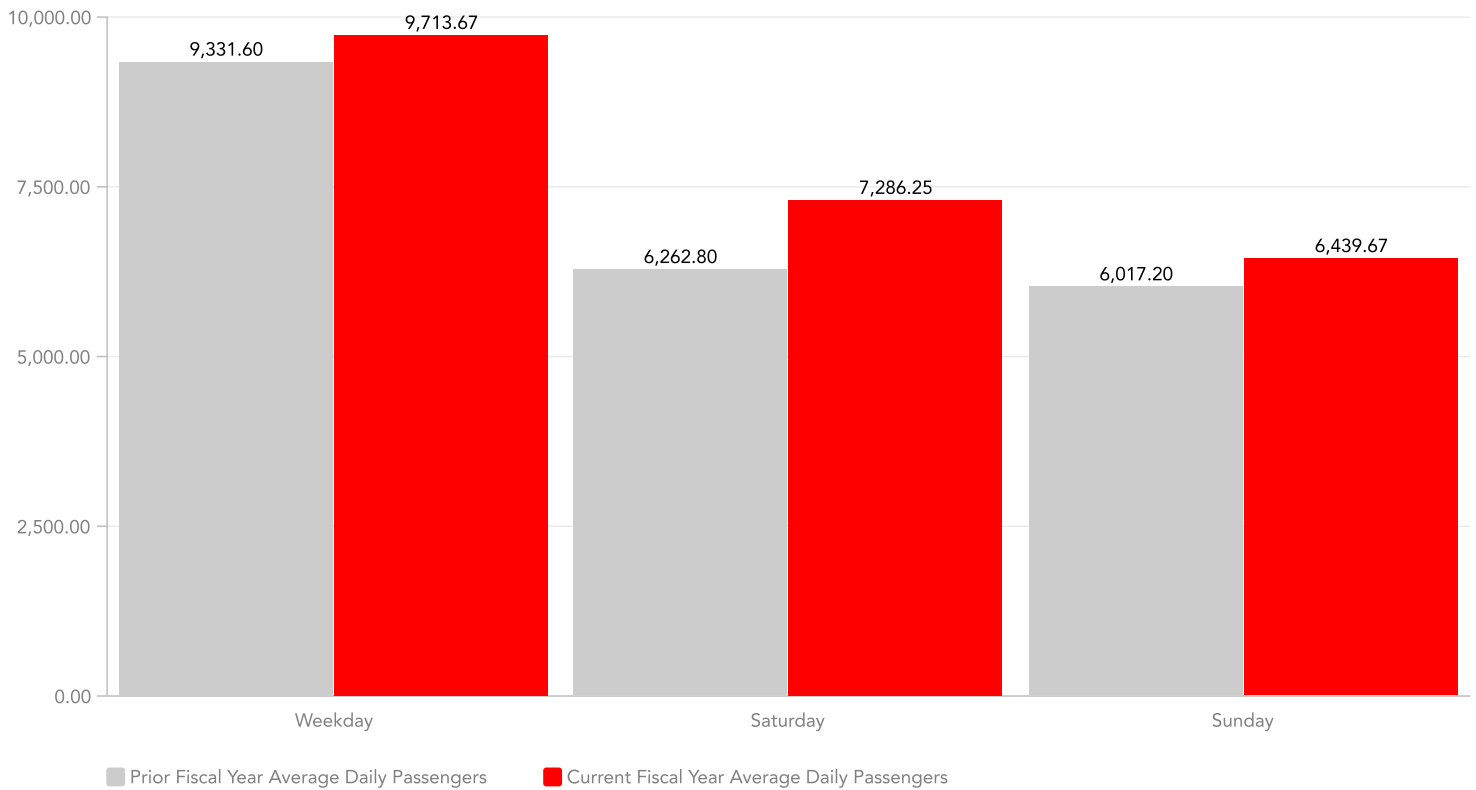


Monthly Comparison

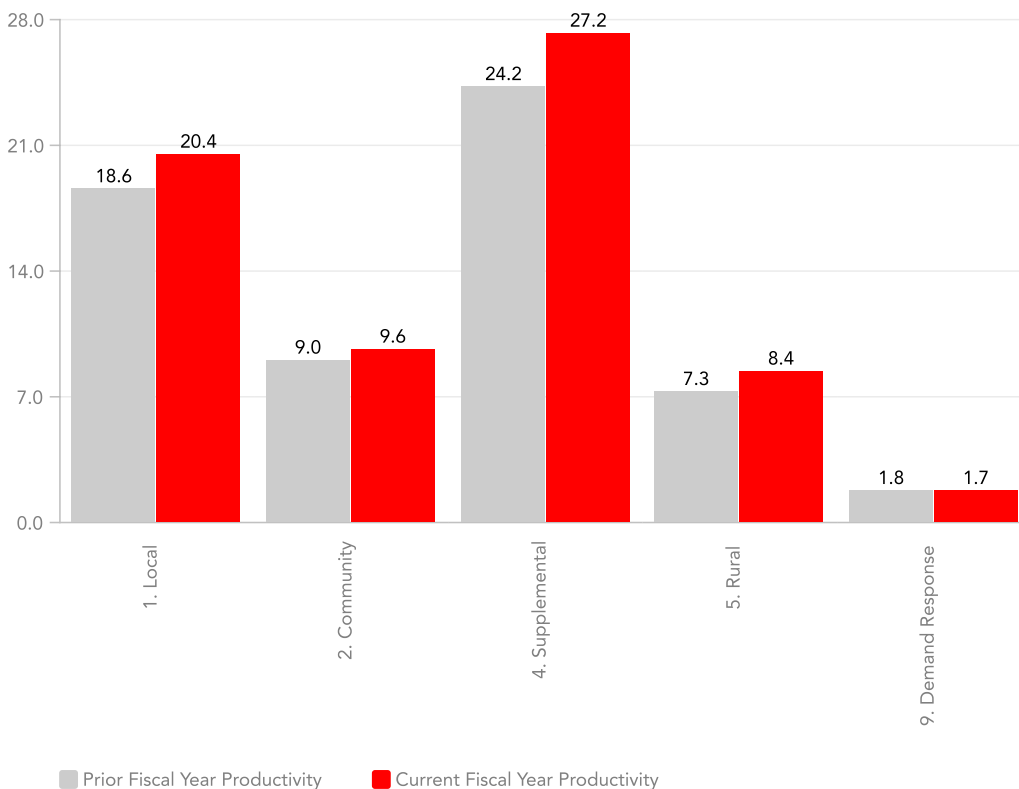
MONTH

Jun

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

- 1. Local:
Routes 17, 22, 23, 35, 36, 49, 71
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Routes 61, 68
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Local Paratransit, Marin Access
Shuttles

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, July 7, 2025 at 9:30 A.M.

Roll Call

Present: **President Lucan, Vice President Sackett, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Bushey**

Absent: **Director Colbert, Director Llorens Gulati**

Board President Lucan opened the meeting at 9:30 A.M.

1. [Consider approval of Directors request to participate remotely and utilize Just Cause or Emergency Circumstance per AB 2449](#)

There were no requests for remote participation by any Directors.

2. [Open Time for Public Expression](#)

President Lucan called for public comment. Seeing none he called for Board of Director's Matters.

3. [Board of Directors' Matters](#)

President Lucan asked if any member of the Board wished to speak. Seeing none he called for the General Manager's report.

4. [General Manager's Report](#)
 - a. [General Manager's Oral Report](#)

General Manager Nancy Whelan provided an update on the FY 2025/26 State budget and its impacts on public transportation. Ms. Whelan announced that the District was awarded 2025 Employer of the Year by WTS. She reported on staff's involvement with Caltrans' State Highway Operation and Protection Program (SHOPP) project regarding State Route 131 & Tiburon Boulevard. She reviewed upcoming community open house events hosted by the District and Golden Gate Transit. Ms. Whelan provided an update on Marin Access' Mobility Wallet. She announced that April 2025's ridership report was deferred to the September 2025 Board meeting. She noted that the August 2025 Board meeting was cancelled.

Director Moulton-Peters commended staff on their WTS award. She thanked Ms. Whelan for her comments on Caltrans' State Route 131 & Tiburon Boulevard SHOPP project. Director Moulton-Peters provided additional details regarding the project's features. She highlighted the District and Golden Gate Transit's upcoming community open houses.

Vice President Sackett asked if the Mobility Wallet's enrollment data aligned with staff's predictions. She asked how enrollment compared to Marin Access' prior programs.

Ms. Whelan responded that enrollment in the Mobility Wallet met their expectations.

5. [Consent Calendar](#)

- a. [Minutes for June 2, 2025 Board Meeting](#)
- b. [Federal Legislative Report](#)
- c. [Update on FY 2024/25 Contract Awards and FY 2025/26 Contracting Opportunities](#)
- d. [Marin Transit's Disadvantaged Business Enterprise Participation \(DBE\) Goal for Marin Transit Contracting Opportunities in Federal Fiscal Years 2026-28](#)
- e. [Purchase Agreement with Gillig, LLC for Four Low-Floor Diesel and Five Low-Floor Hybrid Diesel-Electric Buses](#)
- f. [Resolution 2025-06 for Regional Measure 3 Implementing Agency Resolution of Project Compliance – Allocation Request for Facility Project](#)

Recommended Action: Approve.

M/s: Second Vice President Casissa – Vice President Sackett

Ayes: President Lucan, Vice President Sackett, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Bushey

Noes: None

Absent: Director Colbert, Director Llorens Gulati

Abstain: None

6. [Marin Sonoma Coordinated Transit Service Plan \(MASCOTS\) Update and Setting of Public Hearing](#)

[Staff Report](#)

Director of Planning Cathleen Sullivan described the Marin Sonoma Coordinated Transit Service Plan (MASCOTS)'s collaborative efforts and highlighted its impacts. She explained the key elements and goals of MASCOTS. She presented a timeline of the MASCOTS process. Ms. Sullivan explained the existing conditions that the MASCOTS recommendations are based on and listed the key themes of the recommendations. She summarized the MASCOTS recommendations and listed the benefits to riders and transit operators. Ms. Sullivan presented alternative transportation options for riders who would be impacted by the recommendations. She presented the MASCOTS plan's next steps.

Vice President Sackett asked about the goals of the MASCOTS outreach.

Ms. Sullivan said they aim to educate riders and collect feedback. The MASCOTS recommendations are technical and grounded in data. Feedback from riders can highlight new perspectives as they finalize the recommendations. They will also survey riders regarding Golden Gate Transit's Route 101.

Vice President Sackett asked how the MASCOTS recommendations would strengthen transit connections at SMART stations.

Ms. Sullivan explained that their focus is on connections at SMART stations in Santa Rosa and San Marin. They aim to improve connections at other SMART stations in the future.

Director Bushey asked if the additional SMART service proposed by MASCOTS would operate over the full distance of SMART's route.

Ms. Sullivan confirmed it would.

Director Bushey asked how many additional SMART trains would need to operate.

Ms. Sullivan responded that SMART would operate three additional round-trip trains daily.

Director Bushey asked how the additional bus and train service would impact traffic at the San Rafael Transit Center.

Ms. Sullivan answered that they had not studied traffic impacts yet, however the increase in buses and trains would be incremental. There would be one or two additional buses in service during peak hours, and SMART service would be added during non-peak hours.

Director Bushey asked if the additional service is expected to impact traffic in San Rafael.

Ms. Sullivan stated that it is not.

Director Bushey asked how MASCOTS will expand in the future.

Ms. Sullivan responded that they expect regular collaboration between agencies to continue. They have discussed additional issues to address in the future.

Second Vice President Casissa asked how SMART would receive funding.

Ms. Sullivan stated that their goal is for MASCOTS to not fiscally impact the District. They created a funding package for the three-year MASCOTS pilot that utilizes existing funding sources. Formula funds based on ridership and revenue hours will adjust accordingly.

Second Vice President Casissa asked if funds would be reallocated between sources for the MASCOTS plan.

Ms. Sullivan confirmed they would.

Second Vice President Casissa asked if the District's Board of Directors was the first public transportation agency to hear the MASCOTS proposal.

Ms. Sullivan stated that the proposal was previously presented to Golden Gate Transit. They will present to additional agencies in July and August 2025.

Second Vice President Casissa asked what feedback Golden Gate Transit provided during the presentation.

Ms. Sullivan reported that Golden Gate Transit approved the public hearing and outreach processes. While they were supportive, there were concerns about reducing Route 101 service and other impacts on riders.

Second Vice President Casissa noted that he appreciated the increased service frequency in the MASCOTS proposal.

Director Rodoni asked if they would conduct an analysis of the pilot and adjust it if needed.

Ms. Sullivan confirmed they would. She explained that the pilot is primarily for regional changes. The pilot is a two-year plan, so riders have an opportunity to use the updated transit services. If there is insufficient ridership, they may reallocate the service hours.

Director Rodoni suggested they should determine which riders would be disadvantaged by the MASCOTS pilot and identify ways to assist them.

Director Moulton-Peters commented that some late-night riders may be disadvantaged by the MASCOTS proposal, but there could be a solution. She noted that Golden Gate Transit operates an employee commuter van service. Director Moulton-Peters stated that materials with visual information may help riders better understand the MASCOTS proposal. She said the Metropolitan Transformation Commission (MTC) recently worked with the Regional Network Management (RNM) program to create summary visuals. Director Moulton-Peters suggested that outreach materials for MASCOTS should visualize current and proposed routes. She added that information could be divided between the two upcoming community open house events. She suggested that since the MASCOTS proposal contains many changes to southern Marin County, local government employees should be invited to the upcoming community open house in Marin City. Director Moulton-Peters noted that because southern Marin County has minimal representation on the District's Board of Directors, a representative from that region should assume the alternate Director seat in the future.

President Lucan commended the MASCOTS effort.

Recommended Action: Receive update on the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) and set a public hearing on changes to Marin Transit bus service.

M/s: Director Rodoni – Director Moulton-Peters

Ayes: President Lucan, Vice President Sackett, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Bushey

Noes: None

Absent: Director Colbert, Director Llorens Gulati

Abstain: None

7. [Fare Programs and Policy Updates and Approvals](#)

[Staff Report](#)

Director of Planning Cathleen Sullivan provided an update on the Fare Study and reviewed the actions regarding fares that the Board of Directors authorized in February 2024. She explained the District's fare policy's purpose and reviewed the proposed new policy.

Program and Policy Manager Joanna Huitt summarized the proposed single ride ticket policy. She reviewed past fare free promotions and how they were assessed. Ms. Huitt listed staff's requested approvals regarding the fare policy, the single ride ticket policy, and fare free promotions.

Director Bushey asked if fares would be raised, and what their strategy would entail if fares were raised.

Ms. Sullivan clarified that fare increases were not addressed in the fare policy. The fare policy's purpose is to codify current conditions. In the fall of 2025, there will be a Board workshop regarding financial aspects of the Short Range Transit Plan (SRTP). At that time, they will discuss fares.

Vice President Sackett commended the details in the report regarding school field trips.

Recommended Action: Receive an update on the District's fare programs and policies and approve the following:

- **Marin Transit Fare Policy.**
- **Marin Transit Single Ride Ticket Policy.**
- **Eight fare free days or periods in FY2025/26.**
- **Free fares for youth during the summer and free fares during the Marin County Fair on an ongoing basis.**

M/s: Second Vice President Casissa – Director Rodoni

Ayes: President Lucan, Vice President Sackett, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Bushey

Noes: None

Absent: Director Colbert, Director Llorens Gulati

Abstain: None

8. [Capital Project Update](#)

[Staff Report](#)

Capital Projects Manager Anna Penoyar reviewed the history of the parking facility construction project at 3010 and 3020 Kerner Boulevard. She provided an overview of the

project, explained the project's challenges, and summarized the estimated timeline. Ms. Penoyar presented images of the construction site at 3010 and 3020 Kerner Boulevard. She provided a link to a webpage where project updates are posted. Ms. Penoyar reported on the history of the bus stop improvement project. She listed all bus stop improvements in the project. She provided an estimated project timeline and a link to a webpage where project updates are posted. Alerts regarding service impacts will be on the District's website, in real-time information feeds, at affected bus stops, and at temporary bus stops. Ms. Penoyar listed additional upcoming Capital projects.

Recommended Action: Discussion item.

9. [Fixed Route Maintenance Facility Update](#)

[Staff Report](#)

General Manager Nancy Whelan reported on the status and characteristics of the site at 1075 East Francisco Boulevard. She summarized the constraints of the facility construction project at the site and outlined the project's components. Ms. Whelan provided an update regarding the workforce development and childcare portions of the project's grant. She listed other project elements that have been considered. She presented the draft site plan for 1075 East Francisco Boulevard. Ms. Whelan summarized efforts to coordinate with the community and receive input regarding the project. She reviewed the environmental review process and the project's timeline.

Director Moulton-Peters expressed appreciation for staff outreach and highlighted the community's list of priorities. She commended staff's plan to seek support from local resources for project amenities. She noted that some employers offer off-site childcare. Director Moulton-Peters commented on the project's relation to the goals set by the California Air Resources Board (CARB).

Vice President Sackett asked about solar powered charging at 1075 East Francisco Boulevard.

Ms. Whelan clarified that the facility constructed at the site will be solar powered, however solar power would be unable to charge buses. Ms. Whelan observed that other agencies have experienced similar limitations with solar power.

Vice President Sackett asked if staff are considering using MCE Deep Green to capture the solar power from the grid.

Ms. Whelan confirmed they are, as they will be purchasing power.

Director Rodoni asked if information will be shared regarding the consideration of additional project elements when conducting community outreach for the environmental review process.

Ms. Whelan confirmed that information regarding additional elements is available, however the additional elements may not impact the environmental document.

Director Rodoni asked if there will be two workshops on August 23, 2025.

Ms. Whelan clarified that on August 23, there will be one workshop regarding multiple topics.

Director Rodoni asked if the project's California Environmental Quality Act (CEQA) deadline could be impacted by the August 23 workshop.

Ms. Whelan responded that if a change were to arise from the August 23 workshop, the CEQA schedule could be adjusted.

Recommended Action: Discussion item.

Adjourn President Lucan adjourned the meeting at 11:10 A.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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Board of Directors

Eric Lucan

President
Supervisor District 5

Mary Sackett

Vice President
Supervisor District 1

Fred Casissa

Second Vice President
Town of Corte Madera

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Maribeth Bushey

Director
City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: Federal Legislative Report

Dear Board Members:

Marin Transit contracts for federal advocacy services with Carpi & Clay. Carpi & Clay provide a monthly Federal Update. The attached monthly reports for July and August 2025 provide an appropriations update, Trump administration appointments, legislative activity, federal funding opportunities and awards, court rulings, and federal agency regulatory actions and personnel changes.

Respectfully Submitted,

Nancy Whelan
General Manager

Attachment A: Federal Update July 2025

Attachment B: Federal Update August 2025

Federal Update

August 1, 2025

President Trump Signs Budget Reconciliation Bill Into Law

On July 4, President Trump signed into law [H.R. 1](#), a budget reconciliation package also known as the *One Big Beautiful Bill Act*, marking a major legislative victory for the White House and congressional Republicans.

After extensive negotiations and parliamentary review, Vice President Vance cast the tie-breaking vote, with three Republican senators along with all Democrats voting in opposition. The final Senate version retained the House's broad framework—including tax extensions and reforms, defense and homeland security spending increases, and reductions in non-defense discretionary spending—but included notable changes such as revised Medicaid restructuring provisions, updated revenue measures, and adjustments to offsets. After clearing the Senate, the House sent the updated bill to the President's desk by a 218-214 vote.

Fiscal Year 2026 Appropriations Update

In July, both chambers continued efforts to advance FY26 appropriations bills. The House Appropriations Committee has released the text of 11 of its 12 appropriations bills, with nine reported out of the Committee and two passing on the House floor. The House has now departed for the August recess. Meanwhile, the Senate Appropriations Committee has begun marking up its bills, with five favorably reported out of the Committee to date.

With limited legislative days remaining before the September 30 deadline, leaders in both chambers have acknowledged the likely need for a continuing resolution to extend current funding levels past the start of the fiscal year.

FY26 Appropriations Bill	House Subcommittee Allocation (in Billions)	Passed House Committee	Passed House	Passed Senate Committee
Agriculture-Rural Development-FDA	\$25.523	June 23 by a 35-27 vote		July 10 by a 27-0 vote
Commerce-Justice-Science	\$76.824			July 17 by a 19-10 vote
Defense	\$831.513	June 12 by a 36-27 vote	July 18 by a 219-202 vote	

Energy-Water Development	\$57.300	July 10 by a 35-27 vote		
Financial Services-General Government	\$23.198			
Homeland Security	\$66.361	June 24 by a 36-27 vote		
Interior-Environment	\$37.971	July 22 by a 33-28 vote		July 24 by a 26-2 vote
Labor-HHS-Education	\$184.491			
Legislative Branch	\$6.700	June 26 by a 34-28 vote		July 10 by a 26-1 vote
MilCon-VA	\$152.091	June 10 by a 36-27 vote	June 25 by a 218-206 vote	
State-Foreign Operations	\$46.218	July 23 by a 35-27 vote		
Transportation-HUD	\$89.910	July 17 by a 35-28 vote		July 24 by a 27-1 vote

Trump Administration Appointments

President Trump announced dozens of new appointments to his administration in July. Below are those with a role in federal infrastructure issues.

<u>Department/Agency</u>	<u>Position</u>	<u>Appointee</u>
Environmental Protection Agency	Assistant Administrator, Toxic Substances	Douglas Troutman
Federal Energy Regulatory Commission	Member	David LaCerte
International Civil Aviation Organization	Representative	Jeffrey Anderson
Nuclear Regulatory Commission	Commissioner	Ho Nieh
National Labor Relations Board	Member	Scott Mayer
National Labor Relations Board	Member	James Murphy
Office of the United States Trade Representative	Chief Agricultural Negotiator	Julie Callahan
Tennessee Valley Authority	Member, Board of Directors	Lee Beaman
Tennessee Valley Authority	Member, Board of Directors	Arthur Graham
Tennessee Valley Authority	Member, Board of Directors	Mitch Graves
Tennessee Valley Authority	Member, Board of Directors	Jeff Hagood
Tennessee Valley Authority	Member, Board of Directors	Randall Jones
Transportation	Assistant Secretary	Daniel Edwards

LEGISLATIVE ACTIVITY

Senate Committee Approves Transportation Nominations. On July 30, the Senate Commerce, Science, and Transportation Committee [approved](#) the following transportation-related bill and nominations, including:

- Derek Barrs, to be Administrator of the Federal Motor Carrier Safety Administration (FMCSA)
- Jonathan Morrison, to be Administrator of the National Highway Traffic Safety Administration (NHTSA)
- Gregory Zerzan, to be DOT General Counsel

House Committee Leaders Introduce Bipartisan Bill to Overhaul FEMA. On July 23, House Transportation and Infrastructure Committee Chair Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) introduced the *Fixing Emergency Management for Americans Act* ([H.R. 4669](#)), a bipartisan bill to restructure and reform the Federal Emergency Management Agency (FEMA). The bill would restore FEMA as an independent, Cabinet-level agency reporting directly to the President. The legislation aims to streamline disaster recovery, improve transparency, and speed aid to impacted communities. It would also simplify survivor applications, provide states with greater flexibility in recovery and mitigation, and create a task force to close out long-standing disaster declarations.

House Committee Holds Hearing on FY 2026 DOT Budget Request. On July 16, the House Transportation and Infrastructure Committee held a [hearing](#) on DOT's FY 2026 budget request. DOT Secretary Sean Duffy testified. In his opening statement, Chair Sam Graves (R-MO) thanked Secretary Duffy for appearing before the Committee and highlighted the importance of the Department of Transportation's FY26 budget request, particularly the \$12.5 billion down payment included in the *One Big Beautiful Bill Act* to modernize the nation's air traffic control system. He also underscored the need for effective implementation of the *FAA Reauthorization Act of 2024* and previewed the Committee's ongoing work on the next surface transportation bill, emphasizing the urgency of reforming infrastructure delivery and restoring solvency to the Highway Trust Fund. In his opening statement, Secretary Duffy emphasized that safety remains the Department's foremost priority—underscored by a tragic mid-air collision shortly after he took office—and highlighted the launch of a three-year plan to completely overhaul America's outdated air traffic control system. He pointed to successful upgrades at Newark Liberty International and noted expedited efforts to streamline hiring for 2,500 new air traffic controllers in 2026. He also praised the Department's efforts in clearing a backlog of grants and establishing a national framework for automated vehicles, all parts of a broader agenda to usher in a golden age of transportation.

Senate Committee Holds Hearing on Surface Transportation Reauthorization. On July 16, the Senate Environment and Public Works Committee held a [hearing](#) titled "Constructing the Surface Transportation Reauthorization Bill: Stakeholders' Perspectives". Witnesses included North Dakota Governor Kelly Armstrong, Phoenix Mayor Kate Gallego, and Austin Ramirez, CEO of Husco International. In her opening statement, Chair Shelley Moore Capito (R-WV) outlined three priorities for the next Surface Transportation Reauthorization Bill:

improving safety and reliability, streamlining federal programs by reducing duplication and red tape, and giving states the flexibility to meet their unique infrastructure needs. She stressed the importance of building upon lessons learned from the *Infrastructure Investment and Jobs Act*, including addressing grant implementation delays and strengthening highway formula funding. Capito emphasized the need to complete the legislation before the current law expires in September 2026.

Bipartisan Bill Proposes Digital Overhaul of Federal Permitting System. On July 18, Representatives Dusty Johnson (R-SD) and Scott Peters (D-CA) introduced the *ePermit Act* ([H.R. 4503](#)). The bill aims to streamline federal environmental reviews, including those required under the *National Environmental Policy Act* (NEPA), by replacing outdated paper-based procedures with electronic tools and a unified portal. The bill's sponsors note that the proposal builds on efforts by both the Biden and Trump administrations to update federal permitting systems.

Lawmakers Introduce Bipartisan Bill to Reauthorize Digital Coast Program. Representatives Dave Min (D-CA) and Rob Wittman (R-VA), along with Senators Tammy Baldwin (D-WI) and Lisa Murkowski (R-AK), introduced the Digital Coast Reauthorization Act ([H.R. 4256/S. 2245](#)). The bill would extend the authorization of NOAA's Digital Coast program, which provides public access to coastal mapping data, planning tools, and technical training, through September 2030. The program helps local governments and planners address flooding, storm impacts, and sea level rise while promoting smart development and resilience in vulnerable coastal communities. The current authorization of this program expires on September 30, 2025.

Bipartisan Bill Introduced to Extend and Amend Bridge Investment Program. On July 22, Representatives Shomari Figures (D-AL) and Mike Ezell (R-MS) introduced the *Bridge Investment and Modernization Act* ([H.R. 4401](#)), which would extend and increase funding for the 2021 *Infrastructure Investment and Jobs Act's* (IIJA) Bridge Investment Program through FY 2031. The legislation would authorize more than \$15 billion over five years for bridge construction and repair projects across the country. It would also eliminate an existing provision requiring geographic diversity in project selection and potentially allow multiple large awards within the same state.

Bipartisan Bill Introduced to Combat Urban Heat, Reauthorize Healthy Streets Program. On July 15, Representatives Marilyn Strickland (D-WA) and Mike Lawler (R-NY) introduced the *Cool Corridors Act* ([H.R. 4420](#)). This bill would reauthorize the Healthy Streets Program through FY 2030 to support heat mitigation and infrastructure resilience by funding tree canopy, shade structures, and other nature-based cooling strategies along transportation corridors. While this program was initially authorized by the IIJA in 2021, but it has not been funded. Proposed amendments to the program include expanding eligible entities and uses of funds, adding project selection priorities, and requiring interagency coordination and technical assistance.

Lawmakers Introduce Legislation to Require Transportation Agencies to Fund Business Disruption Relief. Representatives Lou Correa (D-CA) and Troy Carter (D-LA) introduced the *Business Uninterrupted Monetary Program (BUMP) Act* ([H.R. 4643](#)), which would require local

sponsors of major federally funded transit and highway projects to establish relief funds for businesses and nonprofits facing economic disruption during construction. Under the bill, these funds—drawn from existing local cost-share requirements—could help cover expenses such as rent, payroll, and lost income. It would also establish a one-time grant program for entities financially impacted by eligible transit projects underway since 2018.

CONGRESSIONAL LETTERS

California House Republicans Call for Redirecting High-Speed Rail Funds to Highway Projects. Members of the California House Republican delegation sent a [letter](#) to Transportation Secretary Duffy urging that \$4 billion in federal funding previously allocated to the California High-Speed Rail project be redirected to highway and infrastructure improvements across the state. The lawmakers cited cost overruns and project delays as justification for reallocating funds to initiatives such as expansions and repairs to state highways and interstates, as well as infrastructure around key reservoirs and wildfire-damaged areas. The letter highlighted improving road capacity ahead of the 2028 Olympics and emphasized the potential economic and logistical benefits of investing in traditional roadways.

Senate Republicans Urge Reversal of Project Labor Agreement Rule. On July 1, twenty-three Senate Republicans sent a [letter](#) to President Trump urging him to rescind a Biden-era rule requiring Project Labor Agreements (PLAs) on large-scale federal construction projects. The rule, implemented in January 2024, mandates pre-hire collective bargaining agreements for federal construction contracts of \$35 million or more. The Senators argued that the PLA requirement may increase project costs, reduce competition, and delay infrastructure delivery. They expressed concern that, despite prior efforts to mitigate its impacts, the rule continues to disadvantage non-union contractors and limit the federal government's ability to secure the best value for taxpayers.

FEDERAL FUNDING AWARDS

DOT Announces BUILD Grant Awards. DOT [announced](#) \$488 million in awards from the Better Utilizing Investments to Leverage Development (BUILD) grant program, formerly known as RAISE, for 30 projects across the country.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

President Trump Signs Executive Orders on AI. On July 23, President Trump signed three executive orders regarding U.S. leadership in artificial intelligence (AI), streamlining infrastructure permitting, and setting new standards for federal AI procurement. The first [order](#) establishes the American AI Exports Program, a coordinated federal effort to support U.S. industry in exporting comprehensive AI technology packages—including hardware, software, and applications—to allied nations. The second [order](#) focuses on accelerating the permitting and development of data center infrastructure needed to support AI technologies. It directs federal agencies to expedite reviews, leverage Brownfield and Superfund sites, and utilize

federal lands to facilitate large-scale data center and manufacturing projects critical to national competitiveness. The third [order](#) introduces new procurement standards for federal AI systems, directing agencies to acquire only large language models that meet principles of “truth-seeking” and “ideological neutrality.”

President Trump Signs Executive Order to Establish New Category for Political Appointments. On July 17, President Trump signed an [executive order](#) creating a new category of federal employment known as “Schedule G,” allowing agencies to appoint non-career individuals to policymaking or policy-advocating roles that do not require Senate confirmation. On July 29, the Office of Personnel Management (OPM) issued guidance outlining the implementation of Schedule G appointments. The guidance emphasizes coordination with agencies’ White House liaisons and review by the White House Office of Presidential Personnel. OPM Director Scott Kuper said the new category provides “needed flexibility” to align policy roles with administration priorities. Some observers have cautioned that expanding the number of political appointees could affect agency operations and continuity.

Supreme Court Allows Trump Administration to Proceed With Federal Workforce Cuts and Agency Restructuring. On July 8, the Supreme Court [lifted](#) a lower court injunction in *Trump v. AFGE*, allowing the Trump administration to move forward with plans to reduce the federal workforce under a February executive order, while legal challenges continue. The order authorizes agency-wide reorganization efforts that could impact thousands of federal positions across 19 federal departments and agencies. The Court’s unsigned decision did not rule on the legality of the order itself, which remains under review in ongoing litigation. Justice Ketanji Brown Jackson issued the lone dissent, citing concerns about bypassing congressional authority. The case—brought by a coalition of labor unions, local governments, and advocacy groups—argues that the executive action violates the Constitution’s separation of powers.

DOT Seeks Stakeholder Input on Surface Transportation Reauthorization. On July 21, DOT published a [Request for Information](#) inviting public comment to inform the development of the next surface transportation reauthorization bill, with the current authorization for federal surface transportation programs is set to expire on September 30, 2026. DOT is seeking input from stakeholders on policy ideas and statutory recommendations to improve safety, accelerate project delivery, promote economic growth, and strengthen intergovernmental partnerships. Comments are due by August 20, 2025.

DOT Secretary Sends Letter to All Grantees About Enforcement of Executive Orders. On July 2, Transportation Secretary Sean Duffy sent a [letter](#) to all DOT grant recipients that informs them of Federal financial assistance that several longstanding policy requirements previously enforced by the Department of Transportation under the previous Administration have been rescinded and are no longer mandatory. Effective immediately, recipients are released from obligations under those policies, and any previously withheld funds tied to compliance with those requirements will now be released. The Department expects recipients to update relevant documents and practices accordingly to reflect this change.

DOT BAB Updates TIFIA Policies. On July 7, DOT’s Build America Bureau (BAB) [updated](#) the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit program to allow all eligible transportation infrastructure projects, both public and private, to finance up to 49% of project cost (up from a 33% cap), in line with legislation. This change is intended to accelerate project delivery, reduce reliance on federal grants, simplify underwriting, and leverage flexible, low-interest loans.

DOT Secretary Sends Letter to Governors on SAFE ROADS Initiative. On July 1, Transportation Secretary Sean Duffy sent a [letter](#) to all 50 governors asking that they support the SAFE ROADS initiative, aiming to enhance safety and mobility on non-freeway arterial roads—where over half of U.S. traffic fatalities occur—by standardizing traffic controls, reducing distractions, and improving roadway design. He requests that each State DOT, in collaboration with metropolitan planning organizations, identify high-priority arterial segments and intersections using data-driven analysis and submit these within 60 days, targeting improvements by the end of fiscal year 2026. FHWA will provide technical assistance, track statewide progress, and expect regular updates to ensure effective implementation of these proven safety strategies.

DOT Announces Advisory Board Appointments. On July 16, DOT [announced](#) the appointment of 12 members to the DOT Advisory Board. The Advisory Board was established in May 2025 and assists in (1) developing strategic recommendations for infrastructure modernization and expansion; (2) identifying key investments opportunities in transportation technology and innovation; (3) providing insights into regulatory and policy improvements to enhance efficiency and reduce bureaucratic obstacles; and (4) advising on public-private partnerships to maximize funding impact.

DOT IG Publishes Report on FHWA’s Oversight of Buy America Compliance. DOT IG has published a [report](#) titled “FHWA Can Strengthen Oversight and Provide Additional Guidance to Improve Federal-Aid Recipients’ Buy America Compliance.” In the report, DOT IG finds that FHWA gave insufficient Buy America guidance and executed inadequate oversight—particularly around materials certification and the “minimal use” threshold—which contributed to compliance issues at projects in Texas, Washington, and Seattle. Auditors found missing or incomplete materials certifications, such as 9 of 162 at TxDOT valued at \$5.8 million and six incomplete or missing CMOs at WSDOT, and at Seattle DOT, 25 of 29 CMOs were incomplete or missing. These weaknesses led DOT IG to question \$594,000 tied to SDOT’s West Seattle Bridge project and \$160,336 on TxDOT’s I-10 and I-35 projects. DOT IG issued six recommendations—such as issuing standardized templates, clarifying the definition of “total contract cost,” enhancing oversight (including welding consumables), and resolving questioned costs—and FHWA concurred with planned actions and timelines.

FHWA, FRA, and FTA Publishes Revision of NEPA Regulations. FHWA, FRA, and FTA [published](#) an interim final rule (IFR) to modify the regulations implementing the National Environmental Policy Act (NEPA) that apply to all three agencies to be consistent with the removal of regulations previously issued by the Council on Environmental Quality (CEQ), the amendments to NEPA included in the section of the Fiscal Responsibility Act of 2023 known as the Building United States Infrastructure through Limited Delays and Efficient Reviews

(BUILDER) Act of 2023, and amendments regarding efficient environmental reviews included in the Infrastructure Investment and Jobs Act of 2021. The IFR is effective on July 3, 2025 and comments must be received by August 4, 2025.

FRA Announces Termination of Cooperative Agreements for California High-Speed Rail.

On July 16, the Federal Railroad Administration (FRA) [announced](#) that it will terminate cooperative agreements that would have provided \$4 billion of federal funding for the California High-Speed Rail Authority (CHSRA). The termination is effective immediately. The next day, Governor Newsom announced that the CHSRA filed a lawsuit regarding the termination of the agreements.

FTA Allows Transit Agencies to Modify Zero-Emission Projects. On July 25, the Federal Transit Administration (FTA) [announced](#) that grant recipients of the Low or No Emissions Grant Program will now have the flexibility to request to change their project proposals from “no emissions” to “low emissions”. Grant recipients interested in making a zero-emission vehicle or zero-emission infrastructure project change request, or requesting reconsideration of a previously denied request, may contact their FTA Regional Office and submit a written request detailing the requested change and the reason(s) why. FTA has stated it will consider all requests submitted in a timely manner.

FTA Publishes Notice on NTD Reporting Changes and Clarifications for 2025 and 2026.

FTA has [finalized](#) National Transit Database (NTD) reporting requirements, some changes will apply in calendar year 2025 while others will apply in report year 2025 or 2026.

FTA Publishes Charter Service Final Rule. FTA [published](#) a final rule that amends regulations that govern the provision of charter service by recipients of Federal financial assistance. This final rule removes the Federal financial assistance programs listed in an appendix and the guidance in additional appendices and makes non-substantive technical edits throughout to remove outdated citations and provide clarity. The rule is effective on July 31, 2025.

FTA Publishes Major Capital Investment Projects Final Rule. FTA [published](#) a final rule that revises its major capital investment projects regulation to remove Appendix A, which provided outdated descriptions of the measures used for the evaluation of Capital Investment Grant (CIG) projects. This rulemaking also adopts minor conforming changes to reflect the removal of the Appendix. The rule is effective on July 1, 2025.

FTA Publishes Transit Asset Management Final Rule. FTA [published](#) a final rule that revises the Transit Asset Management (TAM) regulation to remove the initial TAM Plan implementation deadline, as this deadline has passed. The rule is effective on July 1, 2025.

FTA Publishes Public Transportation Safety Certification Training Program NPRM. FTA [published](#) a notice of proposed rulemaking (NPRM) that makes changes to the reporting requirements for the Public Transportation Safety Certification Training Program (PTSCTP). The proposed revisions would reduce reporting burdens for rail transit agencies and State Safety Oversight Agencies (SSOA). Comments are due by September 2, 2025.

FTA Publishes Project Management Oversight NPRM. FTA [published](#) an NPRM that modifies the applicability of project management oversight by raising the total cost and Federal investment thresholds to align with the statutory thresholds for Small Starts projects under FTA's Capital Investment Grant program. Comments are due by September 2, 2025.

FTA Publishes Emergency Relief Program NPRM. FTA [published](#) an NPRM that reduces the regulatory burden on grant recipients by extending the baseline period to establish a waiver of certain administrative requirements related to FTA's Public Transportation Emergency Relief Program. Comments are due by September 2, 2025.

FTA Publishes Rail Transit Roadway Worker Protection NPRM. FTA [published](#) an NPRM that seeks to reduce the regulatory burden on State Safety Oversight Agencies (SSOAs) in conducting oversight of the Roadway Worker Protection (RWP) programs within the jurisdiction of a State. FTA proposes to extend the time period for reporting RWP programs to FTA and to allow SSOAs to complete annual audits simultaneously with other required audits. Comments are due by July 31, 2025.

FTA Publishes Private Investment Project Procedures NPRM. FTA [published](#) an NPRM that seeks to reduce the regulatory burden on recipients subject to FTA's private investment procedures by removing an unnecessary reporting requirement. Comments are due by July 31, 2025.

GAO Publishes Report on IIJA. The Government Accountability Office (GAO) has [published](#) a report titled "Infrastructure Investment and Jobs Act: DOT Should Better Communicate Funding Status and Assess Risks." In the report, GAO found that the 2021 *Infrastructure Investment and Jobs Act* (IIJA) authorized over \$551 billion for DOT grant programs, and as of April 2025, DOT had obligated about 59 percent of that funding and disbursed over half of those obligations. GAO noted that many discretionary grant recipients have struggled to finalize grant agreements, citing inflation, environmental review delays such as NEPA, and Buy America and other requirements as top challenges. GAO found that while DOT has taken steps to address these issues, it has not fully assessed or communicated the risks faced by awardees in meeting grant agreement milestones. The report concluded that DOT should improve communication on the status of IIJA funds and conduct a comprehensive risk assessment to support timely grant execution and accountability.

##

Federal Update

September 2, 2025

Fiscal Year 2026 Appropriations Update

Before departing for the traditional August recess, the Senate passed three appropriations bills (Agriculture-Rural Development-FDA, Legislative Branch, Military Construction-VA) as part of a “minibus” package. This was the first time the chamber has cleared any appropriations measures before the August break since 2018. With only weeks until the September 30 funding deadline, leaders in both chambers have acknowledged that a continuing resolution will likely be needed to extend current funding levels and avoid a federal government shutdown. Both the House and Senate are scheduled to reconvene on Tuesday, September 2. The House Appropriations Committee has scheduled a subcommittee markup on the Labor-HHS-Education bill (September 2) and a full committee markup on the Financial Services-General Government bill (September 3).

FY26 Appropriations Bill	House Subcommittee Allocation (in Billions)	Passed House Committee	Passed House	Passed Senate Committee	Passed Senate
Agriculture-Rural Development-FDA	\$25.523	June 23 by a 35-27 vote		July 10 by a 27-0 vote	August 1 by an 87-9 vote
Commerce-Justice-Science	\$76.824			July 17 by a 19-10 vote	
Defense	\$831.513	June 12 by a 36-27 vote	July 18 by a 219-202 vote	July 31 by a 26-3 vote	
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Legislative Branch	\$6.700	June 26 by a 34-28 vote		July 10 by a 26-1 vote	August 1 by an 81-15 vote
MilCon-VA	\$152.091	June 10 by a 36-27 vote	June 25 by a 218-206 vote	July 26 by a 26-3 vote	August 1 by an 87-9 vote
State-Foreign Operations	\$46.218	July 23 by a 35-27 vote			
Transportation-HUD	\$89.910	July 17 by a 35-28 vote		July 24 by a 27-1 vote	

LEGISLATIVE ACTIVITY

Senate Confirms Molinaro as FTA Administrator. On August 2, the Senate [confirmed](#) Marcus Molinaro as the Administrator of the Federal Transit Administration (FTA) by a 71-23 vote. Molinaro previously served as a Member of Congress and County Executive of Dutchess County, NY.

Senate Confirms Nesvik as Fish and Wildlife Director. On August 1, the Senate [confirmed](#) Brian Nesvik as the Director of the U.S. Fish and Wildlife Service by a 54-43 vote. Nesvik is a former director of the Wyoming Game and Fish Department and is a retired brigadier general in the Wyoming Army National Guard.

Bipartisan Bill Proposes More Time to Use Federal Highway Emergency Relief Funds. Senators Alex Padilla (D-CA) and John Cornyn (R-TX), along with Representatives John Garamendi (D-CA) and Doug LaMalfa (R-CA), introduced the *Transportation Emergency Relief Extension Act* ([H.R. 4847/S. 2635](#)), which would extend the obligation deadline to use Federal Highway Administration Emergency Relief funds from two years to six years. The lawmakers said the change would give state and local agencies more flexibility to complete road, bridge, and highway repairs after natural disasters, addressing delays caused by regulatory and administrative requirements.

Bill Introduced to Extend HOV Lane Access for EVs. On August 12, Representatives Mark DeSaulnier (D-CA) and Greg Stanton (D-AZ) introduced the *HOV Lane Exemption Reauthorization Act* ([H.R. 4948](#)), which would extend a federal program that lets states allow electric and alternative fuel vehicles to use high-occupancy vehicle (HOV) lanes through September 30, 2031. The program is currently set to expire on September 30, 2025.

FEDERAL FUNDING OPPORTUNITIES

DOL Releases Industry-Driven Skills Training Fund NOFO. The Department of Labor has released a [Notice of Funding Opportunity](#), offering up to \$30 million to support workforce training in high-demand and emerging industries. The grants—up to \$8 million per state—will reimburse employers for outcome-based training programs aligned with federal priorities, including advanced manufacturing, artificial intelligence infrastructure, nuclear energy,

domestic mineral production, and information technology. At least \$5 million will be dedicated to building a skilled workforce in the shipbuilding industry. Applications are due by September 5, 2025 at 11:59 p.m. ET.

FEDERAL FUNDING AWARDS

FHWA Announces FBP Formula Grants. The Federal Highway Administration (FHWA) has [announced](#) \$175 million in funding under the Ferry Boat Program (FBP) to 35 states, Puerto Rico, U.S. Virgin Islands, and America Samoa. The formula funding will help to improve ferry service and provide more cost-effective travel options for communities across the country that rely on ferries to get to work, promote tourism, and enable commerce.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

President Trump Signs Executive Order on Federal Grantmaking. On August 7, President Trump signed an [executive order](#) directing federal agencies and the Office of Management and Budget (OMB) to implement new policies for awarding and managing discretionary grants. The order requires agencies to designate senior political appointees to review all funding opportunity announcements and awards for alignment with agency priorities and the national interest, and to conduct annual reviews of active grants. It also promotes expanded use of “termination-for-convenience” clauses, allowing agencies to end grants if they no longer meet agency objectives, and directs OMB to revise the Uniform Guidance to make such provisions standard across discretionary awards. The order includes new prohibitions on using grant funds for certain activities and requires grantees to provide detailed justifications for each drawdown of funds.

President Trump Imposes Tariffs on Copper Imports. President Trump signed a [proclamation](#) imposing tariffs of up to 50% on a range of imported copper products, including pipes, wires, rods, sheets, and electrical components. The action follows a Section 232 investigation by the Department of Commerce, which concluded that rising copper imports—particularly from China—pose a threat to national security by undercutting domestic production and increasing foreign reliance. Effective August 1, the tariffs exclude raw materials such as copper ores, cathodes, anodes, and scrap. The order also invokes the Defense Production Act to boost domestic copper processing by requiring a portion of U.S.-produced copper inputs and scrap to be sold domestically, gradually increasing from 25% in 2027 to 40% by 2029.

DOJ Publishes List of Sanctuary Jurisdictions. On August 5, the Department of Justice (DOJ) [released](#) a list of 35 jurisdictions identified as having policies that limit cooperation with federal immigration enforcement. The list was published in accordance with Executive Order 14287, signed by President Trump in April, which directed the identification of jurisdictions that “impede the enforcement of federal immigration laws.” DOJ has stated it will continue pursuing legal action against noncompliant jurisdictions and will assist local governments seeking to revise policies to align with federal enforcement priorities. DOJ also noted this list will be updated periodically as more information becomes available.

DOT Extends Stakeholder Comment Deadline on Surface Transportation Reauthorization. DOT has extended the comment period for its [Request for Information](#) inviting stakeholder feedback to inform the development of the next surface transportation reauthorization bill, with the current authorization for federal surface transportation programs is set to expire on September 30, 2026. DOT is seeking input on policy ideas and statutory recommendations to improve safety, accelerate project delivery, promote economic growth, and strengthen intergovernmental partnerships. Comments are due by September 8, 2025.

DOT Warns Three States Over Truck Driver English Proficiency Rule. On August 26, Transportation Secretary Sean Duffy announced that California, New Mexico, and Washington could lose federal Motor Carrier Safety Assistance Program (MCSAP) funding if they do not adopt and enforce federal English Language Proficiency (ELP) requirements for commercial motor vehicle drivers. The states were given 30 days to come into compliance before MCSAP funding may be withheld. A Federal Motor Carrier Safety Administration review cited limited enforcement of ELP violations in the three states between June 25 and August 21, 2025. The action coincides with a broader DOT audit of commercial driver's license issuance for non-domiciled drivers.

DOT Publishes Strategic Plan RFI. DOT has [published](#) a request for information (RFI) that seeks public input into the development of the DOT Strategic Plan for FY 2026-2030. Comments are due by September 5, 2025.

DOT Publishes AV RFI. DOT has [published](#) a request for information that seeks information from the public, industry, infrastructure owner/operators, and other stakeholders to inform coordinated national research supporting Automated Driving Systems (ADS) transportation technology deployment and realizing safe efficient operations on our Nation's roadways. ADS-equipped vehicles have significant potential to transform safety and mobility but in order for national deployment to scale effectively, research questions relating to the challenges and opportunities of ADS, including understanding disengagements, identifying factors that contribute or detract from reliable and consistent operations and interactions, and facilitating interoperable data standardization and real-time analytics, among others, are important to investigate further to support deployment and broad public acceptance. Comments are due by October 17, 2025.

DOT Launches ARPA-I Ideas Challenge. DOT's Advanced Research Project Agency-Infrastructure (ARPA-I) has [launched](#) a new Ideas Challenge open to all innovators across the public and private sectors to help transform the future of transportation. The challenge will be conducted in two stages. In Stage 1, DOT will identify a critical transportation infrastructure challenge, outline a breakthrough solution that could transform transportation, and submit an R&D plan that lays out a path toward deployment and commercialization and metrics for success. Stage 1 Concept Papers are due September 17, 2025, at 5:00 PM ET. The selected winners in Stage 1 will be invited to the Ideas Challenge Workshop to present their concept to USDOT leadership and stakeholders this fall. Winning teams from Stage 1 will be invited to submit a detailed proposal for Stage 2. Up to 10 finalists will be chosen to advance to the ARPA-I Ideas Challenge Final in early 2026 where they will present their project proposal to a

distinguished panel of judges and audience members from the public and private sector to compete for Stage 2 prizes.

DOT IG Published Report on FTA's Oversight of SSOAs. DOT IG has [published](#) a report titled FTA's Oversight of State Safety Oversight Agencies Could Be Enhanced Through Communication, Audit Process, and Data Management Improvements. The report finds that while the Federal Transit Administration (FTA) conducts the required triennial audits of State Safety Oversight Agencies (SSOAs), it does not communicate its audit methodology, such as specific indicators and evaluation steps, to those agencies, falling short of statutory requirements. Although FTA completed 38 audits since 2019 yielding 221 findings, almost half of the reviewed subset lacked sufficient evidence or criteria, reflecting weak quality control and inconsistent application of audit standards. Additionally, FTA's recommendation-tracking system is unreliable: it omits findings from before FY 2021 and lacks proper oversight for data accuracy thereafter. The report includes five recommendations to improve FTA's communication, audit rigor, and data management practices.

EPA Proposes Partial Disapproval of California Heavy-Duty Vehicle Rule. On August 25, EPA [announced](#) a proposal to partially disapprove California's State Implementation Plan establishing inspection and maintenance requirements for heavy-duty vehicles, including those registered out of state or outside the country. The agency said the proposal is based on concerns that applying the rule to non-California vehicles could conflict with the Constitution's Commerce Clause and with Section 110 of the *Clean Air Act*. EPA will accept public comments for 30 days following the rule's publication in the *Federal Register* before issuing a final decision.

EPA Relaunches Public Guidance Document Portal. On August 13, EPA [announced](#) the relaunch of its online Guidance Portal, a centralized website providing public access to agency guidance documents on air quality, water protection, hazardous waste management, and other environmental programs. The portal consolidates active guidance documents, such as memoranda, policy statements, handbooks, and manuals, to make them easier for the public and regulated entities to locate. EPA noted documents that have been superseded with newer guidance are not included.

FHWA Publishes NEVI Formula Program Interim Final Guidance. The Federal Highway Administration (FHWA) has [published](#) revised National Electric Vehicle Infrastructure (NEVI) Formula Program Interim Final Guidance. This Interim Final Guidance updates the existing NEVI Formula Program Guidance to align with clear and express statutory language aimed at streamlining and providing flexibility for implementation of the program. This Interim Final Guidance document is effective on August 13, 2025.

FRA to Keep California High-Speed Rail Funds in Reserve During Litigation. The Federal Railroad Administration (FRA) has [agreed](#) to keep \$4 billion in federal grants for California's high-speed rail project in reserve while litigation over the funding proceeds. Under the agreement, the funds revoked in July will not be reallocated to other projects during the court case. California officials filed suit challenging the revocation, asserting it was arbitrary and

would cause economic harm to the state. The administration has defended its decision, citing missed deadlines, budget overruns, and questions regarding the project's long-term viability.

FRA Withdraws Additional Funding for California High-Speed Rail Projects. On August 26, Transportation Secretary Sean Duffy announced that the Federal Railroad Administration (FRA) is canceling funding for four projects connected to California's High-Speed Rail Project. The decision withdraws about \$175 million in unobligated federal funds that had been designated for the Le Grand Overcrossing Project, Southern San Jose grade separations on Monterey Road, the Transbay Joint Powers Authority's Downtown Extension final design, and the planned Madera high-speed rail station. The move follows the FRA's July decision to terminate \$4 billion in previously awarded grants to the California High-Speed Rail Authority after a federal review cited concerns about the project's schedule and costs.

FRA Announces Termination of Grants to Baltimore-Washington SCMAGLEV. FRA has [announced](#) that it will terminate two grants totaling over \$26 million for the Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV). The project was proposed to be a high-speed rail project using superconducting magnetic levitation technology between Baltimore and Washington, DC. The termination is effective immediately.

FTA Publishes CIG Policy Guidance. FTA has [published](#) proposed policy guidance for the Capital Investment Grants (CIG) program. Revisions to the guidance are intended to address certain Executive Orders signed by the President in early 2025 and DOT Order 2100.7, "Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities." Comments are due by September 2, 2025.

FTA Publishes CIG RFI. FTA has [published](#) a request for information (RFI) seeking suggestions from all transit stakeholders (transit authorities, planning officials, states, cities, the private sector, and the public) on ways to streamline and enhance the Capital Investment Grants (CIG) Policy Guidance while increasing the accountability of project sponsors and ensuring federal investment in the most successful projects. Comments are due by September 18, 2025.

FTA Hosts Virtual TAM Roundtable. FTA has [announced](#) it will host the 2025 Transit Asset Management (TAM) Roundtable as a virtual event on September 17-18, 2025. The TAM Roundtable brings together participants from across the country who are directly involved in the management of transit capital assets. The TAM Roundtable is open to public sector employees only, including transit agency staff as well as state DOT and MPO staff focused on transit.

FTA Releases Video Series Providing Guidance for 2026 FIFA World Cup Host Cities and the 2028 LA Olympics. FTA has [released](#) a video series providing guidance to public transit agencies, private bus operators and host cities as they prepare to move millions of fans for the 2026 FIFA World Cup Games and the 2028 Los Angeles Olympic Games. This video series follows guidance initiated through a "Dear Colleague" [letter](#) providing technical assistance and support for recipients related to events like the 2026 World Cup and 2028 Summer Olympics.

FTA to Host Webinar on Preparing for Major International Events. FTA will [host](#) a webinar on Thursday, September 11, 2025 at 1:00 p.m. ET on how federal charter bus regulations apply to transit, especially for major events like the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games. FTA staff will walk through requirements for public transit agencies, private bus operators, and host cities, and take Q&A. Advance registration is required.

##



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September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: Marin Transit Quarterly Performance Report for the Fourth Quarter of FY 2024/25

Dear Board Members:

Recommendation

Information only.

Summary

As part of the District's service monitoring process, staff prepare a quarterly performance report. Attached is the report for the fourth quarter of FY 2024/25.

The quarterly report provides route-level statistics and performance measures with financial data and an in-depth analysis of trends. The report discusses any relevant external factors such as weather, operator shortages, and service changes. A report on Community Engagement activities for the quarter is also included.

Additional detailed analyses of system performance and trends are provided in an annual system performance report. This report is available on the District's website at <https://marintransit.org/service-performance-and-reports> in addition to the monthly reports.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Asher Butnik
Senior Transit Planner

Attachment A: Quarterly Performance Report for FY 2024/25 Q4

Attachment B: FY 2024/25 Q4 (April – June) Marin Transit Outreach and Travel Training



Quarterly Performance Report for FY 2024/25 Q4

This report summarizes the operational performance of Marin Transit services for the fourth quarter of FY 2024/25 from April 1, 2025 through June 30, 2025. The Quarterly Performance Report provides detailed route-level statistics, analyzes trends, and evaluates performance measures established under Measure A and Measure AA.

Report Format

The data presented in this report is generated directly from TransTrack, Marin Transit's data management system. TransTrack enables Marin Transit to consolidate and analyze all operational data from the District's transit programs and contractors in one system. TransTrack reports all costs associated with service operations, not just contractor costs. This reporting format most accurately represents the District's actual costs of providing service.

In Q3 FY 2024/25, Marin Transit began using Automatic Passenger Counters (APCs) to tally ridership on fixed route services. APCs provide more accurate passenger counts than the previous fare-based method.

Route performance is presented relative to typology-based targets. The Board adopted [updated typologies and targets on September 9, 2024](#). These typologies group routes by similar characteristics in terms of frequency, span, operational environment, and markets they are intended to serve; setting performance targets at the typology level helps link route performance to systemwide performance, to understand how the network is functioning vis a vis its intended goals. All performance and financial data are consistent with the District's reporting for the National Transit Database.

Performance Targets

Performance targets are measured in both productivity (unlinked passengers per hour and per trip) and cost-effectiveness (subsidy per unlinked passenger trip). Table 1 below summarizes route level performance targets by typology. Note that there are no productivity or cost-effectiveness targets identified for the Yellow Bus, Muir Woods Shuttle, Volunteer Driver, and Catch-A-Ride programs.

Table 1: Productivity and Subsidy Targets by Service Typology

Service Typology	Routes	Unlinked Passenger Trips per Hour (at or above)	Subsidy per Passenger Trip (at or below)
Local	17, 22, 23, 35, 36, 49, 71	18	\$10.88
Community	29, 57, 219, 228, 233, 245	8	\$19.04
Supplemental	613, 619, 625, 654	20 per trip	\$16.32
Rural	61, 68	6	\$29.92
Demand Response	Local Paratransit, Marin Access Shuttles	2	\$108.80



Performance Summary

In the fourth quarter of FY 2024/25, Marin Transit carried a total of 878,958 passengers systemwide. This represents a ridership increase of 8% compared to the fourth quarter of the previous fiscal year and is 4% higher than pre-pandemic ridership (Q4 FY2018/19).

On fixed route transit services, Marin Transit carried 813,788 riders. This is an increase of 9% compared to the fourth quarter of FY 2023/24. The Muir Woods Shuttle carried 14,802 passengers. This represents an increase of 1% compared to the prior year. The Ross Valley Yellow Bus program carried 28,704 passengers. This represents an increase of 4% compared to the fourth quarter of the previous fiscal year. Marin Access services carried 21,664 trips on demand response and mobility management programs. This reflects an increase of 6% compared to the fourth quarter of the last fiscal year. The tables at the end of this report provide a breakdown of all route-level statistics.

Local (Routes 17, 22, 23, 35, 36, 49, and 71)

In the fourth quarter of FY 2024/25, Local routes carried 662,228 passengers. This represents an increase of 9% compared to the fourth quarter of the prior fiscal year. The Local typology carried 21 passengers per revenue hour, meeting the target of 18 or higher, and the average subsidy per passenger was \$7.75, meeting the target of \$10.88 or lower. Local service accounted for 68% of fixed route service in revenue hours and 81% of fixed route ridership in the fourth quarter of FY 2024/25.

Community (Routes 29, 57, 219, 228, 233, 245)

During the fourth quarter of the fiscal year, Community routes carried 106,998 total passengers. This represents an increase of 5% from the fourth quarter of the last fiscal year. The Community typology carried 11 passengers per revenue hour, meeting the target of 8 or higher, and the average subsidy per passenger was \$14.88, meeting the target of \$19.04 or lower. Community services accounted for 22% of fixed route service in revenue hours and provided 13% of fixed route ridership in the fourth quarter of FY 2024/25.

Supplemental School (Routes 613, 619, 625, and 654)

Supplemental School routes carried 11,912 passengers in the fourth quarter of FY 2024/25. This represents an 8% increase from the fourth quarter of the prior fiscal year. The Supplemental typology carried 21 passengers per trip, meeting the target of 20 or higher, and the average subsidy per passenger was \$6.33, meeting the target of \$16.32 or lower. Supplemental service accounted for 1% of fixed route service in revenue hours and provided 1% of fixed route ridership in the fourth quarter of FY 2024/25.

Rural (West Marin Stagecoach Routes 61 and 68)

In the fourth quarter of the fiscal year, the two Stagecoach routes carried 32,650 passengers. This represents a 12% increase from the fourth quarter of the prior fiscal year. The Rural typology carried 8 passengers per revenue hour, meeting the target of 6 or higher, and the average subsidy per passenger was \$20.29, meeting the target of \$29.92 or lower. Rural service accounted for 9% of fixed route service in revenue hours, and ridership represented 4% of fixed route ridership in the fourth quarter of FY 2024/25.



Muir Woods Shuttle

In the fourth quarter of FY 2024/25, the Muir Woods Shuttle carried 14,802 passengers. This represents an increase of 1% compared to the fourth quarter of the previous year.

Yellow Bus

In the fourth quarter of FY 2024/25, the Ross Valley School District yellow bus service carried 28,704 passengers. This represents an increase of 4% compared to the fourth quarter of the prior year.

Marin Access

In the fourth quarter of FY 2024/25, Marin Access offered ADA Paratransit service, the Marin Access Shuttles program, the Volunteer Driver program, and the Catch-A-Ride 2.0 pilot program.

The Demand Response typology represents the subset of Marin Access services that are operated by the District's Demand Response contractor, Transdev, and includes ADA Paratransit service and the Marin Access Shuttles program. In the fourth quarter of FY 2024/25, Demand Response services carried 12,386 passengers, a decrease of 8% from the prior year. The service productivity average of 1.8 passengers per revenue hour did not meet the 2.0 target. The average subsidy per passenger of \$106.80 did meet the target of \$108.80 or lower.

The Volunteer Driver Program completed 2,154 trips in the fourth quarter of FY 2024/25. This represents a 9% decrease compared to the previous fiscal year.

The Catch-A-Ride 2.0 pilot program provided 7,124 one-way trips. This represents an increase of 57% compared to the prior year. This quarter represents the final quarter of the Catch-A-Ride 2.0 pilot program, which will be replaced by the Mobility Wallet program in FY 2025/26.

Community Engagement

Staff perform various activities on an ongoing basis to engage the community and share information about Marin Transit and Marin Access programs and services. In the fourth quarter, there was a continued focus on providing the community with information about Marin Transit and Marin Access programs and services and providing information on upcoming changes to Marin Access. Events were held in various formats, at various locations, and on varying days and times to meet the needs of the community. To provide adequate opportunity for rider education due to Marin Access changes effective July 2025, staff hosted several virtual drop-in info sessions for community members to get information and ask questions leading up to and after the changes occurred. The attached report outlines community engagement initiatives for various target audiences, including community members, fixed route riders, and Marin Access riders.

In the fourth quarter of FY 2024/25, staff completed twenty-seven events, including nine virtual drop-in info sessions, eight Navigating Transit Presentations, six Satellite Hours events, and four community events. Nearly all events had Spanish translation services available. In total, staff reached over 980 community members. In Q4, the reach of community engagement activities was nearly double when compared to the same period of FY 2023/24.

Digital outreach has continued to be an effective tool for engaging those who currently use our services and those who may be considering trying transit. In Q4 of FY 2024/25 staff distributed three E-Newsletters and created 112 social media posts across several platforms. In total, these efforts reached



over 4,000 individuals. Staff will continue to test engagement strategies and monitor the outcome of engagement campaigns to inform future activities for the team.

Ridership Trends

The District continues to experience strong ridership; total ridership surpassed pre-pandemic levels by 4% in Q4. However, ridership recovery has not been spread evenly across Marin Transit programs. Fixed route ridership recovery was swift and has remained strong; fixed route services exceeded pre-COVID ridership by 11% in the fourth quarter of FY 2024/25. Marin Access services by contrast were at 50% of pre-COVID ridership levels this quarter. For about a year and a half prior to the last fiscal year, Marin Access ridership plateaued at around 40-45% of pre-pandemic levels. The current quarter represents the sixth consecutive quarter where year over year ridership on Marin Access services has increased, now hovering at half of pre-COVID. Marin Transit staff believe that the restructuring of Marin Access programs, which took effect on July 1, 2023, has had a positive effect on Marin Access ridership and the mobility of older adults and people with disabilities in the County.

This quarter, Marin Transit experienced strong ridership growth compared to the national average. According to the National Transit Database, in the fourth quarter of FY 2024/25, nationwide bus ridership declined by 4% from the prior year, compared to Marin Transit's 9% increase over the prior year for fixed route services.

Marin Transit continues to have one of the strongest ridership recoveries in the Bay Area at 111% of pre-COVID for fixed route services, and one of the strongest in the country when comparing to pre-COVID levels (the national average this quarter was 79%). Compared to other North Bay transit agencies, Marin Transit fixed route services continue to perform well. In the fourth quarter of FY 2024/25, Golden Gate Transit carried 392,480 passengers on its fixed route bus service, representing just under half of Marin Transit's fixed route ridership (813,788), while SMART carried 329,670 passengers. Golden Gate Transit experienced a 6% increase in fixed route bus ridership in this quarter compared to the fourth quarter of FY2023/24, maintaining overall recovery at 49% of pre-COVID ridership. SMART experienced a 37% increase in ridership compared to the fourth quarter of last year, bringing overall recovery to 186% of pre-COVID ridership.

Other Bay Area transit agencies that provide local bus service experienced comparable ridership growth trends in the fourth quarter of FY 2024/25. Comparing to other Countywide peer agencies, the Central Contra Costa Transit Authority (County Connection), SamTrans, and Solano County Transit (SolTrans) experienced a 2%, 5%, and 9% increase in ridership, respectively, relative to the fourth quarter of FY 2023/24, bringing their ridership relative to pre-COVID to 84%, 98%, and 76%, respectively.

Demand for Marin Access mobility management and demand response programs was 6% higher during the fourth quarter of FY 2024/25 than the fourth quarter of the prior year. This is the sixth consecutive quarter where ridership on demand response services was higher than the same quarter of the prior year. However, ridership on Marin Access services remains low relative to pre-COVID (50%). Staff conducted a robust assessment of Marin Access programs and ridership in August 2024 to explore reasons for these trends. The assessment concluded that a significant portion of former ridership has switched to alternative programs that better meet their needs. One of these programs is the new Catch-A-Ride 2.0 pilot, which is experiencing very strong growth (57% increase compared to the prior year). More changes are coming to these programs with the new Mobility Wallet, which was implemented at the start of FY 2025/26. Staff will continue to monitor these programs closely to ensure our suite of programs is meeting the needs of the community.



Table 2 below compares several other factors and qualitatively evaluates their potential impact on ridership.

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2023/24 Q3	FY 2024/25 Q3	Impact
Days Operated	Weekdays	64	63	▼
	School Days	48	48	--
	Weekends & Holidays	27	28	▲
	Muir Woods Shuttle	37	33	▼
Service Disruptions (cancelled/missed service)		132	51	▲▲▲
Rainfall (inches)		1.7	0.5	▲
Average Gas Prices		\$5.05	\$4.69	▼

Attachment A

Quarterly Report - Summary

09/01/2025

QUARTER

Q4 FY 2024/25

Systemwide Performance Statistics

Typology	Route	Passengers	%Δ Passengers*	Revenue Hours	Operating Cost	Passengers per Revenue Hou	Subsidy per Passenger	Farebox Recovery
1. Local	17	59,044	▲3.7%	4,212	\$703,416	14.0	\$11.15	6.4%
	22	45,459	▲5.6%	3,375	\$556,295	13.5	\$10.83	11.5%
	23	85,440	▲20.5%	3,570	\$683,434	23.9	\$7.24	9.5%
	35	155,296	▲0.8%	4,924	\$935,963	31.5	\$5.27	12.5%
	36	84,225	▲14.4%	3,793	\$736,584	22.2	\$7.99	8.7%
	49	102,176	▲11.6%	5,159	\$870,591	19.8	\$7.76	8.9%
	71	130,588	▲11.8%	5,937	\$1,180,226	22.0	\$8.28	8.4%
	Rollup	662,228	▲9.1%	30,969	\$5,666,508	21.4	\$7.75	9.4%
2. Community	219	9,689	▼4.1%	1,283	\$213,459	7.6	\$21.25	3.6%
	228	21,428	▲0.5%	2,356	\$388,198	9.1	\$17.34	4.3%
	233	10,385	▼10.4%	1,072	\$177,255	9.7	\$16.29	4.5%
	245	12,716	▲4.0%	1,086	\$182,309	11.7	\$13.57	5.4%
	29	3,460	▼1.6%	432	\$71,881	8.0	\$19.99	3.8%
	57	49,320	▲15.6%	3,834	\$641,402	12.9	\$12.24	5.9%
	Rollup	106,998	▲5.5%	10,063	\$1,674,506	10.6	\$14.88	4.9%
4. Supplemental	613	4,059	▲38.7%	110	\$23,165	37.0	\$4.95	13.2%
	619	3,757	▼17.0%	158	\$35,903	23.7	\$8.80	8.0%
	625	2,412	▲8.6%	77	\$16,026	31.4	\$5.89	11.4%
	654	1,684	▲20.4%	49	\$9,328	34.4	\$4.78	13.6%
	Rollup	11,912	▲7.6%	394	\$84,422	30.3	\$6.33	10.7%
5. Rural	61	12,693	▲22.5%	1,575	\$271,998	8.1	\$20.68	3.5%
	68	19,957	▲5.8%	2,433	\$414,893	8.2	\$20.04	3.6%
	Rollup	32,650	▲11.7%	4,008	\$686,891	8.1	\$20.29	3.6%
7. Yellow Bus	Hdn Valley	4,465	▲7.6%	118	\$38,779	38.0	\$2.13	75.5%
	White Hill	24,239	▲3.3%	746	\$246,113	32.5	\$3.60	64.6%
	Rollup	28,704	▲4.0%	863	\$284,892	33.3	\$3.37	66.1%
8. Recreational	66	14,802	▲1.0%	1,264	\$372,533	11.7	\$25.14	0.1%
	Rollup	14,802	▲1.0%	1,264	\$372,533	11.7	\$25.14	0.1%
9. Demand Response	Local Para	12,091	▼9.3%	6,601	\$1,310,031	1.8	\$104.74	3.3%
	MA Shuttle	295	▲58.6%	173	\$56,875	1.7	\$191.29	0.8%
	Rollup	12,386	▼8.4%	6,773	\$1,366,906	1.8	\$106.80	3.2%
Catch-A-Ride	CAR_Taxi	3,970	▲29.7%	0	\$119,640		\$30.14	0.0%
	CAR_TNC	3,154	▲115.0%	0	\$68,554		\$21.74	0.0%
	Rollup	7,124	▲57.3%	0	\$188,194		\$26.42	0.0%
Volunteer Driver	VolDrvr	1,908	▼1.0%	0	\$45,384		\$23.79	0.0%
	VolDvrWM	246	▼44.1%	0	\$8,679		\$35.28	0.0%
	Rollup	2,154	▼9.0%	0	\$54,063		\$25.10	0.0%
Rollup		878,958	▲8.3%	57,332	\$10,378,915	15.8	\$10.81	8.5%

* Change in passengers compared to same quarter of prior year

FY 2025 Q4 (April – June) Marin Transit Community Engagement

Reporting Month: April 2025

Date(s)	Event	Description	Contacts
4/1/2025	West Marin Stagecoach Route 68 Focus Group Rider Interview	Virtual interview with a rider of the Stagecoach Route 68 to get feedback and inform potential changes to the West Marin Stagecoach Route 68.	1
4/2/2025	West Marin Stagecoach Route 68 Focus Group Rider Interview	Virtual interview with a rider of the Stagecoach Route 68 to get feedback and inform potential changes to the West Marin Stagecoach Route 68.	1
4/3/2025	Travel Navigator Satellite Hours	Travel Navigator Satellite Hours held at Bolinas Community Center Food Bank.	16
4/3/2025	Navigating Transit Presentation	Navigating Transit Presentation at the San Rafael Community Center in coordination with the San Rafael Goldenaires.	11
4/4/2025	Marin Transit Stagecoach Route 61 Focus Group	Staff hosted a virtual focus group to get feedback from riders to inform potential changes to the West Marin Stagecoach Route 61.	11
4/17/2025	Navigating Transit Presentation	Navigating Transit Presentation at Drake Terrace senior living community in San Rafael.	20
4/30/2025	Marin Access Info Session	Virtual info session to provide information about upcoming Marin Access program changes.	5

FY 2025 Q4 (April – June) Marin Transit Community Engagement

Reporting Month: May 2025

Date(s)	Event	Description	Contacts
5/3/2025	Fairfax Library Senior Fair	Staff hosted a resource table at the Fairfax Library Senior Fair. Participants were able to stop by get information about Marin Access programs and services, submit feedback, and begin the application process if needed.	75
5/3/2025	Nuestro Canal, Nuestro Futuro	Staff hosted a resource table during Canal Alliance's Nuestro Canal, Nuestro Futuro Community Fair. Staff were able to share information about Marin Transit programs and services as well as gather feedback on the new proposed MCTD facility.	400
5/8/2025	Navigating Transit Presentation	Navigating Transit Presentation at Margaret Todd Senior Center in Novato.	2
5/14/2025	Marin Access info Session	Virtual info session to provide information about upcoming Marin Access program changes.	4
5/15/2025	Navigating Transit Presentation	Navigating Transit Presentation at Mackey Terrace senior living community in Novato.	4
5/16/2025	Listening Session and Tea Event	Staff participated in a listening session and discussion with participants about Marin Transit Shuttle programs. The event was planned and held in coordination with West Marin Health and Human Services.	8
5/19/2025	Travel Navigator Satellite Hours	Travel Navigator Satellite Hours held at San Geronimo Valley Community Center during the Senior Congregate Luncheon.	22
5/20/2025	Travel Navigator Satellite Hours	Travel Navigator Satellite Hours held at the West Marin Health & Human Services.	0

FY 2025 Q4 (April – June) Marin Transit Community Engagement

5/20/2025	MCCOA / ESCOM Power of Connection Forum	The Marin County Commission on Aging and ESCOM presented a forum, “The Power of Connection: Creating, Building and Sustaining Community as We Age” designed to address one of the greatest health risks facing older adults: loneliness and isolation, particularly for those who face housing, financial or food insecurity and will benefit older adults, caregivers, family members, professionals, and community members. Staff hosted a table to share information about Marin Access programs and services during the event.	275
5/22/2025	Navigating Transit Presentation	Navigating Transit Presentation held at the Shelter Hill apartment community in Mill Valley.	7
5/28/2025	Marin Access Info Session	Virtual info session to provide information about upcoming Marin Access program changes.	3

FY 2025 Q4 (April – June) Marin Transit Community Engagement

Reporting Month: June 2025

Date(s)	Event	Description	Contacts
6/2/2025	Marin access Info Session	Virtual info session to provide information about upcoming Marin Access program changes.	1
6/4/2025	Navigating Transit Presentation	Navigating Transit Presentation held at the Edgewater Room in Sausalito City Hall in coordination with Sausalito Villages, CARSS.	14
6/5/2025	Travel Navigator Satellite Hours	Travel Navigator Satellite Hours held at Bolinas Community Center Food Bank.	29
6/10/2025	Navigating Transit Presentation	Navigating Transit Presentation held at Maria B. Freitas senior living center in San Rafael.	17
6/13/2025	Marin Access Info Session	Virtual info session to provide information about upcoming Marin Access program changes.	5
6/16/2025	Marin Access Info Session	Virtual info session to provide information about upcoming Marin Access program changes.	5
6/17/2025	Travel Navigator Satellite Hours	Travel Navigator Satellite Hours held at West Marin Health & Human Services.	1
6/18/2025	Navigating Transit Presentation	Navigating Transit Presentation held at the Rotary Manor senior apartment community in San Rafael.	17

FY 2025 Q4 (April – June) Marin Transit Community Engagement

6/18/2025	Marin Access Info Session	Virtual info session to provide information about upcoming Marin Access program changes.	1
6/24/2025	Marin Access Info Session	Virtual info session to provide information about upcoming Marin Access program changes.	1
6/26/2025	Marin Access Info Session	Virtual info session to provide information about upcoming Marin Access program changes.	2
6/30/2025	Travel Navigator Satellite Hours	Travel Navigator Satellite Hours held at San Geronimo Valley Community Center during the Senior Congregate Luncheon.	26



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City of San Rafael

September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: Marin Transit Safety Plan Annual Updates

Dear Board Members:

Recommendation

Approval of the annual updates to the Marin County Transit District Safety Plan for FY 2025-2026.

Summary

On July 13, 2020, your Board approved the original Marin County Transit District Safety Plan, containing significant systemwide policy updates introduced in response to the COVID-19 pandemic.

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, to provide funding and aid to public transit and safety programs, among others. With the enactment of the Bipartisan Infrastructure Law, the District is required to implement regular updates to the safety plan.

The Marin Transit Safety Plan uses data reported to the National Transit Database (NTD) over a rolling three-year period to continuously update its goals as a living document focused on the safety of the fixed route and demand response operations throughout the county.

As required by the Federal Transit Administration (FTA), Marin Transit is obligated to update the District Safety Plan annually, and to transmit the Safety Plan to the appropriate parties at the state and federal parties. This update to the Marin Transit Safety Plan has been completed annually since your Board approved a major plan update in December of 2022. A copy of the updated DRAFT Safety Plan is included in Attachment A.

The primary updates to the Safety Plan include:

1. Updates to District Safety Goals.
2. Updates to Risk Reduction Targets.
3. Updates reflecting institutional changes made in FY2024-2025.
4. Formatting of the Plan to reflect Marin Transit guidelines.



Originally, District staff anticipated delivering a more thorough and informative Safety Plan update to your Board, regarding the potential impact of new Drug and Alcohol testing policies after the FTA's approval of the use of oral fluids for public transportation Drug and Alcohol testing in 2023; however, the responsible federal agencies have not granted the appropriate federal certifications for oral fluids testing to any testing facilities or laboratories nationwide, so this option has not yet been authorized for any agency receiving federal funding. Staff will continue to stay informed regarding this possibility and continue to share relevant information with your Board and our operations contractors as it becomes available.

Staff use the average data from a rolling three-year period to continuously update our Agency Safety Plan goals in three major categories, based on pre-defined NTD standards – Injuries (falls, assaults, or other occurrences requiring reporting to NTD, shown as occurrences per 100,000 miles), Safety Events (accidents, incidents, and occurrences requiring reporting to NTD, shown as occurrences per 100,000 miles), and Reliability, (revenue miles traveled between in-service vehicle breakdowns). Our previously set goals and results from FY2024-2025 are detailed in Table 1: Fiscal Year 2024-2025 Goals below.

Table 1: Fiscal Year 2024-2025 Goals

	Fixed Route Service			Demand Response Service		
FY24-25	Injuries	Safety Events	Reliability	Injuries	Safety Events	Reliability
Goal	≤ 0.152	≤ 0.205	≥ 30,000	≤ 0.238	≤ 0.238	≥ 118,704
Actual	≤ 0.119	≤ 0.319	≥ 28,432	≤ 0.293	≤ 0.293	≥ 113,612

Staff have made significant changes in communication, documentation, and monitoring policies to best address the goals that were not achieved this year as we look to the year ahead. Further, Staff intends to launch a robust, dedicated field monitoring program beginning in Q2 FY2025-2026 to provide more accurate real-time monitoring and feedback to all contracted operators throughout the county.

Marin Transit remains committed to zero fatalities systemwide and zero instances of operator assault.

Our full and complete goals for the next three fiscal years are outlined in Attachment A: DRAFT Marin Transit Bus Safety Plan v4.

Fiscal/Staffing Impact

This approval has no fiscal or staffing impact.

Respectfully Submitted,

Kyle French
Operations Manager

Attachment A: DRAFT Marin Transit Bus Safety Plan v4

Marin County Transit District Operations Safety Plan

1. Transit Agency Information

Transit Agency Name	Marin County Transit District (“Marin Transit”, “MCTD”)		
Transit Agency Address	711 Grand Avenue, Suite 110, San Rafael, CA, 94901		
Name and Title of Accountable Executive	Nancy Whelan, General Manager		
Name of SMS Executive	Robert Betts, Director of Operations and Service Development		
Mode(s) of Service Covered by This Plan	Fixed Route Bus (MB) and Paratransit (DR)	List All FTA Funding Types	5307, 5310, 5311, 5339
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Fixed Route Bus (MB) and Demand Response Paratransit (DR)		
Does the agency provide transit services on behalf of another transit agency or entity?	No	Description of Arrangement(s)	
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided			

2. Plan Development, Approval, and Updates

Name of Entity that Drafted This Plan	Marin County Transit District	
Approval by the Marin Transit Safety Committee	Date of Approval	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature



Approval by the Board of Directors or an Equivalent Authority	Individual / Entity that Approved this Plan	Date of Approval
	Marin County Transit District Board of Directors	
	Relevant Documentation – title and location	
	T:\04 MCTD Programs\04.09 Safety\FTA Bus Agency Safety Plan\Marin Transit Drafts\Plan and Attachments\2025\Marin Transit Bus Safety Plan v4.docx	
Certification of Compliance	Individual / Entity that Certified this Plan	Date of Certification
	Nancy Whelan, General Manager	
	Relevant Documentation – title and location	
	T:\04 MCTD Programs\04.09 Safety\FTA Bus Agency Safety Plan\Marin Transit Drafts\Plan and Attachments\2025\Marin Transit Bus Safety Plan v4.docx	

Version Number and Updates

Version	Section or Pages Affected	Reason for Change	Date Approved
1	N/A	Initial release and approval of Safety Plan	7/13/2020
2 (previously 1.1)	Multiple	Compliance with Bipartisan Infrastructure Law updates and changes to 49 U.S.C 5329(d)	10/25/2022
3 (previously 1.2)	Multiple	Updates to Safety Performance Targets, Staff Composition, and Operations Contractors.	01/08/2024
4	Multiple	Updates to Safety Performance Targets, District policies and procedures, and document formatting.	

Annual Review and Update of the Public Transportation Agency Safety Plan

Marin Transit’s Bus Safety Plan (the “Public Transit Agency Safety Plan”, “PTASP”, or “ASP”) is a living document that all contractors and staff use to proactively identify, address, and manage issues associated with system safety. Marin Transit will update this Safety Plan whenever the District SMS identifies a need for change.

Each fiscal year, the Accountable Executive, SMS Executives, and executive management will complete a review of the implementation of the Safety Plan by August 1st. At minimum, Marin Transit will revise the Safety Plan and training activities based on the findings of this annual review. As the Accountable



Executive, Marin Transit's General Manager annually certifies the District's SMS compliance with 49 C.F.R. Part 673. Annually, the plan will be reviewed and approved by the Marin Transit Board of Directors.

3. Safety Performance Targets – FY2025-2026

Safety Performance Targets								
	Fatalities		Injuries		Operator Assaults	Safety Events		System Reliability
Mode of Transit Service	Total Number per Year	Rate per 100k VRM	Total Number per Year	Rate per 100k VRM	Total Number per Year	Total Number per Year	Rate per 100k VRM	Failures per VRM
MB (Fixed Route Transit)	0	0	≤ 3	≤ 0.142	≤ 1	≤ 4	≤ 0.183	≥ 28,800
DR (Demand Response Paratransit)	0	0	≤ 1	≤ 0.191	0	≤ 2	≤ 0.228	≥ 130,500

Agency Definitions

Marin Transit determines the classification of an event based on the definitions described in the National Transit Database Safety & Security Policy Manual.

- **Fatalities:** Total Number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode. The rate is calculated as (# of fatalities x 100,000)/ VRM.
- **Injuries:** Total number of injuries reported to NTD and rate per total VRM by mode. The rate is calculated as (# of injuries x 100,000)/ VRM.
- **Safety Events:** Total number of safety events reported to NTD and rate per total VRM by mode. The rate is calculated as (# of injuries x 100,000)/ VRM.
- **System Reliability:** Mean distance between major mechanical failures by mode. The rate is calculated as (VRM/Major Failures).

4. Safety Management Policy

Safety Management Policy Statement

Marin Transit is committed to developing, implementing, maintaining and constantly improving processes to ensure that all activities associated with transit service maintenance, operations, and delivery reflect a balanced allocation of organizational resources, achieve the highest level of safety performance, and meet the established District's standards.



The General Manager (GM) will act as the Accountable Executive. Each of Marin Transit's operations contractors will have a designated Chief Safety Officer who will directly report to the GM. The GM and Chief Safety Officers will ensure that all employees have the means to report on safety concerns and suggestions without the risk of retaliation. All levels of management and all employees are accountable for the delivery of this highest level of safety performance, starting with the GM.

In making this commitment Marin Transit will:

- Ensure that appropriate resources are allocated to support the management of safety in transit vehicle operation, maintenance and all aspects of transit and paratransit service delivery;
- Encourage an organizational culture that consistently fosters safe practices and effective employee safety reporting and communications, and manages safety with the same attention to results as afforded to all other District management systems;
- Integrate the management of safety among the primary responsibilities of all managers and employees;
- Clearly define for all staff, managers, employees, and contractors, their accountabilities and responsibilities for the delivery of the organization's safety performance and the performance of our safety management system;
- Establish and operate activities to identify and analyze hazards and evaluate safety risks. This includes an employee safety reporting program to identify safety concerns and potential hazards, and eliminate or mitigate such risks to maintain a level of safety performance that meets this Plan's objectives and targets;
- Ensure that no action will be taken against any employee who discloses a safety concern through the employee safety reporting program and is integral to effective management practices, unless such disclosure indicates beyond any reasonable doubt an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures. Employees will be responsible for identifying and reporting on operation and maintenance safety hazards. They will also report on policies and procedures the District may need to be modified, safety events, and all information required to evaluate the causes of an event;
- Comply with and exceed legislative and regulatory requirements and standards, wherever possible;
- Ensure that sufficiently skilled and trained human resources are assigned to implement safety management processes;
- Ensure that all staff are provided with adequate and appropriate safety-related information and training, are competent in safety management matters, and are allocated only tasks commensurate with their skills;
- Establish and measure Marin Transit's safety performance against realistic and data-driven safety performance targets; and
- Ensure the timely delivery of externally supplied systems and services to support bus and paratransit operations and meet our safety performance standards.
- Ensure that all contractors start to or continue to track vehicular and pedestrian accidents as they relate to visibility impairments for bus operators, to allow MCTD to address or implement measures to reduce visibility impairments.



- Ensure that all contractors start to or continue to track all incidents involving operator assault, to allow MTCD to implement measures and training programs to help protect our operators.

Safety Management Policy Communication

Marin Transit's Safety Management Policy is communicated to all employees, contractors, and the Marin Transit Board of Directors. The policy was originally communicated to the Board at a scheduled meeting on July 13, 2020 and will be discussed annually after a review when staff identify and incorporate changes to the Safety Plan or safety performance targets.

Marin Transit staff will distribute a copy to each contractor that operates and maintains the District's transit bus and demand response services. Marin Transit directs the safety officers for each contractor to disseminate the safety policy and safety information to employees through regular trainings, meetings, and posting the policy in a common area such as a driver breakroom.

Marin Transit will post a copy of the Safety Management Policy in a public space in Marin Transit administrative offices, and the policy will be available online at <https://marintransit.org/>.

Marin Transit and each of its contractors will review the Safety Management Policy annually at an operations safety meeting and at regularly scheduled meetings throughout the year.

Authorities, Accountabilities, and Responsibilities

An organizational chart is provided as an attachment to this document and show the relationships between the Marin Transit Accountable Executive and Key Staff for the operators.

Accountable Executive:

The General Manager is the Accountable Executive and ensures that Marin Transit's SMS is effectively implemented.

Accountable Executive:

- Makes decisions about resources to support asset management, SMS activities, and capital investments.
- Responsible for carrying out the Agency Safety Plan and the Transit Asset Management Plan
- Approves SMS implementation documents
- Annually certifies SMS compliance with 49 C.F.R. Part 673
- Communicates the Safety Management Policy to Marin Transit's Board of Directors and throughout the District
- Communicates Marin Transit Safety Management Policy to Marin Transit's contractors
- Endorses the SMS implementation team and SMS processes
- Provides guidance to Key Staff on the District's recommended SMS actions and decision making
- Ensures that safety concerns and identified hazards are adequately addressed
- Controller directs the human and capital resources needed to develop and maintain the ASP and the TAM Plan, and
- Ensures that the agency's SMS is effectively implemented, and action is taken, as necessary, to address substandard performance in the agency's SMS.



SMS Executive:

The SMS Executive has the authority and responsibility to implement Marin Transit's SMS Agency Plan and oversees all contracted operators to ensure compliance.

SMS Executive:

- Develops and maintains SMS documentation
- Directs safety risk management activities
- Briefs the Accountable Executive on the District's SMS
- Assists with safety management training
- Reviews the SMS agency plan on an annual basis with the Accountable Executive, leadership, and executive management
- Ensures the Safety Management Policy (SMP) is communicated through the agency
- Ensures that staff communicate all follow-up information regarding identified safety concerns from the employee safety reporting program.
- Ensures that contracted operators have an approved safety plan that the contractor implements and reviews annually
- Ensures that contractor adequately address safety concerns and identified hazards
- Transmits safety performance targets to Caltrans and MTC on an annual basis
- Ensures that the District reviews and updates the SMP annually.

Marin Transit Administrative Key Staff

The Operations Manager, Senior Operations Analyst, and Director of Administrative Services will work with the District's contractors to identify safety concerns and hazards and assess and mitigate risks through safety management.

Operations Manager:

- Assists with identifying safety concerns and hazards
- Assesses and mitigates risk through safety risk management
- Oversees employee safety reporting program for contractors; communicates the program to Marin Transit employees and to the Chief Safety Officer for each contract operator
- Ensures that staff investigate and document each accident/injury
- Ensures that the Safety Management Policy is posted publicly at Marin Transit
- Ensures that the Chief Safety Officer for each contractor complies with the contract terms for SMS implementation and ongoing safety regulation
- Supports the annual review and update of the policy

Senior Operations Analyst(s):

- Acts as a liaison to the Chief Safety Officer for each of Marin Transit's contractors
- Ensures each accident/injury is investigated and documented
- Assists with identifying safety concerns and hazards
- Assesses and mitigates risk through safety risk management
- Supports the annual review and update of the policy



Director of Administrative Services:

- Publicly posts the Safety Management Policy at Marin Transit
- Communicates the Safety Management Policy throughout the District
- Updates the Marin Transit Policies and Procedures Manual, and disseminates new information to employees including updates to the Safety Plan

Operations Contractor Key Staff

Marin Transit contracts with three different providers for the operation and maintenance of our fixed route bus service and demand response (including mandated complementary paratransit) service. Each contractor develops their own safety plan and SMS that Marin Transit will incorporate into the District's Safety Plan. The Key Staff person for each contractor will be their respective Chief Safety Officer, Safety Manager, or equivalent position ("Safety Officer"). Contractor roles and responsibilities as they relate to this Plan are the responsibility of the Safety Officer.

Contractor Safety Officer:

- Develop and maintain SMS documentation
- Direct safety risk management activities
- Direct safety management training
- At minimum, review and update the contractor safety plan and SMS on an annual basis with the Accountable Executive and submit an update to Marin Transit.
- Ensure the Safety Management Policy Statement is communicated throughout the organization.
- Ensure documentation of communication of follow-up information on identified safety concerns through the employee safety reporting program.
- Ensure contractor investigates and documents each accident/injury
- Identify safety concerns and hazards
- Assess and mitigate risk through safety risk management

Marin Transit Employees and Workplace

Marin Transit directly employs 21 employees who are responsible for administrative, finance, planning, and contractor/operation oversight duties. Per the "Marin Transit Personnel Policies and Procedures Manual," these employees work in an office environment and are expected to bring any workplace safety hazards to the attention of the Director of Administrative Services and the Accountable Executive. Employees communicate workplace safety hazards via email, phone, or in person. Marin Transit management will take appropriate steps to identify, evaluate, and mitigate unsafe conditions or workplace hazards and train employees on safe work practices.

Bus Operations

Marin Transit contracts with Golden Gate Transit (GGT), Marin Airporth (MA), and for the operation and maintenance of the District's fixed route bus services. Marin Transit contracts with Transdev (TDV) for the operation and maintenance of the District's mandated complementary paratransit service as well as other demand response programs. Each contractor independently provides bus storage, fueling, and bus



maintenance at separate facilities. Each contractor is also responsible for recruiting and training bus operators.

Contract Requirements

Marin Transit requires each contractor to develop and maintain a safety and security program that:

- Describes contractor procedures, training actions, and policies to assure a safe and secure environment for passengers and employees;
- Identifies dedicated safety and security personnel;
- Describes contractor emergency planning and implementation activities; and
- Includes a safety and security reporting system.

Marin Transit safety-related requirements for MA and TDV are listed in Section 316 Safety, Security and Emergency Management of the contract. For GGT, these requirements are listed in Section 315 of the interagency agreement. Each operations and maintenance contractor provides the safety, security, and emergency management plan as attachment to the contract.

TransTrack

In addition to a safety and security program, each contract includes reporting requirements (MA, TDV, & GGT in Section 501. Required Reports). Under the reporting requirements, contractors submit information to Marin Transit using the District's TransTrack database program. TransTrack is a web-based data management system that staff can access via a standard internet connection and does not require a virtual private network (VPN) or dedicated network connection.

All Marin Transit employees and key contractor staff have access to this system that captures required data for customer feedback, accidents and incidents, fleet preventive maintenance, and road call activity.

Marin Transit has developed and delivered training materials for each contractor to ensure that they provide accurate and timely collection of data in the system.

The District contractually obligates contractors to provide the following safety information:

- **Daily Accident/Incident Reporting:** Contractor staff will enter a daily accident/incident report directly into TransTrack within 24 hours of each accident/incident that occurs on a Marin Transit route. Any major accident involving injuries or significant damage to Marin Transit vehicles will be immediately reported through direct person-to-person contact. Each contractor uses a contact list to reach Marin Transit employees in the event of a major accident.
- **Daily Road Call/Missed Trip/Incident Report:** Contractor must enter all road calls, missed trips, and incidents directly into the TransTrack system within 24 hours of the event. Missed trips and major incidents are reported to Marin Transit staff immediately via email.

Monthly Coordination Meetings

In addition to the use of TransTrack to capture safety information, Marin Transit staff meet monthly with management staff from each contractor to review the operations. This is an opportunity for contractor



staff to identify any safety issues in the field, on a bus, or at their maintenance facility. These meetings review and discuss customer feedback and any related safety and training issues.

Marin Transit staff track these issues and steps toward resolution using a web-based project management tool, Trello. There are specific procedures to follow when contractor and Marin Transit staff identify a safety issue that is the responsibility of Marin Transit to mitigate. Marin Transit staff add a card to the Trello board and assign a Marin Transit staff member as owner to oversee the mitigation of the risk and communicate progress to the contractor.

Driver Feedback

Marin Transit has installed “Driver Feedback” boxes in driver breakrooms at Marin Airporter and Transdev. The District encourages drivers to provide feedback directly to Marin Transit staff using the provided cards. A driver may choose to identify themselves by name or to provide an anonymous suggestion. The process functions as follows:

1. The driver completes the feedback form located next to the “Driver Feedback” box and places the form in the box.
2. A Marin Transit employee picks up the form at the regularly scheduled monthly coordination meeting
3. The Marin Transit operations team reviews these suggestions quarterly.
4. If a driver reports a hazard or safety concern, the Operations Manager adds this concern to the Safety Risk Register for evaluation. Staff tracks each action item to mitigate the hazard as a card on the Trello board. Staff shares the evaluation and any action items assigned to the contractor with the management team of the relevant contractor and requests that they review, address, and report on resolution to Marin Transit staff.

Direct contracted front-line staff also have tools to send feedback to Marin Transit administrative staff anonymously via our public, general email.

Conditions that Protect a Reporting Employee from Discipline or Enforcement Action:

Per the Marin Transit Personnel Policies and Procedures Manual, Section 2.5 Whistleblower Rights, District employees or applicants for employment are entitled to disclose to the District, without reprisal, facts that may be deemed to constitute gross mismanagement, significant waste of public funds, abuse of authority, and/or substantial and specific danger to public health or safety.

- **Disclosure Procedure:** Any District employee or applicant for employment with information that may be considered gross mismanagement, a significant waste of funds, an abuse of authority, and/or substantial and specific danger to public health or safety should file with the General Manager or District human resources staff a written statement of facts within sixty calendar days of the act or event. If the complaint involves conduct of the General Manager, the statement may be directed to the President of the District Board of Directors. This filing shall be under penalty of perjury. The statement must include: the name, classification, and signature of the employee; his/her mailing address; the date of filing; and a clear statement of the facts of the complaint and the date upon which the event occurred giving rise to the complaint.



- **District Investigation:** Within 21 calendar days of receipt of the written statement of facts, the General Manager, or Board President if the complaint is about the conduct of the General Manager, will investigate the complaint, may confer with the complainant, determine appropriate action to solve the problem, if any, and will render a decision in writing. If the complainant is dissatisfied with the decision, an appeal may be filed with the Board of Directors within seven calendar days of the date of the written decision of the General Manager or Board President. The Board of Directors will conduct a hearing on the complaint, and its decision will be final.
- **Confidentiality:** Nothing contained in this policy will be deemed to make any record public if the record is preempted from disclosure by Government Code Section 6254, or to require a public hearing or meeting that could otherwise be conducted as a closed session pursuant to Government Code Section 54956.
- **No Reprisals:** The General Manager or President of the Board will make every reasonable effort to assure that any person who files a complaint pursuant to this policy is not subject to reprisals denominated in Government Code Section 53928.

Contractor Specific Processes

The attached contractor safety plans describe their employee safety reporting policies and processes.

5. Safety Risk Management Process

Safety Hazard Identification

Marin Transit makes every effort to identify and address hazards before they cause problems. The District has processes and reporting tools already in place to assist with identifying hazards. Marin Transit and our contractors include FTA and other oversight authorities as a source of hazard information. A hazard is defined as any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment. Marin Transit relies on its staff and contract operators to identify and report hazards.

If a hazard is identified through any of the established channels of communications, the Chief Safety Officer for the specific contractor will document the hazard and notify Marin Transit. The hazard information is shared with Marin Transit's operations staff so that they are aware of the risk. Marin Transit's Operations Manager will monitor and manage risk mitigation in the Trello web-based project management tool that District operations staff use daily to monitor task and project completion. See the Safety Management System workflow diagram included as an attachment to this Bus Safety Plan.

Contractor Reporting Responsibility

Marin Transit's operations contracts and intergovernmental agreements (Section 501. Reporting) require each contractor to report a variety of operational data directly to the District's TransTrack database.

Marin Transit staff have developed training materials and provide regular training to contractor staff to ensure that they are comfortable with the database and are able to input accurate data. Marin Transit's operations staff monitor the submitted data at regular intervals. Operations staff use this data to identify hazards and subsequently initiate investigations to obtain data required to assess and mitigate the risk.



Marin Transit requires contractors to report information regarding how they:

- Document and respond to customer service inquiries assigned to the Contractor and document responses within the system;
- Document all daily service disruptions including the type of disruption, any impacts on service levels (adjustments to number of trips, changes in hours/miles), and any relevant description of the incident;
- Document all relevant information for any accident or safety and security incident;
- Document all relevant information for any road call or equipment failure that occurs during revenue service;
- Document all vehicle maintenance issues including when vehicles are not available for service due to maintenance issues, reason for unavailability, and when released for service, etc.;
- Document preventative maintenance by vehicle including type of service performed, mileage, etc.
 - This report will match the Contractor's maintenance records.
 - Marin Transit will audit these records on a random announced or unannounced basis;
- Upload vehicle fluid sample test results;
- Enter end of year vehicle mileage; and
- Maintain an updated operator list.

In addition to required reporting, Marin Transit staff meet monthly with contractors to discuss the day-to-day operations. These meetings are an opportunity to share information. The contractors and their staff are the eyes and ears of Marin Transit services. Marin Transit encourages contractors to report any hazardous conditions that their drivers, maintenance staff, and supervisors observe.

Safety Risk Assessment

Marin Transit and its contractors will conduct a detailed analysis of each identified hazard and its potential consequences. Marin Transit will request additional information from the contractor.

District staff will work with the contractor's Chief Safety Officer and management to analyze the risk through a series of steps.

They will document a complete description of the hazard and gather supporting documentation, including photos and videos. In partnership with the contractor, Marin Transit staff will develop a suggestion to resolve and eliminate or mitigate the hazard.

If a hazard cannot be eliminated, the safety risk must be managed. Staff will analyze this risk in terms of how likely it is to happen (probability or frequency) and how bad it could be (severity).

1. Risk Probability

The definition of risk probability is the likelihood that the consequence of the hazard might occur, considering the worst foreseeable - but credible - condition. In determining risk probability, safety management staff must include existing mitigations. The subjective measure is ranked as follows:



Likelihood of Occurrence of the Consequence		
<i>Qualitative Definition</i>	<i>Meaning</i>	<i>Value</i>
Frequent	Likely to Occur Frequently in the life of an item	A
Probable	Likely to Occur Several Times in the life of an item	B
Occasional	Likely to Occur Sometime in the life of an item	C
Remote	Very Unlikely to Occur in the life of an item	D
Improbable	Almost inconceivable that the event will occur in the life of an item	E

2. Risk Severity

Risk severity is the anticipated effect of a consequence of the hazard should it materialize. It is a subjective assessment of the damaging potential of the consequence of the hazard under the worst foreseeable – but credible – condition. In determining the severity of a risk, staff will consider existing mitigations. Risk severity is categorized as follows:

Severity of the consequence if it were to materialize		
<i>Definition Category</i>	<i>Meaning</i>	<i>Value</i>
Catastrophic	Could result in one or more of the following: death, permanent total disability, irreversible significant environmental impact, or monetary loss equal to or exceeding \$10M.	1
Critical	Could result in one or more of the following: permanent partial disability, injuries or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding \$1M but less than \$10M.	2
Marginal	Could result in one or more of the following: injury or occupational illness resulting in one or more lost workday(s), reversible moderate environmental impact, or monetary loss equal to or exceeding \$100K but less than \$1M.	3
Negligible	Could result in one or more of the following: injury or occupational illness not resulting in a lost workday, minimal environmental impact, or monetary loss less than \$100K.	4



3. Risk Assessment Matrix

The Risk Assessment Matrix calculates the risk level based on the risk probability and risk severity analysis. The risk assessment enables Marin Transit to evaluate the acceptability of the safety risk and prioritize safety risk mitigation efforts.

The Risk Assessment Matrix, and the corresponding color code tolerability key, are as follows:

Risk Assessment Matrix

	Severity			
Likelihood	1 (Catastrophic)	2 (Critical)	3 (Marginal)	4 (Negligible)
A (Frequent)	1A	2A	3A	4A
B (Probable)	1B	2B	3B	4B
C (Occasional)	1C	2C	3C	4C
D (Remote)	1D	2D	3D	4D
E (Improbable)	1E	2E	3E	4E

Tolerability Color Code

“Tolerability”, based on identified severity and likelihood.	
	Unacceptable under the existing circumstances.
	Acceptable based upon existing or proposed mitigations.
	Acceptable with senior management informed approval.

4. Risk Impact

Risk Impact describes the effects or consequences of the risk associated with the hazard.

Safety Risk Mitigation

When Marin Transit staff or contractor employees identify a hazard, District and contractor staff will track the hazard in a Safety Risk Register log using the FTA template. The log describes the risk, the rating of the risk, and the actions that staff will take to address it. Staff will monitor and manage risk mitigation in the Trello web-based project management tool that the operations department uses daily to monitor task and project completion.

The hazard will be rated with an “as reported” risk assessment ranking. Safety management staff will conduct a re-evaluation after implementing an appropriate mitigation strategy. Re-evaluation will be



conducted after an agreed upon period of time to monitor the mitigation strategy. During the re-evaluation, staff will evaluate each action of the mitigation strategy to determine if it should be continued, modified, or discontinued. Staff will use the Safety Risk Register to identify next steps and actions to be taken and will monitor completion of new action items in the project management tool, Trello.

Special Considerations – Infectious Disease Prevention and Mitigation

With the addition of safety equipment purchased for Marin Transit through the CARES Act funding, Marin Transit and our contract operators now have the equipment and policies ready to enact to maintain a strict level of sanitation and disease mitigation. These policies include a more rigorous cleaning of vehicles using FDA and FTA approved methods and an increased focus on personal hygiene and social distancing.

Marin Transit remains committed to the safety and wellbeing of all our operators, front line staff, and passengers. In times of infectious outbreak, we have the ability to increase the frequency that the high-touch areas on all our regular service and demand response vehicles are sanitized, encourage passengers to socially distance onboard vehicles, and adjust service levels to meet differing public demand.

Marin Transit is committed to ensuring the safety and wellbeing of all passengers and operators within our service, and we remain prepared to receive guidance from local and federal authorities including the FTA, county, state, and federal OSHA, and with our local and county Public Health Officers to ensure that safety. We understand and are prepared to adjust our service and policies as new events emerge and continue to support our contractors as they take steps to ensure the highest levels of safety for operators.

Marin Transit understands that operators can meet changing health and safety guidelines through the methods deemed appropriate and necessary at the discretion of their designated Safety Officer with collaboration from the District SMS Executive (including but not limited to):

- Infrared temperature checks for all operators at the start of each shift.
- Physical social distancing reminders and barriers.
- Mask requirements for operators while behind the wheel or in other high-traffic areas.

Safety Risk Reduction

Marin Transit staff will continue to work with contractors to identify and implement training and best practice methods to reduce the rate of significant safety events over a rolling three fiscal-year period. Additionally, reporting of both the risk targets and reduction targets will include two new categories – first, a rate per VRM to track assaults against transit and transportation employees. The FTA defines assault against transit operators in two categories; verbal assault, including things like threats, harassment, and intimidation, and physical assault, which include instances like spitting or coughing on an operator, striking an operator with bodily parts or an object, and using or threatening to use a weapon against an operator. The second new category that Marin Transit will track is a rate per VRM of accidents involving transit vehicles that were determined to be caused by situational visibility impairment.

The Marin Transit Safety Committee will continue to operate in close partnership with the individual safety committees of each contractor to keep to goals set in this plan. These goals will be met in part by the creation and tracking of recurring contractor safety training programs, for both operations and maintenance personnel, which will include specific situational de-escalation training. Marin Transit will



continue monitoring the respective safety plans from our contractors to ensure compliance with FTA requirements.

The separate tracking methods for Fixed Route Transit and Demand Response Paratransit are outlined as follows, with rolling three-fiscal-year goals.

Safety Risk Reduction Targets

	Fatalities	Assaults on Operators	Injuries	Safety Events	System Reliability
Fixed Route Transit Bus	Rate per 100k VRM	Rate per 100k VRM	Rate per 100k VRM	Rate per 100k VRM	VRM between Failures
FY25-26	0	≤1	≤0.142	≤0.183	≥28,800
FY26-27	0	0	≤0.131	≤0.18	≥31,000
FY27-28	0	0	≤0.12	≤0.177	≥32,500
Demand Response	Rate per 100k VRM	Rate per 100k VRM	Rate per 100k VRM	Rate per 100k VRM	VRM between Failures
FY25-26	0	0	≤0.191	≤0.228	≥130,500
FY26-27	0	0	≤0.186	≤0.19	≥125,000
FY27-28	0	0	≤0.18	≤0.185	≥119,500

6. Safety Assurance

Safety Performance Monitoring and Measurement

Standard System Monitoring for Compliance

Marin Transit has installed independent CAD/AVL systems onboard every vehicle responsible for providing fixed route and demand response service. Staff monitors vehicle operations regularly and conducts spot checks in the field to ensure that operators are conducting themselves in a safe and professional manner.

Marin Transit uses the TransTrack database to monitor contractor safety performance. Each contract includes reporting requirements. Contractors submit required reporting information to Marin Transit using TransTrack (Section 501. Reporting). Staff access the TransTrack system via any standard internet connection.

All Marin Transit employees have access and TransTrack captures required data for customer feedback, accidents and incidents, fleet preventive maintenance, and road call activity. Contractors are contractually obligated to provide the following safety information:



- **Daily Accident/Incident Reporting:** A daily accident/incident report entry will be placed directly into TransTrack within twenty-four hours of each accident/incident occurring on a Marin Transit route. Any major accident involving injuries or significant damage to Marin Transit vehicles will be immediately reported through direct person-to-person contact. Each contractor has a list of Marin Transit employees to contact in the event of a major accident.
- **Daily Road Call/Missed Trip/Incident Report:** Contractor staff will input road calls, missed trips, and incidents directly into the TransTrack system within 24 hours of the event. Missed trips and major incidents will be reported to Marin Transit staff immediately via email.

Marin Transit observes trends that indicate whether the contractor is not performing. For example, if there is an increase in accidents or road calls, Marin Transit will issue a formal letter to the contractor notifying them of non-compliance with the contract. Marin Transit may also seek liquidated damages as allowed under the contract when the contractor is out of compliance.

Marin Transit works closely with contractors to improve performance and to ensure safe and reliable transit services.

The attached contractor safety plans provide more information about the performance monitoring activities for each contractor. In addition, contractors are required to hold regular safety meetings with their bus operators. The attached contractor safety plans describe how each contractor schedules and manages safety meetings.

Identification of Mitigations that may be Ineffective, Inappropriate, or Incorrectly Implemented

Marin Transit staff will conduct monitoring to identify safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended. Monitoring may include safety audits at contractor locations, maintenance audits of District-owned vehicles maintained by contractor, and site visits to bus stops that have had safety improvements to assess effectiveness. Marin Transit staff will work with our contractor's Chief Safety Officer to identify the root cause of any identified failure, address the issue, and implement appropriate solutions. The SMS Executive with support from the Operations Manager is responsible for reviewing the results of monitoring implemented safety risk mitigations and determining measures to take when a mitigation is insufficient.

Marin Transit Operations staff will use the Trello project management tool to monitor the contractor's progress in addressing the issue.

For more information about each individual contractor's safety risk mitigations, see the attached contractor safety plans.

Investigation of Safety Events

This is the process for conducting investigations for safety events to identify causal factors:

1. A contractor or public safety officer notifies Marin Transit Operations staff of the safety event.
2. Marin Transit Operations staff request video of the event and a written report from the Contractor Safety Officer for the relevant contractor.
3. Marin Transit Operations staff review the submitted materials.



4. Marin Transit Operations staff meet with the contractor to discuss the event, determine the root cause, and identify next steps. This information is documented in the Safety Risk Register.
5. Marin Transit Operations staff monitor the relevant TransTrack records to track contractor due dates and deliverables and confirm that next steps are completed.
6. Once all action items are completed, staff closes the record and the review is completed.

For more information about each individual contractor's safety investigations, see the attached contractor safety plans.

Monitoring Internally Reported Safety Information

Marin Transit Operations staff monitor information reported through our safety reporting programs via the TransTrack web-based project management tool. If an event occurs that requires review, response, and contractor resolution, Marin Transit assigns an owner to the TransTrack record. The owner is responsible for following up with the contractor to ensure that they took the proper steps to mitigate the safety risk and to collect any supporting documentation.

For more information about each individual contractor's internal safety reporting programs, see the attached contractor safety plans.

7. Safety Promotion

Competencies and Training: Marin Transit Employees

All Marin Transit employees are given a Marin Transit Policies & Procedures Manual when they join the District. Whenever a policy is updated, the Director of Administrative Services issues updated materials.

The District seeks out and supports training specifically for employees responsible for safety. This includes training from FTA, the National Transit Institute (NTI), and at industry conferences.

Competencies and Training: Operations and Maintenance Contractors

Per the contracts and agreements between Marin Transit and each contractor (SEC. 202 personnel performance standards and requirements), contractors are responsible for requiring that all employees complete their Training Program.

Contractors are responsible for implementing all aspects of this Training Program throughout the term of the contract. Training shall include courses and instruction in all aspects of the operation and maintenance of services. Any material changes to the contractor's Training Program requires Marin Transit's prior written approval. Training must include:

1. **ADA Sensitivity Training.** Contractor shall require vehicle operators, dispatch personnel, schedulers, public contact personnel, and supervisory employees to complete ADA sensitivity training to better prepare those employees to address situations relating to the physical and cognitive disabilities of passengers. This training should give particular emphasis to situations that may arise in working with clients who experience cognitive or psychiatric impairments.
2. **Drug and Alcohol Program.** Contractor shall require that all safety-sensitive employees, as defined by the FTA, complete drug and alcohol training in accordance with 49 CFR Part 655. In



addition, contractor shall provide a Drug and Alcohol Program Manager who has been trained, through an FTA-approved Drug and Alcohol Program Management course, within ninety (90) Days after Contract award, or as soon thereafter as practical, based on course availability.

3. **Required Safety and Security Training.** Contractor shall provide the following safety and security training including annual refresher training, maintained in a separate employee file:
 - i. Emergency Response training for all employees.
 - ii. National Incident Management System (NIMS) training and Incident Command System (ICS) training for CONTRACTOR operations and safety managers as specified in Section 316B(a).
 - iii. Training in Marin Transit and contractor policies, procedures, and protocols, including safety, security and incident response plans for all employees, position appropriate.
 - iv. OSHA-required training (i.e., Occupational Safety and Health Training, Personal Protective Equipment, Drug-Free Workplace, Lock Out Tag Out, Confined Spaces, Hazardous Communications, etc.).
 - v. De-escalation training (i.e., Crisis Prevention Institute training, Verbal Judo, SAMHSA Safe Scene training, or other training designed to reduce conflict and respond to potential crises situations).

Timing of Training. Contractor shall implement its Training Program in a way that will assure that vehicle operator training is not conducted during peak service hour periods at the expense of providing on-time Revenue Service.

Costs of Training. Contractor acknowledges and agrees that all costs of training required for this Contract are included in its Service Hour Rate, including the cost of training associated with any new Revenue Vehicles.

Post Training Testing Program. Contractor shall, on a regular basis throughout the term of the Contract, conduct the post-training testing program developed by contractor to ensure that the information provided during training was understood and absorbed by the employees. Any employee who receives a failing grade will be required to receive additional training and testing until that employee receives a passing grade. Until the employee receives a passing grade, contractor shall not permit that employee to perform any function that could jeopardize the safety of the Marin Transit or the Marin Transit's customers.

For more information about each individual contractor's training programs and procedures, see the attached contractor safety plans.

Safety Communication

Marin Transit expects the Chief Safety Officer for each contractor to be responsible for holding regular safety meetings and trainings for bus operators assigned to Marin Transit's routes. Detailed safety communication plans are included in each contractor's safety plan provided as attachments to this document.

Contractors will document their safety communication program objectives, content, target audience, format, frequency, and ways to ensure understanding.



Marin Transit staff monitor safety trainings and information through the monthly coordination meetings. Safety is a standing item on the meeting agenda.

8. Additional Information

Marin Transit and our contractors will retain the above information for at least three years (electronically). It can be made available by request from the FTA, or other Federal entity, CPRA request, or a State Safety Oversight Agency having jurisdiction.

Supporting Documentation

The following documentation has been referenced or used to implement or carry out this Agency Safety Plan and will be included.

1. Marin Transit Personnel Policies and Procedures Manual
2. Operations and Maintenance Contract between Marin Transit and Golden Gate Bridge, Highway and Transportation District (effective 10/1/2022)
3. Fixed Route Operations and Maintenance Contract between Marin County Transit District and Marin Airporth (effective 7/1/2025)
4. Operations and Maintenance Contract between Marin County Transit District and Transdev (effective 2/1/2021)

List of Definitions of Special Terms Used in this Agency Safety Plan

- **Accident** means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
- **Accountable Executive** means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
- **Assault against a Transit Operator** means any verbal or physical acts of violence or threats or intimidation of violence toward a public transit operator while on duty, regardless of whether they are operating a vehicle at the time of the altercation.
- **Event** means any Accident, Incident, or Occurrence.
- **Hazard** means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
- **Incident** means an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.



- **Investigation** means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
- **National Public Transportation Safety Plan** means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.
- **Occurrence** means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
- **Operator of a public transportation system** means a provider of public transportation as defined under 49 U.S.C. 5302.
- **Performance measure** means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
- **Performance target** means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
- **Public Transportation Agency Safety Plan (or Agency Safety Plan)** means the documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
- **Risk** means the composite of predicted severity and likelihood of the potential effect of a hazard.
- **Risk mitigation** means a method or methods to eliminate or reduce the effects of hazards.
- **Safety Assurance** means processes within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
- **Safety Management Policy** means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
- **Safety Management System** means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
- **Safety performance target** means a performance target related to safety management activities.
- **Safety Promotion** means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
- **Safety risk assessment** means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.
- **Safety Risk Management** means a process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.
- **Safety Risk Reduction** means the developed goals to reduce safety incidents, measured by vehicle miles, as well as the plans to reduce said incidents.
- **Serious injury** means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.



- **Transit agency** means an operator of a public transportation system.
- **Transit Asset Management Plan** means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.
- **TransTrack** means a web-based database system for data collection and reporting.
- **Trello** means a web-based project management system.

List of Acronyms Used in this Agency Safety Plan

- **CAD/AVL** means a Computer-Aided Dispatch and Automatic Vehicle Location program.
- **Caltrans** means the California Department of Transportation.
- **FTA** means the Federal Transit Administration.
- **GGT** means Golden Gate Transit.
- **GM** means the General Manager.
- **MA** means Marin Airporter.
- **MTC** means the Metropolitan Transportation Commission.
- **NTD** means the National Transit Database.
- **OSHA** means the Occupational Safety and Health Administration.
- **SMS** means the Safety Management System.
- **TDV** means Transdev.



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September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: Resolution 2025-08 Easement to Pacific Gas & Electric (PG&E) for Vehicle Charging Electrification at 3010/3020 Kerner Blvd.

Dear Board Members:

Recommendation

Approve resolution to grant an easement to PG&E for the installation and maintenance of electrical infrastructure related to the charging of battery electric vans.

Summary

In March 2025, your Board authorized Marin Transit staff to submit an application for PG&E's EV Fleet program. This program will provide electric charging capacity at 3010/3020 Kerner for the District's two battery electric paratransit vans, currently on order. Staff anticipate delivery of these buses in November 2025.

Marin Transit was accepted into PG&E's EV Fleet program and PG&E and Marin Transit staff have been working in coordination to design the planned improvements for the parts of the project they are each responsible for implementing. PG&E will make infrastructure improvements to bring additional power capacity to the site and install a new metered service that will be dedicated to electric vehicle charging. Marin Transit will make infrastructure improvements that will bring power from the new meter to the electric vehicle chargers and install the chargers.

PG&E requires an easement to bring the additional power to the site and to provide access for maintenance of their equipment. The easement:

- Consists of Strip 1 – a 10 ft strip centered around PG&E's equipment;
- Consists of Strip 2 – a 20 ft strip centered around PG&E's equipment;
- Grants PG&E the right to trim or cut down trees and brush within the easement area;
- Grants PG&E the right to install, inspect, maintain, replace, remove, and use communications equipment within the easement area; and



- Prohibits Marin Transit from construction activities or drilling within the easement area.

The easement is needed for PG&E to begin construction of their portion of the improvements. The utility intends to coordinate this work with the construction of Marin Transit's portion of the improvements.

The agreement is going through a final review with legal counsel and will not be executed until this review is complete.

3010/3020 Kerner Construction Status

Marin Transit is in active construction for the 3010/3020 Kerner site. The solar canopy is expected to go up this month, with paving and striping of the lot to follow. Construction of the project will largely be completed in November.

The project includes two new switch gears which are long lead time items. One is for the building and is estimated to be delivered in early 2026. The delivery and installation of this switchgear will be the final step of the project.

A second switchgear is for the bus parking lot and is part of the work related to this easement. This switchgear for the parking lot is estimated for delivery in November. Once the switchgear is installed and approved, PG&E will mobilize for their portion of the work to install a new transformer and connect power to the location.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Anna Penoyar".

Anna Penoyar
Capital Projects Manager

Attachment A: Sample Easement

Attachment B: Resolution

Attachment A

Utility Distribution Easement (02/2020)

RECORDING REQUESTED BY AND RETURN TO:

***PACIFIC GAS AND ELECTRIC COMPANY
300 Lakeside Drive, Suite 210
Oakland, CA 94612
Attn: Land Rights Library***

Location: City/Uninc _____
Recording Fee \$ _____
Document Transfer Tax \$ _____

- ☐ This is a conveyance where the consideration and Value is less than \$100.00 (R&T 11911).
☐ Computed on Full Value of Property Conveyed, or
☐ Computed on Full Value Less Liens & Encumbrances Remaining at Time of Sale
☐ Exempt from the fee per GC 27388.1 (a) (2); This document is subject to Documentary Transfer Tax

(SPACE ABOVE FOR RECORDER'S USE ONLY)

Signature of declarant or agent determining tax

LD# 2401-06-10198

EASEMENT DEED

PM# 35625361

MARIN COUNTY TRANSIT DISTRICT, a transit district formed pursuant to California Public Utilities Code Sections 70000 et seq.,

hereinafter called Grantor, hereby grants to PACIFIC GAS AND ELECTRIC COMPANY, a California corporation, hereinafter called Grantee, the right from time to time to excavate for, construct, reconstruct, replace (of initial or any other size), remove, maintain, inspect, and use facilities and associated equipment for public utility purposes, including, but not limited to electric, gas, and communication facilities, together with a right of way therefor, on, over, and under the easement area as hereinafter set forth, and also ingress thereto and egress therefrom, over and across the lands of Grantor situated in the City of San Rafael, County of Marin, State of California, described as follows:

(APN 009-121-13)

Lot 24 as shown upon the map entitled "MAP OF BAHIA DE RAFAEL INDUSTRIAL PARK" filed for record February 13, 1973 in Volume 15 of Maps at page 54, Marin County Records.

The easement area is described as follows:

Strip 1

The strip of land of the uniform width of 10 feet, lying 5 feet on each side of the alignment of the facilities as initially installed hereunder. The approximate locations of said facilities are shown upon Grantee's Drawing No. 35625361 attached hereto and made a part hereof.

Attachment A

Utility Distribution Easement (02/2020)

Strip 2

The strip of land of the uniform width of 20 feet, lying 12 feet on the northwesterly side and 8 feet on the southeasterly side of the alignment of the facilities as initially installed hereunder. The approximate locations of said facilities are shown upon Grantee's Drawing No. 35625361 attached hereto and made a part hereof.

Grantee agrees that on receiving a request in writing, it will at Grantor's expense, survey, prepare and record a "Notice of Final Description" referring to this instrument and setting forth a description of said strips of land.

Grantor further grants to Grantee the right, from time to time, to trim or to cut down, without Grantee paying compensation, any and all trees and brush now or hereafter within said easement area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of Grantee may interfere with or be a hazard to the facilities installed hereunder, or as Grantee deems necessary to comply with applicable state or federal regulations.

Grantor also grants to Grantee the right to use such portion of said lands contiguous to said easement area as may be reasonably necessary in connection with the excavation, construction, reconstruction, replacement, removal, maintenance and inspection of said facilities.

Grantor hereby covenants and agrees not to place or construct, nor allow a third party to place or construct, any building or other structure, or store flammable substances, or drill or operate any well, or construct any reservoir or other obstruction within said easement area, or diminish or substantially add to the ground level within said easement area, or construct any fences that will interfere with the maintenance and operation of said facilities.

Grantor further grants to Grantee the right to apportion to another public utility (as defined in Section 216 of the California Public Utilities Code) the right to excavate for, construct, reconstruct, replace, remove, maintain, inspect, and use the communications facilities within said easement area including ingress thereto and egress therefrom.

Grantor acknowledges that they have read the "Grant of Easement Disclosure Statement", EXHIBIT "A", attached hereto and made a part hereof.

The legal description herein, or the map attached hereto, defining the location of this utility distribution easement, was prepared by Grantee pursuant to Section 8730(c) of the Business and Professions Code.

This document may be executed in multiple counterparts, each of which shall be deemed an original, but all of which, together, shall constitute one and the same instrument.

Attachment A

Utility Distribution Easement (02/2020)

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

Dated: _____, _____.

MARIN COUNTY TRANSIT DISTRICT, a transit district formed pursuant to California Public Utilities Code Sections 70000 et seq.

By

By

Print Name

Print Name

Print Title

Print Title

I hereby certify that a resolution was adopted
on the ____ day of _____, 20____, by the

authorizing the foregoing grant of easement.

By _____

Attachment A

Utility Distribution Easement (02/2020)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____, before me, _____ Notary Public,
Insert name
personally appeared _____

_____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(Seal)

CAPACITY CLAIMED BY SIGNER

- ☐ Individual(s) signing for oneself/themselves
- ☐ Corporate Officer(s) of the above named corporation(s)
- ☐ Trustee(s) of the above named Trust(s)
- ☐ Partner(s) of the above named Partnership(s)
- ☐ Attorney(s)-in-Fact of the above named Principal(s)
- ☐ Other _____

Attachment A

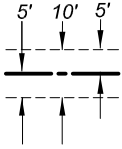


UNLESS OTHERWISE SHOWN ALL COURSES
EXTEND TO OR ALONG BOUNDARIES OR LINES

DRAWING FOR GRAPHICAL REPRESENTATION ONLY

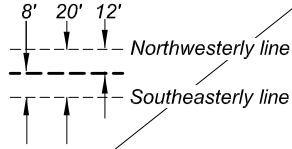
Strip 1 Detail

Not to Scale



Strip 2 Detail

Not to Scale



MARIN COUNTY TRANSIT DISTRICT
Deed Dated August 18, 2022
Document No. 2022-0030470
APN: 009-121-12
Lot 23

MAP OF BAHIA DE SAN
RAFAEL INDUSTRIAL PARK
FILED FEBRUARY 13, 1973
VOLUME 15 MAPS PAGE 54

MARIN COUNTY TRANSIT DISTRICT
Deed Dated August 18, 2022
Document No. 2022-0030470
APN: 009-121-13
Lot 24

MARIN COUNTY TRANSIT DISTRICT
Deed Dated June 29, 2021
Document No. 2021-0043606
APN: 009-121-14
Lot 25

1330' +/- to Irene Street
Kerner Boulevard (Public)
40' +/-
30' +/- (Strip 1)
15' +/- (Strip 2)

LEGEND (All Locations Approximate)

--- Strip 1 Centerline
---- Strip 2 Centerline

Rancho Saucelito

Applicant:

3010 Kerner Boulevard, San Rafael

SCALE

none

DATE

6-16-25

SECTION

11

TOWNSHIP

1N

RANGE

6W

MERIDIAN

MDBM

COUNTY OF: Marin

CITY OF: San Rafael

F.B.:

DR.BY: AEBJ

CH.BY: CSSB

PLAT MAP TT3319
REFERENCES

NW 1/4 of NE 1/4
& NE 1/4 of NW 1/4

PG&E

Sonoma
DIVISION

35625361
AUTHORIZ

35625361
DRAWING NO.

Pacific Gas and Electric Company



EXHIBIT "A"

GRANT OF EASEMENT DISCLOSURE STATEMENT

This Disclosure Statement will assist you in evaluating the request for granting an easement to Pacific Gas and Electric Company (PG&E) to accommodate a utility service extension to PG&E's applicant. **Please read this disclosure carefully before signing the Grant of Easement.**

- You are under no obligation or threat of condemnation by PG&E to grant this easement.
- The granting of this easement is an accommodation to PG&E's applicant requesting the extension of PG&E utility facilities to the applicant's property or project. Because this easement is an accommodation for a service extension to a single customer or group of customers, PG&E is not authorized to purchase any such easement.
- By granting this easement to PG&E, the easement area may be used to serve additional customers in the area and **may be used to install additional utility facilities**. Installation of any proposed facilities outside of this easement area will require an additional easement.
- Removal and/or pruning of trees or other vegetation on your property may be necessary for the installation of PG&E facilities. You have the option of having PG&E's contractors perform this work on your property, if available, or granting permission to PG&E's applicant or the applicant's contractor to perform this work. Additionally, in order to comply with California fire laws and safety orders, PG&E or its contractors will periodically perform vegetation maintenance activities on your property as provided for in this grant of easement in order to maintain proper clearances from energized electric lines or other facilities.
- The description of the easement location where PG&E utility facilities are to be installed across your property must be satisfactory to you.
- The California Public Utilities Commission has authorized PG&E's applicant to perform the installation of certain utility facilities for utility service. In addition to granting this easement to PG&E, your consent may be requested by the applicant, or applicant's contractor, to work on your property. Upon completion of the applicant's installation, the utility facilities will be inspected by PG&E. When the facility installation is determined to be acceptable the facilities will be conveyed to PG&E by its applicant.

By signing the Grant of Easement, you are acknowledging that you have read this disclosure and understand that you are voluntarily granting the easement to PG&E. Please return the signed and notarized Grant of Easement with this Disclosure Statement attached to PG&E. The duplicate copy of the Grant of Easement and this Disclosure Statement is for your records.

Attachment A

Utility Distribution Easement (02/2020)

Attach to LD: 2401-06-10198

Area, Region or Location: 7

Land Service Office: Santa Rosa

Line of Business: Electric Distribution (43)

Business Doc Type: Easements

MTRSQ: 24.01.06.11.14, 24.01.06.11.41

Lat/Long: 37.955865, -122.497913

FERC License Number: N/A

PG&E Drawing Number: 35625361

Plat No.: TT3319

LD of Affected Documents: N/A

LD of Cross Referenced Documents: N/A

Type of interest: Utility Easement (86), Electric Underground Easements (4)

SBE Parcel: N/A

% Being Quitclaimed: N/A

Order or PM: 35625361

JCN: N/A

County: Marin

Utility Notice Number: N/A

851 Approval Application No: N/A ;Decision: N/A

Prepared By: AEBJ

Checked By: CSSB CSSB

Approved By:

Revised by:

PWDrive\PGE\Santa Rosa Distribution\Archive\R_W 2025\Marin\35625361 - 3015 Kerner Blvd, San Rafael

RESOLUTION 2025-08

**RESOLUTION OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS
AUTHORIZING THE SIGNING OF AN EASEMENT WITH PACIFIC GAS & ELECTRIC FOR
INSTALLATION OF ELECTRICAL INFRASTRUCTURE FOR ELECTRIC VEHICLE
CHARGING**

WHEREAS, Pacific Gas & Electric (PG&E) has been allocated \$236 million from the California Air Resources Board to aid in the electrification of California Fleets through the EV Fleet Program; and

WHEREAS, Marin County Transit District was accepted into the EV Fleet Program to increase electrical capacity for the charging of Electric Vehicles at 3010/3020 Kerner Blvd, San Rafael; and

WHEREAS, PG&E will install needed electrical infrastructure that will allow for the transmission of electricity to charge at least 2 vehicles; and

WHEREAS, Marin Transit will commit to charging two vehicles at 3010 Kerner Blvd, San Rafael; and

WHEREAS, PG&E requires an easement to do any work to install necessary infrastructure at 3010/3020 Kerner; and

WHEREAS, the easement will grant PG&E access rights to the installed equipment and one 10 foot and one 20 foot buffer area around equipment, and will prohibit construction within the equipment and buffer area; and

WHEREAS, the easement includes a termination clause if equipment is no longer necessary.

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Marin County Transit District, that the General Manager, or designee is authorized to sign an easement to PG&E on behalf of Marin County Transit District.

APPROVED AND PASSED this 8th day of September 2025.

Eric Lucan, President

ATTEST:

Nancy Whelan, General Manager



711 Grand Ave, #110
San Rafael, CA 94901
ph: 415.226.0855
marintransit.org

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Supervisor District 5

Mary Sackett

Vice President
Supervisor District 1

Fred Casissa

Second Vice President
Town of Corte Madera

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Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Maribeth Bushey

Director
City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: Award Contract with TAG Canada for the Purchase of On-Vehicle Cash Fare Collection and Secure Vaulting Systems

Dear Board Members:

Recommendation

Authorize General Manager to sign and award a contract with TAG Canada for the procurement of a full and complete cash revenue system for all fixed route vehicles, to include the hardware for on-vehicle cash fare collection, hardware for fixed secure vaulting, and relevant installation hardware and accessories, for a total contract value not to exceed \$434,150.

Summary

On June 2, 2025, Marin Transit issued a Request for Proposal (RFP) for the procurement of hardware for a new cash revenue system to meet the future needs of our fixed route services. This procurement advances a portion of the recommendations for future fare collection actions your Board adopted in February of 2024. This new hardware will complement the expanded features anticipated with the launch of the updated Next Generation Clipper system, with the goal of reducing the capital and ongoing maintenance costs of the cash fare collection. This fare collection system for cash paying riders is intended to replace the aging Odyssey system provided by SPX Genfare, which has been planned to enter the end of service life this fiscal year.

Marin Transit partnered with Santa Cruz METRO on a joint procurement for this hardware and received one (1) response from a qualified vendor. After a meeting to clarify the response with the vendor and a follow-up Best and Final Offer received from the vendor, staff determined the offer to be responsive and the price to be fair and reasonable for the hardware to be provided.

Background

Genfare has been the provider of fixed route fare collection and vaulting hardware for Marin Transit fixed route vehicles for over 15 years, used extensively to generate the data for the District's internal ridership tracking and revenue audit. These fareboxes were originally purchased in partnership with Golden Gate Transit in 2009.



In 2024, staff became aware that Genfare intended to discontinue sales of the current Odyssey farebox system, and sunset all hardware and software support for our generation of onboard fare collection systems by the end of 2025. Staff met with Genfare to discuss our options and received a budgetary quote for a fleetwide upgrade, showing that Marin Transit would need to make an initial capital investment of between \$850,000 and \$1,400,000, depending on the options required, as well as take on an annual maintenance charge of approximately \$50,000 each year that the system would be in service.

Based on this information, and the imminent launch of the new Clipper digital fare collection system, staff hired a consultant to help outline a path forward for the District overall fare collection system. The ultimate recommendations from that effort were adopted by your Board in February of 2024 and include: (1) transitioning the current validating fareboxes to a lower cost mechanical system, (2) installing automatic passengers counters (APCs) fleetwide to take over ridership reporting, and (3) using the CAD/AVL system to conduct rider segment tally counts to estimate the distribution of riders by youth, adult, senior, etc. Approval of this action is the final step in fully implementing these recommendations.

Unlike the current 'validating' system, the proposed revenue collection solution would be a 'mechanical' system – meaning that rather than have each bill, coin, or ticket digitally verified and validated, all cash and fare media would be visually inspected by the bus operator before being deposited into a secure storage bin onboard each vehicle. These secure bins would then be removed at the end of the service day, and the fare revenue would be securely deposited into a larger vault. At no point in time would a bus operator have to handle any cash or fare media. A closer look at the proposed farebox is provided in Attachment A: Fare Collection and Vaulting Specifications.

Because the proposed system greatly reduces the number of moving parts and eliminates the number of digital sensors and moving parts in each farebox, the estimated annual maintenance cost of each farebox (in both parts and labor) is projected to be significantly reduced from the current Genfare system. Contracted operations staff will be able to install, maintain, and repair these units entirely in-house instead of requiring ongoing maintenance contracts to keep the fare collection system operational.

Over the past fiscal year, the Metropolitan Transportation Commission (MTC) has also been continuing their efforts in completing the Next Generation Clipper system. The updates planned for the Clipper system are expected to increase use of this system and provide improved access to discounts and fare incentives offered through the digital payment system to a greater number of riders. Staff have been working with the Clipper team to test the updated Next Generation Clipper business rules to ensure that we will have the appropriate settings in place regarding new features for the District, including daily and monthly fare capping, contactless pass provisions, and interagency transfers between our agency partners.

Additionally, the new Clipper system will accommodate 'Open Loop Payment', allowing users to pay for their ride with any Tap-to-Pay enabled debit or credit card, Apple Pay, or Google Wallet. With these abilities, staff is confident that moving to a mechanical farebox would allow riders who currently utilize the 'smart' features of the Genfare system to maintain their current abilities with little to no issue.

Compared to most cash collection systems for the transit industry, the TAG fare collection system is inexpensive, Buy-America certified, and can easily be installed across our fixed fleet in a matter of weeks. This replacement fare collection system will also be able to respond to the future needs of the District by maintaining full fleet consistency, ensuring that all vehicles will have identical, swappable hardware, regardless of the vehicle type, year, or contract operator.



Procurement Summary

Staff released the Request for Proposals on June 2, 2025, in partnership with the Santa Cruz Metropolitan Transit District. Throughout this RFP solicitation period, Marin Transit received significant interest from multiple vendors providing fare-collection systems, but ultimately only one vendor completed a submission, TAG Canada. Feedback from vendors who previously showed interest but did not bid revealed that many vendors are not willing to provide a non-validating unit to agencies, and of those that are, only TAG is willing to provide a solution that includes a secure vault.

Staff received one proposal by the July 7, 2025, deadline. A technical panel composed of Marin Transit and Santa Cruz METRO staff completed scoring on the proposal. The technical panel evaluated proposals based on the following criteria:

1. **Functional and Technical Requirements**, including the completeness of solution, farebox usability, and vaulting system usability.
2. **Vendor Experience and Qualifications**, including the demonstrated success on similar projects and corporate stability.
3. **Implementation Approach**, including a demonstrated knowledge of work required and the proposed approach and methodology to the project scope and solution.
4. **Support and Maintenance**, including the thoroughness of the proposed training and maintenance solutions.
5. **Cost Effectiveness**, evaluated by District finance staff.

On July 28, 2025, Marin Transit issued a series of clarifying questions and requested a best and final offer from TAG. After a final review of the proposals received based on the best and final offers, District staff confirmed that TAG remains a fair and effective solution for the services requested.

Fiscal/Staffing Impact

The proposed agreement with TAG would include the full cost for the purchase, shipping, and training of all required elements of the new cash collection system to fully transition from the Genfare validating fare system to the TAG mechanical fare system. There would be no ongoing maintenance costs with TAG as part of this new system, and any needed maintenance expected to be incurred throughout the regular life of these fareboxes would be performed by the contract operator of the bus that the farebox is installed on.

Table 1 on the following page shows the total costs by the hardware item to be procured. The board authorization amount of \$434,150 includes an additional \$54,150 in contingency that would be able to be applied for future fleet purchases, facility hardware integration, or needed accessories identified at time of installation, at staff discretion.

Table 1: TAG Procurement Costs

MARIN COUNTY TRANSIT DISTRICT - TAG CANADA			
CORE HARDWARE	FAREBOX	SPARE CASHBOX	SECURE VAULTS
QUANTITY	75	20	3
COST PER UNIT	\$3,150.00	\$1,990.00	\$14,725.00
SUBTOTAL	\$236,250.00	\$39,800.00	\$44,175.00
HARDWARE TOTAL			\$320,225.00
ADDITIONAL HARDWARE			
ADDITIONAL HARDWARE	QUANTITY	COST	TOTAL
LED LIGHT KIT	95	\$345.00	\$32,775.00
CASHBOX HAND TROLLY	3	\$325.00	\$975.00
SPARE CASHBOX STORAGE RACK	4	\$350.00	\$1,400.00
VEHICLE MOUNTING ADAPTER	75	\$75.00	\$5,625.00
ADDITIONAL PRODUCT TOTAL			\$40,775.00
TOTAL ANTICIPATED HARDWARE TOTAL			\$361,000.00
GST ESTIMATED SALES TAX			\$19,000.00
15% CONTINGENCY			\$54,150.00
TOTAL NOT TO EXCEED AMOUNT			\$434,150.00

Staff requests that your Board authorize a contract value of up to \$434,150 with TAG Canada, to include the procurement of hardware to be installed by Marin Transit staff and contractors. The proposed costs of procurement are approximately 3.4% above the District's independent cost estimates, largely due to the increased cost of Buy-America certified production materials, but still within budget. This procurement will be 80% funded with federal Section 5307 funding as part of the District's On-Board Technology capital project. The remaining 20% will be funded with Measure AA sales tax funding.

Respectfully Submitted,



Kyle French
Operations Manager

Attachment A: Fare Collection and Vaulting Specifications



Attachment A: Fare Collection and Vaulting System

Specifications

Farebox Information

Model: Classic Cartridge



Specifications:

- Coins, bills, tickets receiver.
- 180-degree visual validation of fares.
- Left- or right-facing handle depending on vehicle drive style.
- Rack with high security lock.
- Extra sturdy and light construction, with ¼ inch, 6061-T6 aluminum.
- Transfer cartridge, installed on the bottom of the farebox, allows it to empty into the bottom of the secure vault without any human manipulation.
- Farebox can hold up to \$2300 (330 cubic inches) in revenue, bills or coins, making it ideal for small bus operations or special services.
- Additional pedestal to install directly onto existing farebox mount.
- Low maintenance costs.

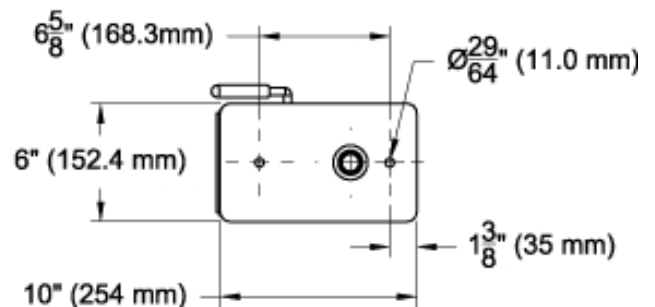
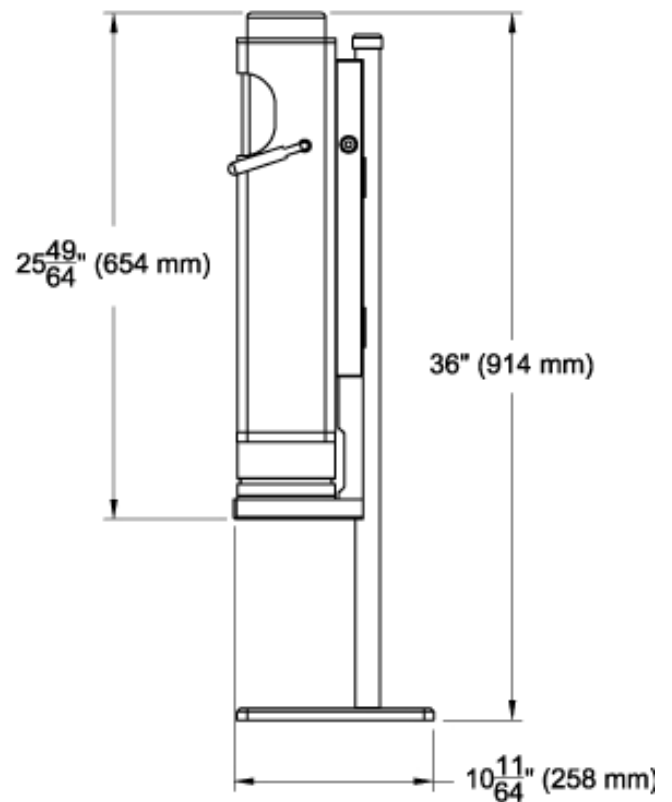
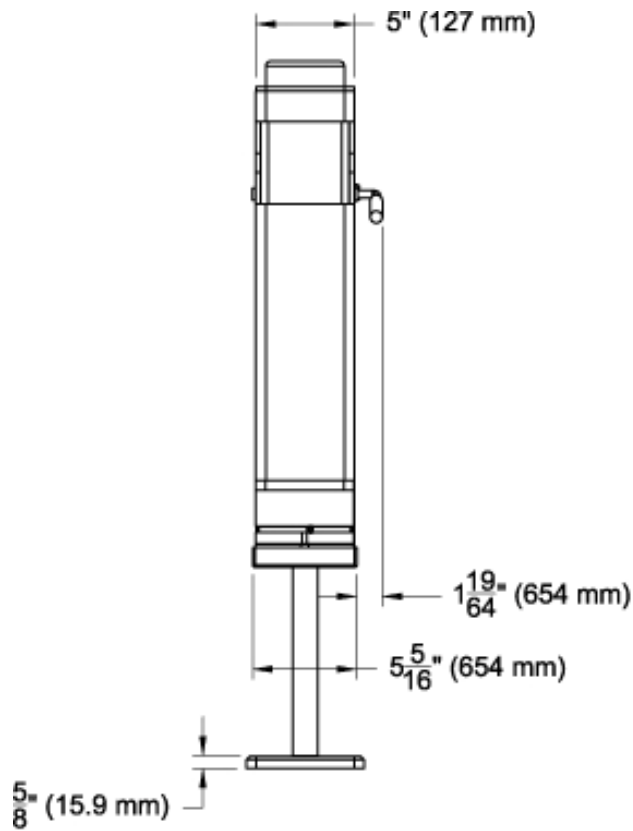


MANUFACTURER
FAREBOX SYSTEM



Farebox Dimensions

Model: Classic Cartridge



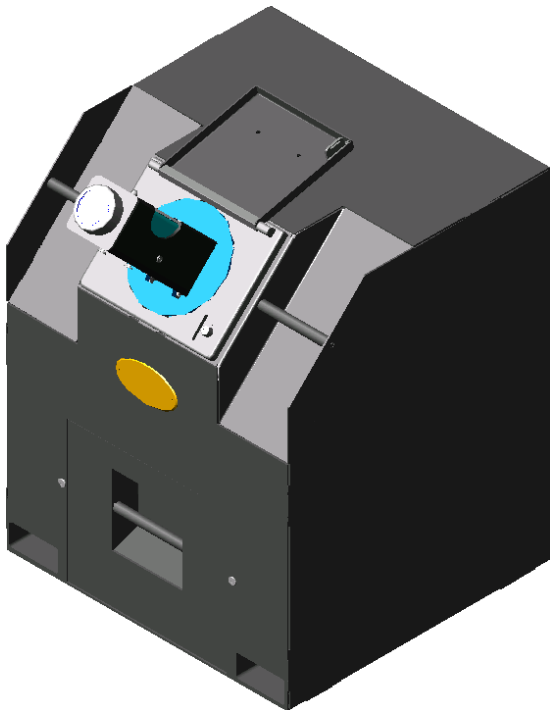
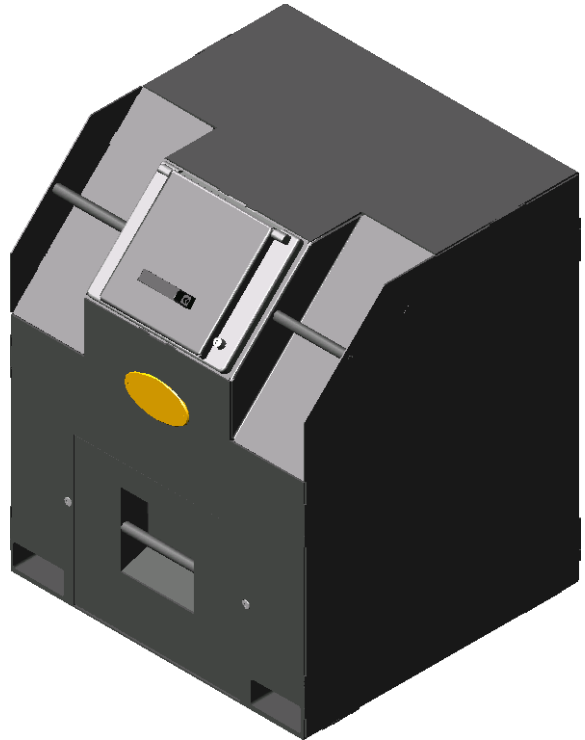


Secure Vault

Model: Classic

Specifications:

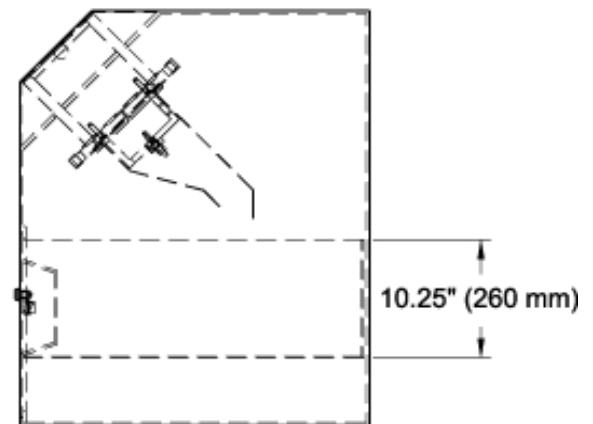
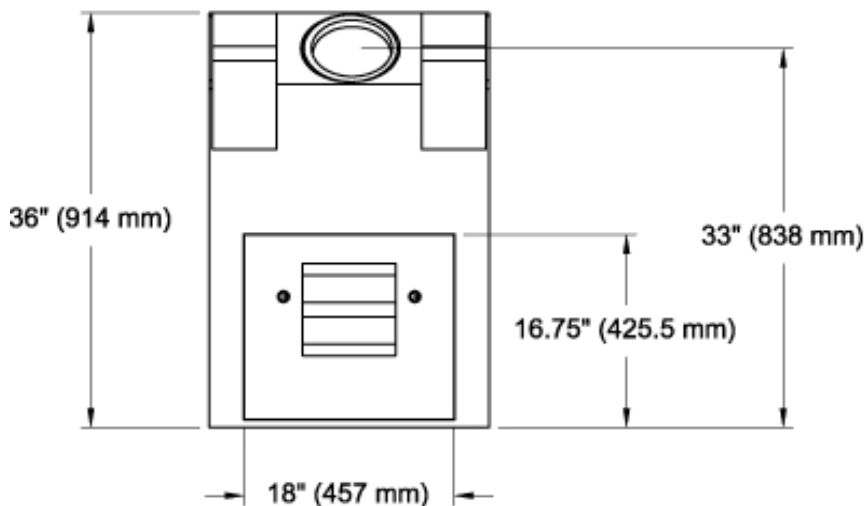
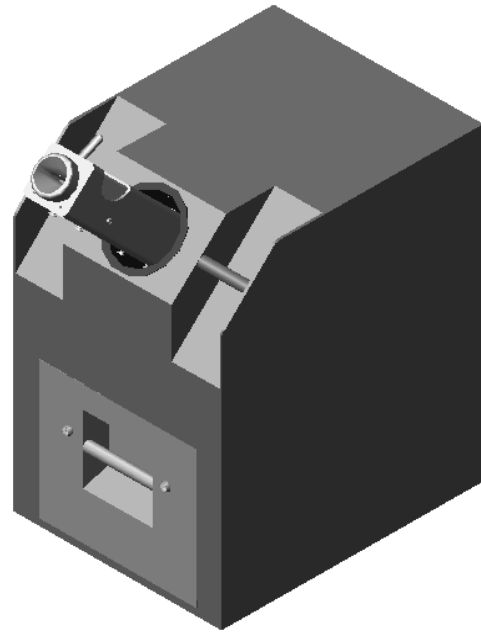
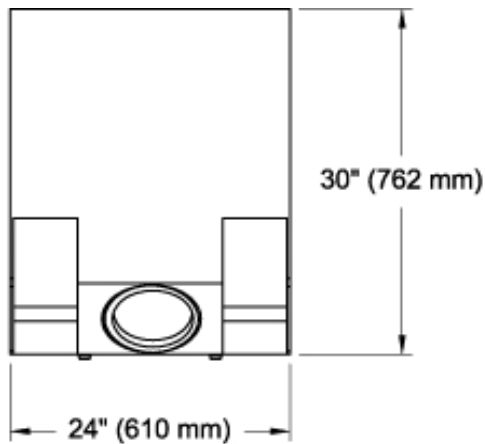
- Robust steel construction.
- Black, powder-coated texture finished.
- 3 high-security locks.
- Low maintenance cost.
- Completely autonomous cost.
- Simple mechanical operation.
- Removable drawer on four wheels (two rotating, two fixed / lockable).
- Volumetric capacity of the drawer: 4,720 in³ (77,345 cm³).
- Pneumatic wand to dislodge paper (external air compression required, minimum 85 PSI).





Secure Vault Dimensions

Model: Classic



Information provided by TAG Canada Farebox Systems

Les Industries T.A.G. Rive-Sud inc., 5 rue des Émeraudes local 5, Lévis, Qc, G6W 6Y7

Phone: +1.418.838.2495 Fax: +1.418.838.5380 Web: canadatag.com Email: info@canadatag.com



711 Grand Ave, #110
San Rafael, CA 94901
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City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: Marin County Transit District Zero Emission Bus Rollout Plan Update

Dear Board Members:

Recommendation

Adopt resolution 2025-07 which approves the updated Marin County Transit District Zero Emission Bus Rollout Plan and authorizes the General Manager to submit the plan to the California Air Resources Board in accordance with the Innovative Clean Transit Regulations.

Summary

The Innovative Clean Transit (ICT) regulation was adopted by the California Air Resources Board (CARB) in December 2018 and became effective on October 1, 2019. The regulation requires public transit agencies in California to gradually transition their fleets to zero-tailpipe-emission technologies. The rule requires a percentage of new bus purchases to be zero-emission buses (ZEBs) starting for small transit agencies like Marin Transit in 2026, when 25% of purchases need to be ZEBs. In 2029, 100% of purchases are required to be ZEBs.

Marin Transit first brought a transition plan to your Board on April 1, 2019. This plan was developed using the available framework from the ICT to transition Marin Transit's fleet to Zero Emission Buses by 2040. This plan was updated and adopted by the Board with adoption of the 2020 Short Range Transit Plan (SRTP). The plan was again updated and expanded in 2023 to incorporate new elements required by the ICT such as facilities and infrastructure modifications, a workforce development plan, and a list of potential funding sources. The update you see today will be included in the next SRTP and includes updates to fleet and facilities since 2023.

Major updates to the plan include:

- Updated Vehicle Replacement plan and ZEB Rollout Timeline
- Incorporation of a new facility at 1075 Francisco Blvd E., San Rafael
- New estimates for the cost to transition fleet to zero emission
- FY2023/24 Fuel Analysis



The Rollout Plan is intended to be a living guide to the implementation of Marin Transit's zero emission bus fleet. The plan provides estimated timelines based on Marin Transit's fleet replacement plan. The key challenges to converting the fleet are increased costs, infrastructure and range requirements especially for rural routes.

Marin Transit also plans to electrify its light-duty paratransit and demand-response fleet but is still evaluating technologies and waiting for lighter-duty vehicle prices to decrease before making large investments. While the plan focuses mostly on Marin Transit's Fixed Route Fleet, which is covered by the ICT, the plan references planning for infrastructure required to electrify the paratransit and demand-response fleet in the facilities section. Marin Transit plans to purchase two battery electric vans to test in paratransit service in 2026, which will help guide Marin Transit's decisions moving forward.

Fiscal/Staffing Impact

There are no direct fiscal impacts from adopting the plan. However, converting Marin Transit's fleet to 100 percent electric will have future financial implications. Marin Transit estimates that it will cost about \$93.5 million to convert the rest of Marin Transit's fleet, excluding the cost of necessary real property acquisition. Marin Transit will continue to take advantage of available grants and funding opportunities to fund the transition.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Anna Penoyar".

Anna Penoyar
Capital Projects Manager

Attachment A: Zero Emission Bus Rollout Plan

Attachment B: Resolution 2025-07

Attachment C: Presentation



Zero Emission Bus Rollout Plan

Marin County Transit District



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Executive Summary

This rollout plan is a living document and guide to the implementation of Marin Transit's zero emission bus fleet. The plan provides estimated timelines based on Marin Transit's fleet replacement plan.

Marin County Transit District (Marin Transit) is the local transit provider in Marin County. Marin Transit has a fleet of 68 buses that are operated in fixed route service which include six battery electric buses, 38 diesel-hybrid buses, 11 diesel narrow-bodied and high-floor buses, and 12 medium duty cutaways. The paratransit and demand-response fleet is made up of 29 vans and cutaways. Marin Transit serves 3.05 million local passengers each year on 19 bus and shuttle routes, paratransit services, and innovative community-based transportation programs.

Marin Transit plans to convert its fleet entirely to Battery Electric Buses. The key challenges to accomplishing that goal are the costs of infrastructure as well as the range requirements and difficult terrain of the rural routes. Land availability was historically also a challenge and is discussed below.

This plan focuses largely on Marin Transit's Fixed Route Fleet, which is covered by the ICT. Marin Transit also plans to electrify its light-duty paratransit and demand-response fleet but is still evaluating technologies and waiting for prices in lighter-duty vehicles to decrease before making large investments. Marin Transit is purchasing two electric accessible vans to test in paratransit service in FY2026/27. This will help guide Marin Transit's decisions moving forward. This plan includes references to planning for infrastructure required to electrify the paratransit and demand-response fleet in the facilities section.

Infrastructure Improvements and Land Availability

Marin Transit owns all its vehicles but has historically relied on purchased contract operators to operate fixed route and demand-response services. Until recently, Marin Transit owned no facilities which drove the need for many small contracts with requirements to provide associated transit vehicle parking and maintenance facilities. It's difficult to justify large capital investment in infrastructure on property that is not directly owned by Marin Transit, and this was Marin Transit's largest obstacle in converting to a zero-emission fleet.

In 2024, Marin Transit acquired property at 1075 Francisco Blvd E. in San Rafael. This property, along with the Rush Landing property in Novato, will allow all vehicles to be parked on Marin Transit-owned property and provide space for investment in the electrical infrastructure. Marin has federal grant funding for the development of a maintenance facility at 1075 Francisco and is working to develop the site by 2030 to meet the vehicle charging requirements of the ZEB Rollout plan. Additional funding is needed to pay for the electrical infrastructure investments that will be required at Rush Landing and at 1075 Francisco.

Range Requirements

Marin Transit operates several rural routes in West Marin which will be the most difficult routes to electrify. Vehicle blocks on these routes travel over 300 miles on terrain that is hilly, long, and remote. Current electric bus ranges do not meet those service requirements. Marin Transit plans to investigate opportunities to install on-route charging in West Marin, the need for additional vehicles to meet service operation requirements, and may investigate hydrogen fuel cell buses if technology has not improved by the year 2030, when conversion of that fleet begins.



Section A: Transit Agency Information

Marin County Transit District (Marin Transit) provides local public transit service in Marin County, just north of the Golden Gate Bridge. The current zero emission fleet includes six (6) battery-electric buses, which comprises about 8% of Marin Transit's fixed route fleet. Marin Transit is committed to transitioning its entire bus fleet to zero-emission in accordance with the California Air Resource Board (CARB) Innovative Clean Transit (ICT) Regulation.

Marin Transit operates fixed-route and paratransit service, and contracts with three different providers for those services as follows:

- Marin Airporter: Operates Local Big Bus, Shuttle Services, Rural, and Supplemental School Services (Fixed Route)
- Golden Gate Transit: Operates Local Big Bus service (Fixed Route)
- Transdev: Operates Paratransit and Demand Response services (Demand Response)

Marin Transit provides 3.05 million trips each year to a population of approximately 258,765 residents in the 828 square miles of Marin County.

Transit Agency's Name: Marin County Transit District (Marin Transit)

Mailing Address: 711 Grand Ave, Ste 110, San Rafael, CA 94901

Transit Agency's Air District: Bay Area Air District

Transit Agency Air Basin(s): San Francisco Bay Area

Total Number of Buses in Annual Maximum Service: Fixed Route: 51, Demand Response: 24

Is your transit agency part of a Joint Group? No

Section B: Rollout Plan General Information

Innovative Clean Transit Regulation

The Innovative Clean Transit (ICT) regulation was adopted by the California Air Resources Board (CARB) in December 2018 and became effective on October 1, 2019. The regulation requires public transit agencies in California to gradually transition their fleets to zero-emission technologies. The rule requires a percentage of new bus purchases to be zero-emission buses (ZEBs) starting for small transit agencies like Marin Transit in 2026, when 25% of purchases need to be ZEBs. In 2029, 100% of purchases are required to be ZEBs. Each transit agency must adopt and submit a Zero Emission Bus Rollout Plan to CARB by June 30, 2023 describing how the agency will meet the targets.

Marin Transit Rollout Plan

Marin Transit's initial Rollout Plan was developed in 2019 by Marin Transit staff to transition the agency's fixed route bus fleet to 100% zero-emission by 2040 to meet the deadline set in the draft ICT Regulation. This plan was then updated in 2022 to meet requirements outlined in the ICT Regulation. Marin Transit is updating the plan again in 2025 to reflect changes in vehicle makeup and the acquisition of a new property which Marin Transit is developing for bus charging and maintenance.

For purposes of the Fleet Replacement Plan, staff assumed the following availability for all-electric vehicles:

- A narrow body bus or an alternative smaller bus eligible for FTA funding will not be available and this vehicle type will be discontinued; and
- The range of in-depot charged buses will increase to 300 miles by 2033; and
- Over the next five years, there will not be a significant infusion of capital funding for Marin Transit to construct infrastructure improvements that support in-route vehicle charging or hydrogen fueling stations.
- None of our local partner agencies are investing in hydrogen infrastructure which Marin Transit could also use.

To plan for technological uncertainty, Marin Transit staff has developed the following recommendations:

- 1) Develop a base plan that assumes the zero-emission technology is available to meet the minimum ICT requirements, without significant changes to routing or requiring in-route charging infrastructure;
- 2) Identify decision points that will allow time for developing route changes or infrastructure projects, if required; and
- 3) Identify decision points for purchasing additional zero-emission vehicles if technology exceeds expectations and/or there is significant additional capital to pursue in-route charging or other mitigations to deploy zero-emission buses.

To meet the replacement plan goals, Marin Transit first will concentrate efforts on converting the standard bus fleet to electric buses. The second priority will be the cutaway fleet used for local shuttle service. The additional price per vehicle to electrify at this time is three times the cost of a standard cutaway bus, which is a large investment for a vehicle with a useful life of only 7 years. Marin Transit expects the price to decrease on these vehicles as they are more widely adopted.

The narrow-bodied vehicles needed for rural and recreational services have vehicle work blocks of over 300 miles on steep, hilly terrain. This makes them the most challenging to convert. Marin Transit plans to start to replace those vehicles with zero-emission technology in FY 2031 to allow more time for the technology to improve.

Decision Points and Next Steps

Staff have identified points in the next ten years when Marin Transit will decide whether to make investments in Zero Emission Buses earlier or make other decisions regarding the future of the zero-emission fleet. Financial feasibility analyses will be needed at each of these milestones.

- 2026 – Update Infrastructure Plan – Design will take place for the Fixed Route Maintenance and Parking facility. This will inform and allow Marin Transit to finalize the plan for how many vehicles will be parked and charged at each facility.
- 2027 – Confirm Vehicle Types for FY 2029 Procurement - Determine whether battery range has improved enough to deliver the District's existing service profile. If not, the FY 2029 procurement allows time for Marin Transit to evaluate purchasing additional vehicles, cutting or re-designing service to match vehicle constraints, and/or negotiating with jurisdictions to install opportunity charging at strategic locations throughout the county.
- 2028 – Confirm Vehicle Types for FY 2031 Procurement of Rural Replacements - Decide whether there is a zero-emission bus capable of operating on the terrain and over distances required to serve West Marin. If not, Marin Transit will have to consider cutting these programs. If a vehicle with the required range is not available, the District will evaluate purchasing additional vehicles to provide the service and/or whether installing opportunity charging along the routes is feasible.
- 2029 – Update Initial Infrastructure Plan – Based on the current fleet status and the state of zero-emissions bus technology, Marin Transit will update the infrastructure plan in advance of the FY 2032 procurements that will bring the District's fleet to over 50 percent electric.
- 2029 – Evaluate the need to purchase expansion vehicles in order to electrify full fleet - Current industry estimates that transit agencies will require at least 20 percent additional vehicles to operate an all-electric fleet at the same service levels as their traditional counterparts. Marin Transit expects that by 2029, there will be a clearer understanding of Electric Bus range capacity and whether an expanded fleet will be needed. If an expanded fleet is required, Marin Transit will have to re-evaluate the infrastructure plan.

Electric bus technology is evolving rapidly. Marin Transit values the benefits of zero-emission buses. The District will recommend investments that take advantage of proven technologies while closely monitoring new developments. Marin Transit needs to be flexible as it develops the quickest, most reliable path toward a sustainable and completely zero-emission fleet. Staff will explore technology options as each of decision points nears and will evaluate the best investments that will move the District toward a battery electric fleet at a faster pace than the current vehicle replacement plan.

Section C: Technology Portfolio

Marin Transit plans to use battery electric buses (BEBs) to electrify its fleet.

An initial investment in battery electric buses was made in 2016 with the purchase of 2 BYD Battery Electric buses to be used in a pilot project allowing Marin Transit contractors to gain experience with the new technology. These buses required minimal infrastructure improvements to install overnight charging at a contractor-owned facility.

Further investment in overnight charging has been made at Marin Transit's facility located at 600 Rush Landing Rd in Novato, where four chargers have been installed, and future-proof electrical infrastructure was installed to charge up to 20 standard sized buses at this site.

Marin Transit is also in construction at its facility at 3010/3020 Kerner to make it ready for future overnight Electric Bus Charging. This project includes a solar canopy and battery storage to manage charging and increase resilience in the case of power outages. The facility is planned to park paratransit vehicles.

In 2024, Marin Transit purchased land at 1075 Francisco Blvd East and is currently planning development of the site for bus maintenance and depot-charging for the majority of its fixed route fleet. Marin Transit is currently in the environmental phase for this project and anticipates being able to park and charge up to 50 buses here.

Rural service will be the most difficult for Marin Transit to transition to battery electric due to the hilly terrain and long scheduled blocks. If range doesn't improve to meet the service requirements of these routes, Marin Transit will investigate eliminating service, increasing fleet size, , and the possibility for opportunity charging in rural West Marin. A final decision will be made in 2028, prior to the electrification of these vehicles which is planned to begin in 2031.

Fleet Transition Schedule and Cost

Marin Transit's replacement schedule is based on the agency's Transit Asset Management Plan mandated by the Federal Transit Administration and follows guidelines set by the ICT for purchasing Zero Emission Buses.

Using cost estimates from Marin Transit's two battery electric bus pilot project, and 2022 four battery electric bus purchase, the total cost to transition the rest of Marin Transit's fixed route fleet to 100% zero emission buses will be \$112,050,000. This includes estimate to bring additional power to a site and install chargers and infrastructure. The estimate excludes the six buses that have already transitioned to battery electric as well as one vehicles that is retired-active and not eligible for replacement.

This estimate is based on Rough Order of Magnitude estimates developed from projects at facilities at Rush Landing, 3010/3020 Kerner, and initial estimates for work to be done at 1075 Andersen. Marin Transit estimates that it will take \$1.9 Million to electrify each standard-sized bus and \$750,000 to electrify each cutaway bus. Actual costs are expected to fluctuate with each purchase. This estimate is

significantly higher than our previous estimate, since we have received preliminary estimates for the large infrastructure projects we will need moving forward. Table 1 shows the summarized costs.

Table 1 - Technology Cost

Bus Type	Fleet Quantity	Bus Cost	Infrastructure Cost	Total Technology Cost
Standard Battery Electric Bus	57	\$79,800,000	\$28,500,000	\$108,300,000
Battery Electric Medium-Duty Cutaway	5	\$1,250,000	\$2,500,000	\$3,750,000
Total	62*	\$81,050,000	\$31,000,000	\$112,050,000

*Does not include 6 already electrified vehicles and 1 retired active vehicle currently in the fleet.

Battery Electric Bus Fuel Analysis

Marin Transit evaluated the cost of fuel for its six battery electric buses over Fiscal Year 2023/24. As the battery electric fleet expands, Marin Transit will have to invest in managed charging options to optimize fuel costs.

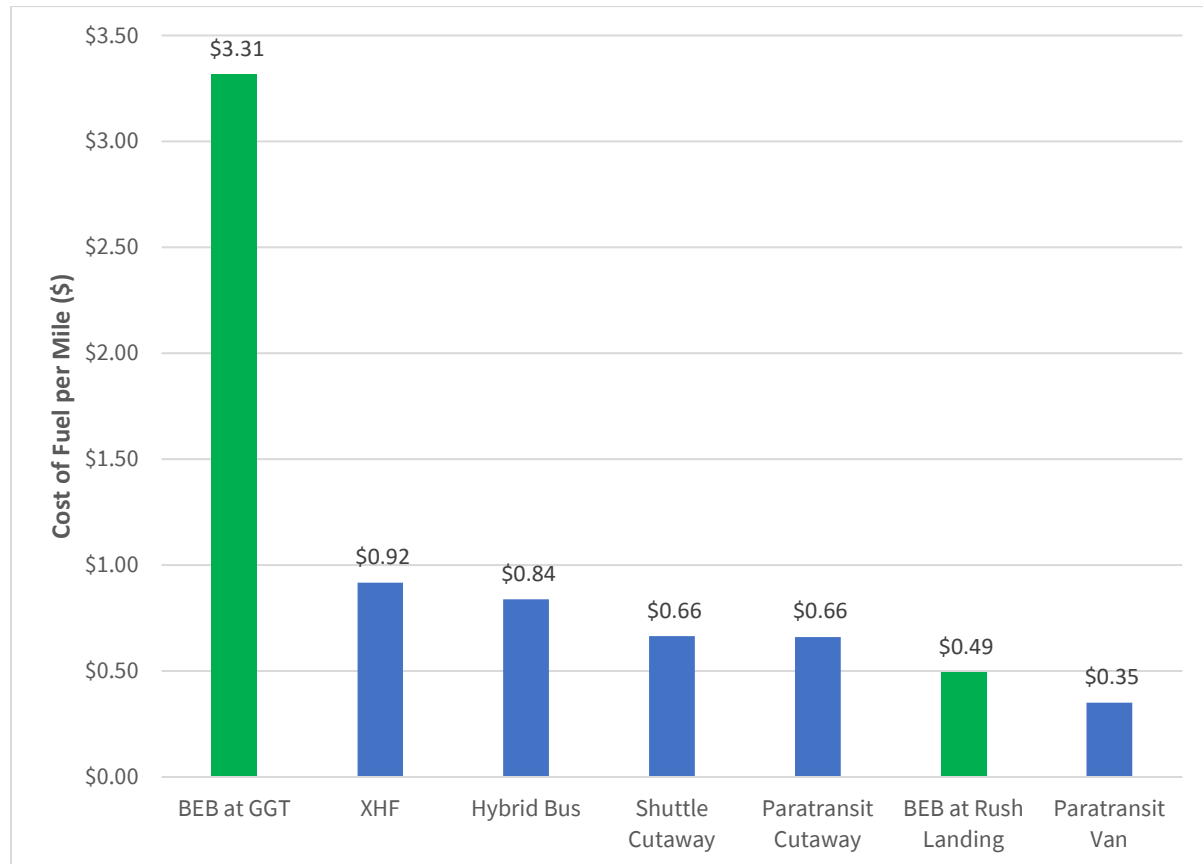
Marin Transit has two BYD electric buses that are operated by Golden Gate Transit (GGT) and fueled at their yard and four Gillig electric buses that are operated by Marin Airpporter and fueled at Marin Transit's Rush Landing yard.

The cost of electricity depends largely on rate structure. Due to this structure, the electric bus cost per mile is more variable than for the traditional-fuel buses. Electricity is subject to demand charges which are incurred based on the highest amount of energy pulled at a given moment during the billing period. If the buses are charged once a month, there is demand charge fee placed on the utility bill no matter how many miles the vehicles traveled during that period. This charge accounts for most of the cost for electricity for the BYD buses parked at GGT's yard; over FY2023/24, it was about 90% of each month's utility cost. Marin Transit deliberately chose vehicles that can charge slowly overnight when demand charges are lower to decrease the impact of this charge. Due to this rate structure, when buses are traveling more miles in a month, the demand charges are spread across more miles and the cost per mile decreases.

Over the period (FY 2023/24), there was some variation in the electric vehicle miles the BYD buses, charged at Golden Gate Transit's yard, traveled per month since Vehicle 1802 was out of service for the first half of the year. Despite this, the cost per mile was relatively stable averaging \$2.92 per mile. This is because the demand charge was halved when only one vehicle is charging overnight and operating. The exception to this is in October 2023, when vehicle 1802 was plugged in for a short period. This resulted in double the demand charge for that month with miles for only one vehicle associated with

it. The cost per mile this month was \$6.31 and raised the yearly average up to \$3.31. Figure 5 shows the average cost of fuel per mile of all the vehicle types.

Figure 1 - FY2023/24 Average Cost of Fuel Per Mile for Vehicle Types



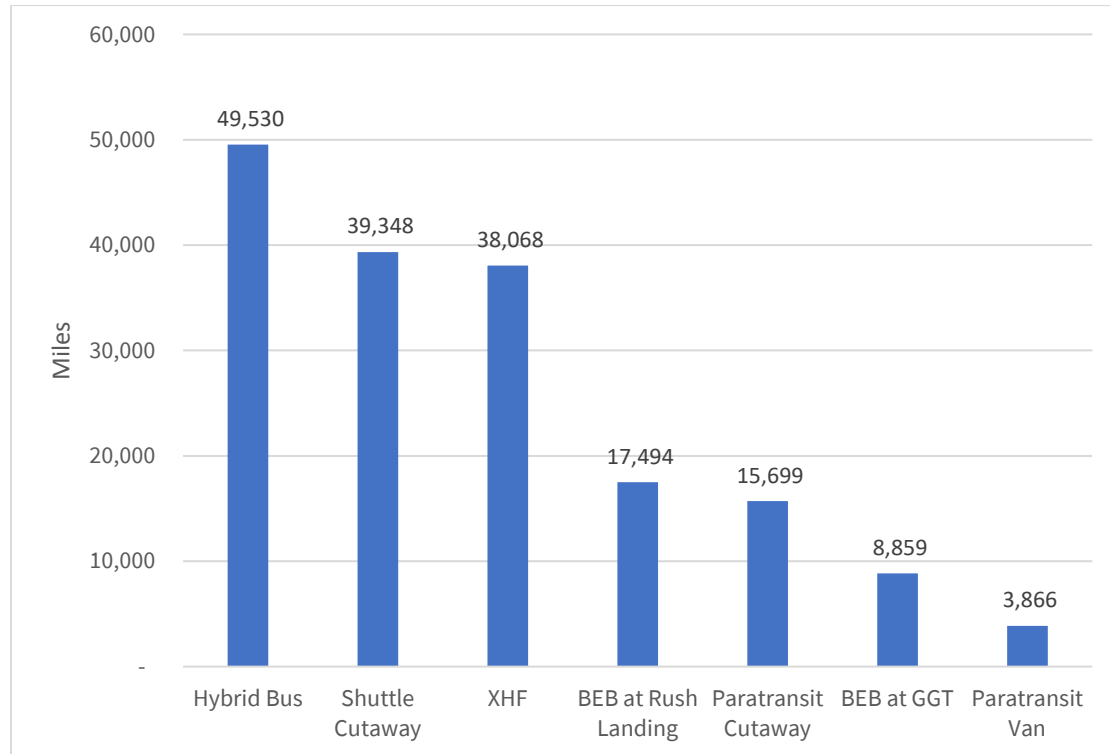
Marin Transit is dependent on GGT's electric rates for charging the BYD buses and is not separately metered from their yard. Prior to 2021, Marin Transit benefitted from this by only paying demand charges based on the difference between peak usage at the Golden Gate Facility and peak usage with the BYD buses are plugged in, up to 160 kW (the maximum potential pull from the chargers). Unfortunately, Golden Gate Transit's other power usage at night has decreased since the BYD electric vehicles were initially put into service and Marin Transit has paid the full price of the demand charges since FY 2021/22. Since the last analysis done in FY2021/22, electricity rates have also increased and the average cost per mile has increased by more than double.

The four buses at Marin Transit's yard at Rush Landing are under PG&E's EV Fleet Rate Structure for Buses, which differs from traditional electric rate structures. Demand charges, described above, are replaced by a subscription fee for the amount of energy you intend to pull at any given moment in a period. For Marin Transit in FY2023/04, the subscription fee accounted for about 27% of the cost when the vehicles weren't being used much to only 7% when the vehicles were used and charged more. Then, you are charged for the amount of energy used. To balance the reduced subscription fee, the cost of the energy is more expensive than it would be under a traditional rate structure. However, when we compare the cost of charging buses between Rush Landing and Golden Gate Transit's yard, the cost per mile to charge at Rush Landing is about \$0.49 while the cost per mile for vehicles charged

at Golden Gate Transit's yard is about \$3.31. Assuming this rate structure continues to be available, Marin Transit will only use an EV Rate structure to charge Battery Electric Buses moving forward.

While the cost per mile of the electric buses charged at GGT is significantly higher than the rest of the fleet, there are only two buses and their ranges are limited. Figure 2, below, shows how many annual miles a vehicle of each type made in FY2023/24. Figure 2 also shows that BEB buses are not operating the same number of annual miles as the Marin Transit's Hybrid Buses. This is a concerning pattern and needs to be evaluated as part of the 2027 decision point for the next fleet purchase.

Figure 2 - Annual Miles per Vehicle by Type



Section D: Current Bus Fleet Composition and Future Bus Purchases

Table 2: Individual Bus Fleet Composition (Fixed Route Only)

Number of Buses	Engine Model Year	Bus Model Year	Fuel Type	Bus Type
1	2013	2013	Unleaded Gasoline	Cutaway (retired active)
4	2015	2015	Hybrid-Diesel	Standard 30' Low Floor
7	2015	2015	Hybrid-Diesel	Standard 40' Low Floor
1	2015	2015	Diesel	Standard, Narrow-Body 30' High Floor
1	2016	2016	Unleaded Gasoline	Cutaway
9	2017	2017	Hybrid-Diesel	Standard 40' Low Floor
2	2017	2017	Diesel	Standard, Narrow-Body 30' High Floor
2	2018	2018	Battery Electric- Depot Charging	Standard 35' Low Floor
2	2018	2018	Diesel	Standard, Narrow-Body 35' High Floor
1	2018	2018	Unleaded Gasoline	Cutaway
1	2019	2019	Unleaded Gasoline	Cutaway
11	2019	2019	Hybrid-Diesel	Standard 40' Low Floor
4	2021	2021	Diesel	Standard, Narrow-Body 30' High Floor
2	2021	2021	Diesel	Standard, Narrow-Body 35' High Floor
9	2021	2021	Unleaded Gasoline	Cutaway
4	2021	2021	Battery Electric- Depot Charging	Standard 40' Low Floor
4	2023	2023	Hybrid-Diesel	Standard 35' Low Floor
3	2023	2023	Hybrid-Diesel	Standard 40' Low Floor

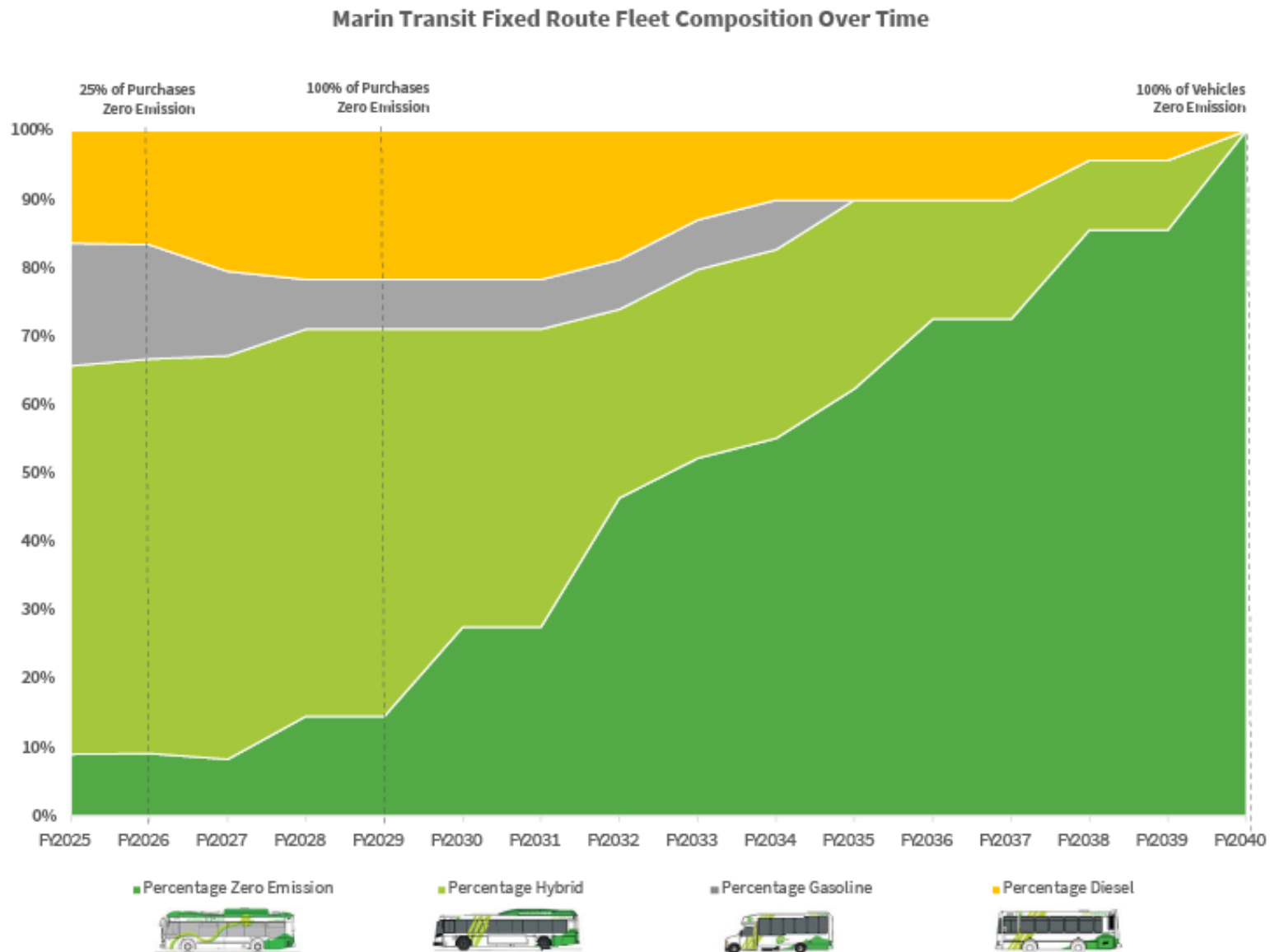
Source: Marin Transit.

Table 3 - Future Bus Purchases (Fixed Route)

Timeline (Purchase Year)	Total Number of Buses	ZEB Purchases				Conventional Bus Purchases		
		#	% of Total Purchases	Bus Type(s)	Fuel Type(s)	#	Type(s) of Buses	Fuel Type(s)
2025	9	0	0%	N/A	N/A	9	Standard Low Floor	Diesel (4) Hybrid Diesel (5)
2026	0	0	N/A	N/A	N/A	0	N/A	N/A
2027	17	4	24%	Standard Low Floor	BEB	13	Standard Low Floor (8), Cutaway (5)	Hybrid Diesel (3), Diesel (5) Gasoline (5)
2028	2	0	0%	N/A	N/A	2	Standard High Floor (1)	Diesel (2)
2029	9	9	100%	Standard Low Floor	BEB	0	N/A	N/A
2030	0	0	N/A	N/A	N/A	0	N/A	N/A
2031	15	15	100%	Standard Low Floor	BEB	0	N/A	N/A
2032	6	6	100%	Standard Low Floor	BEB	0	N/A	N/A
2033	4	4	100%	Standard Low Floor	BEB	0	N/A	N/A
2034	5	5	100%	Cutaway	BEB	0	N/A	N/A
2035	7	7	100%	Standard Low Floor	BEB	0	N/A	N/A
2037	9	9	100%	Standard Low Floor	BEB	0	N/A	N/A
2038	0	0	N/A	N/A	N/A	0	N/A	N/A
2039	12	12	100%	Standard Low Floor	BEB	0	N/A	N/A
2040	2	2	100%	Standard Low Floor	BEB	0	N/A	N/A

Marin Transit will purchase new zero-emission buses and is not considering converting its conventional buses into zero-emission buses.

Figure 3 - Fixed Route Fleet Composition over Time



Section E: Facilities and Infrastructure Modifications

Facility Constraints:

Marin Transit owns four parcels of land on which infrastructure can be installed for the zero-emission bus fleet. Each site is constrained, however, making planning for parking and charging equipment challenging. The properties are:

600 Rush Landing Road in Novato (Figure 4): Here, the site is constrained by Highway 101 to the west of the property, and train tracks on the east. While the property's shape makes parking layouts difficult, an additional challenge for electrification of the site is a major water pipeline which runs along the east side of the property. No infrastructure can be installed above this pipeline, resulting in the ability to install charging infrastructure only on the west side of the property. There are currently four bus chargers here and the switchgear and infrastructure have been future proofed to charge up to 20 battery electric buses at this site. Marin Transit is in the process of scoping the next electrification project here. According to our plan, we may have to upgrade the switchgear to accommodate another 4 buses in 2039.

3000 Kerner Blvd in San Rafael: This property has a Paratransit Maintenance facility and administration building. There is no opportunities for significant electrification

3010/3020 Kerner Blvd in San Rafael: This site is about an acre and is currently planned for demand response vehicle parking. The site is currently being paved with conduit laid for future charging. Estimated construction completion is in early 2026.

1075 Francisco Blvd E. in San Rafael: Marin Transit recently acquired this 3.5 acre site to develop a fixed route maintenance and operations facility. Based on preliminary designs the site may be able park and charge up to 50 buses, though we are currently planning for 45.

With the current sites there is space for future charging of 74 buses. If additional vehicles are needed to meet current service needs, Marin Transit would need to find additional parking and/or reduce service.

Figure 4 - Aerial of 600 Rush Landing Rd

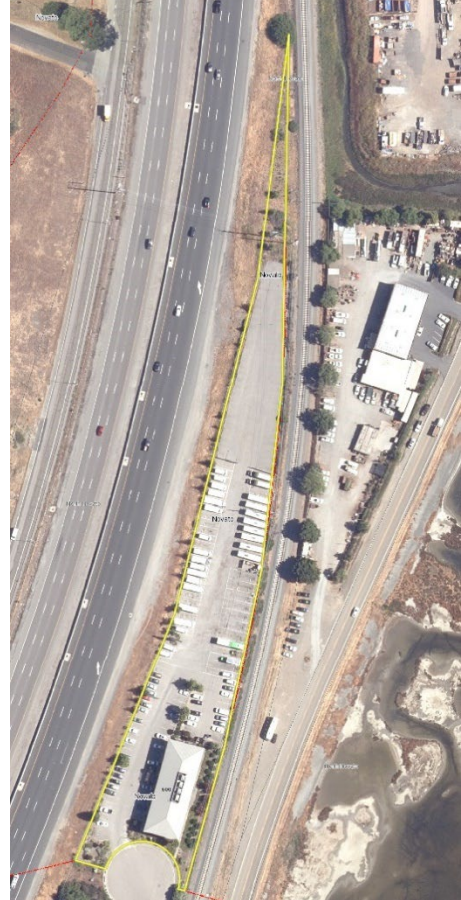


Table 4 - Marin Transit Facilities

Division/Facility Name	<i>Rush Landing</i>	<i>3000 Kerner</i>	<i>3010/3020 Kerner</i>	<i>1075 Francisco Blvd E</i>
Address	600 Rush Landing Rd, Novato	3000 Kerner Blvd, San Rafael	3010/3020 Kerner Blvd, San Rafael	1075 Francisco Blvd E, San Rafael
Main Function(s)	Bus Parking, Administration	Bus Maintenance, Administration	Bus Parking	Bus Maintenance, Bus Parking
Type(s) of Infrastructure	Overnight Charging Infrastructure	Charging infrastructure related to vehicle maintenance	Solar Canopy, Battery Energy Storage, Overnight Charging Infrastructure	Overnight Charging Infrastructure, Battery Energy Storage
Service Capacity	Level 3 Depot chargers to deploy 24 BEBs	Level 2 Depot charging for one bus	Level 2 Depot charging for 40 paratransit cutaway vehicles	Level 3 Depot chargers to deploy 45 BEBs, with capacity for up to 50.
Needs Upgrade? (Yes/No)	Yes	No	Yes	Yes
Estimated Construction Timeline	Start (4 chargers with oversized switchgear): June 2021 Complete: Nov. 2022 Additional chargers will be installed to meet the electrification needs for vehicles parked here as listed below	Complete: April 2023	Construction initiated to install 2 chargers in September 2023. Additional chargers will be added as demand response fleet is electrified.	Construction is estimated to begin in 2027 and be complete by 2030.

Rush Landing

In November 2022, Marin Transit added electrical service to the site for electric vehicle charging of up to 6 heavy duty buses. The facility can park up to 35 vehicles but will only be able to park and charge 20 full-sized buses due to the narrow width and the inability to install charging infrastructure on the east side of the lot.

The project completed in November 2022 included installation of an oversized switch gear, so that Marin Transit will be able to more easily increase power capacity to the site and charge up to twenty (20) 40-foot Battery Electric Buses using level 3 chargers.

Marin Transit plans to deploy the following Battery Electric Buses at this site using depot charging:

- FY2023 – Four 40ft Battery Electric Buses (Existing)
- FY2028 – Four 30ft Battery Electric Buses
- FY2033 – Two 35ft Battery Electric Buses
- FY2035 – Two Battery Electric Cutaways
- FY2036 – Four 35ft Battery Electric Buses and three 40ft Battery Electric Buses
- FY2040 – Two 30ft Battery Electric Buses and Three 40ft Battery Electric Buses

Marin Transit will work with our utility, Pacific Gas & Electric (PG&E) to increase power capacity at the site to meet the needs each of these purchases.

Active Grant Requests

Marin Transit submitted an application for the Federal FY2025 Grants for Buses and Bus Facilities Competitive program to improve resiliency of the facility. The project includes:

- Solar panels and energy storage
- Upgrading building subsystems like HVAC, lighting, and windows to increase energy efficiency
- Installing accessible access to building's second floor
- Repave bus parking area

1075 Francisco Blvd E.

Marin Transit acquired land at 1075 Francisco Blvd E. and plans to develop it into the District's main fixed route parking and maintenance facility. The site will provide maintenance for the entirety of the fixed-route fleet and have parking and overnight charging for 45 vehicles, with the ability to park up to 50 if needed.

Marin Transit plans to deploy the following Battery Electric Buses at this site using depot charging:

- FY2030 – Nine 40ft Battery Electric Buses, Two 35ft Battery Electric Buses
- FY2032 – Eleven 40ft Battery Electric Buses and Four 35ft Battery Electric Buses
- FY2033 – Four 30ft Battery Electric Buses and
- FY2035 – Three Battery Electric Cutaways
- FY2038 – Four 30ft Battery Electric Buses and five 40ft Battery Electric Buses
- FY2040 – One 30ft Battery Electric Bus, and four 40ft Battery Electric Buses

Marin Transit is working with our utility, PG&E, on securing planning for and securing adequate power for this site.

Kerner Facilities

Marin Transit purchased 3000 Kerner Blvd in 2021 for use as an administrative and bus maintenance facility for Marin Transit's demand response services. A level 2 charger has been added to this facility to support future maintenance of Electric Vehicles.

Marin Transit purchased the adjacent property at 3010/3020 Kerner Blvd in 2022 for use as vehicle parking. A project is currently underway to create a bus parking facility. The project includes a solar canopy over a portion of the lot and battery storage to help manage energy at this site. The project will also include level 2 chargers and provisions will be made for additional charging throughout the lot. While, the lot is planned as a paratransit parking facility, Marin Transit is also planning for the ability to park larger vehicles at the site on the southern side of the lot. This project will be complete in early 2026.

Utility Partnership

Marin Transit is actively working on its utility partnership by participating in Pacific Gas and Electric's (PG&E's) Electric Vehicle Fleet Program. This program was created when the California Air Resource Board allocated \$236 million to PG&E to support the conversion of commercial and public fleets to electric. The program pays for all improvements to increase electrical capacity to support an electric fleet up to the customer's meter. This means that any infrastructure improvements that are required to bring a larger power capacity to the site including any necessary transformer upgrades will be paid for by the program. Marin Transit is then responsible for the cost of all improvements after this meter, which may include, electrical panels, switch gears, and electric vehicle chargers.

This program ensures that proper design standards for fleet electrification infrastructure are leveraged into each of our BEB infrastructure installations and also ensures that adequate grid capacity will be available and interconnected to our site(s) prior to the planned commissioning dates of our vehicles.

While this program is sunseting in 2028, PG&E has created a new Fleet Advisor program. While this program doesn't have the same financial incentives as the program funded by CARB, it does provides a higher level of support than PG&E's standard process to help agencies navigate through design and permitting of expansion projects.

Additionally, Marin Transit is in ongoing conversations with another local energy provider, MCE, to discuss electric rate structures and how to get the greenest energy into our fleet.



Section F: Providing Service in Disadvantaged Communities

When compared with Marin County’s general population, Marin Transit riders have significantly lower income levels and are more predominantly racial and ethnic minorities. Based on the onboard surveys and U.S. Census data for Marin County, 75% of transit riders have an annual household income of less than \$50,000, compared to only 18% of county residents. 70% of transit riders are minorities, compared to 33% of county residents. Only 24% of Marin Transit riders have access to a car, while 95% of Marin County residents do.

CalEnviroScreen 4.0

Marin Transit does not serve disadvantaged communities, as listed in the latest version of CalEnviroScreen 4.0.

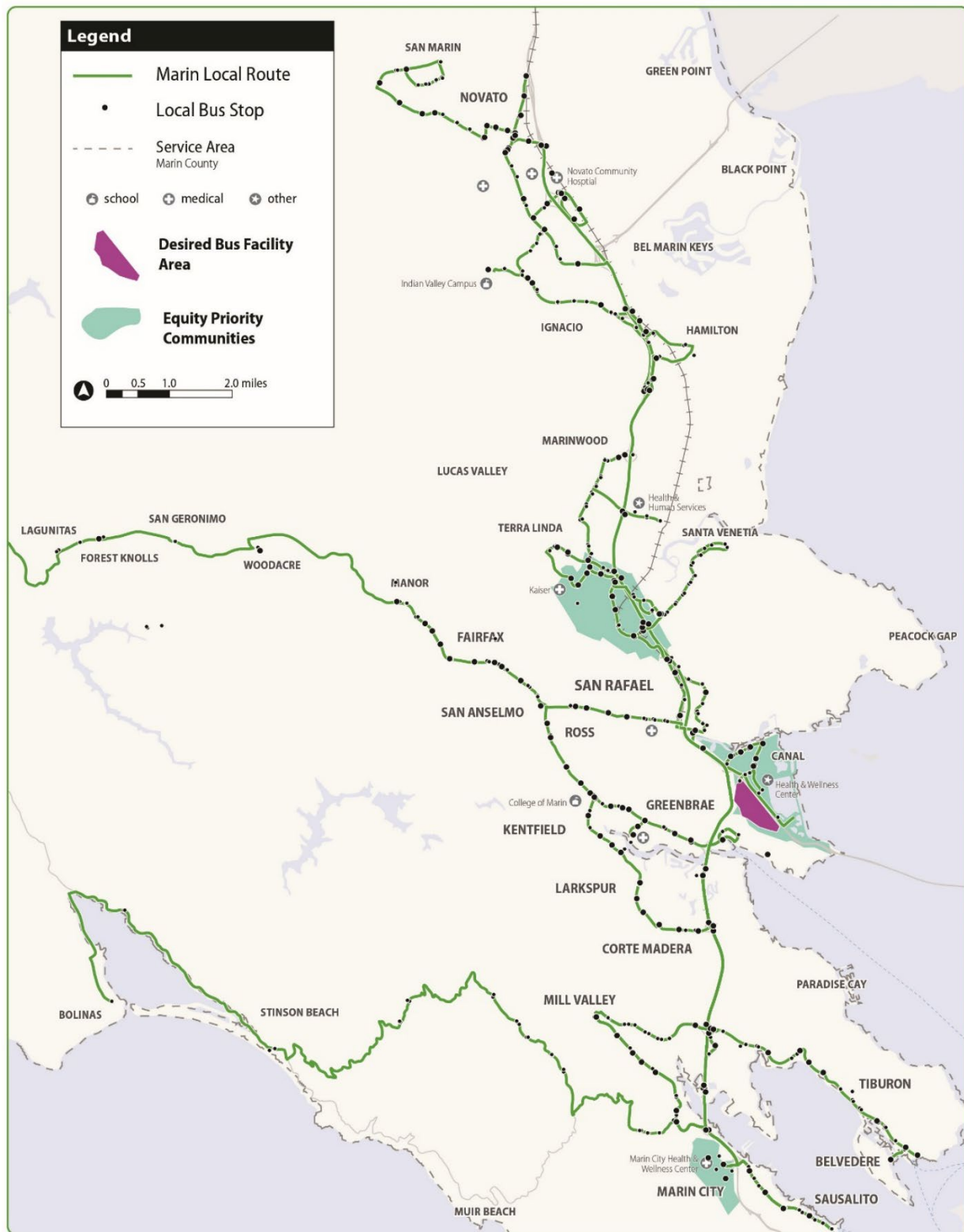
Zero (0) percent of Marin Transit’s facilities are located in communities that are classified as “disadvantaged” according to CalEnviroScreen.

Equity Priority Communities

Marin Transit serves three regionally-designated Equity Priority Communities represent 76% of ridership and 67% of revenue hours. The transition to Zero Emission Buses will reduce air pollution in these neighborhoods. A map of these communities is shown in Figure 5.



Figure 5 - Equity Priority Communities



Equity Priority Communities

Sources: Metropolitan Transportation Commission; Marin Transit

Section G: Workforce Training

Marin Transit contractors will receive training provided by vehicle OEMs, technology suppliers and infrastructure providers as equipment is deployed onsite.

In addition, Marin Transit received award of FTA Section 5339 Low and No Emission Grants which includes funding for workforce development. Marin Transit is further scoping and defining how these funds will be used, but some or all of the following will be implemented. These components elements could include:

1. Training and Re-training the Existing Workforce
 - Provide 8 hours per year of paid training to all drivers on the operation of zero-emission buses.
 - Provide 16 hours per year of paid training to all mechanics on the maintenance and monitoring of zero emission vehicles.
 - Fund conference attendance for maintenance managers, other key contract staff, and direct staff.
 - Provide Marin Transit's capital and operations teams with training on solar power opportunities and integration with District facilities.
2. Recruiting and Training a New Workforce
 - Collect data from contractors to better understand recruitment challenges
 - Partner with College of Marin, Santa Rosa Junior College and our contractors to develop a training and apprenticeship program for bus operators and mechanics.
3. Provide Childcare Subsidies to Transit Workers
 - Offset costs of proposed on-site facility
 - If developing and constructing an On-site childcare facility is determined to be infeasible, the subsidy could be provided for off-site childcare.

Section H: Potential Funding Sources

Marin Transit is currently and will continue to monitor funding and financing opportunities that Marin Transit can use to transition its fleet to Zero Emission.

Table 5 below, identifies the existing potential funding sources that Marin Transit is aware of.

Table 5 - Potential Funding Sources

Agency Level	Fund/Grant	Description	Applicability
Federal	FTA Formula Funds (5307)	Through the Metropolitan Transportation Commission's Transit Capital Priorities Program, Federal Funds are made available for Bus Replacements	Marin Transit uses these to fund up to 80% of its bus replacement purchases
Federal	Low or No Emission Program (Low-No Program)	FTA has shifted away from the No Emission program but there may still be future opportunities	Applications for this program were combined this year with the Buses and Bus Facilities Program.
Federal	Buses and Bus Facilities Program (5339)	Grants applicable to rehabbing buses, purchase new buses, and invest and renovate related equipment and facilities for low or no emission vehicles or facilities.	Applications for this program were combined this year with the Low-No Program. Marin Transit submitted an application for \$5.64 million for improvements to Rush Landing in July 2025
State	Cap & Trade	Low Carbon Transit Operations Program, Affordable Housing & Sustainable Communities, and Transit & Intercity Rail Capital Program	Marin Transit receives LCTOP funds through Caltrans, and has submitted applications for the TIRCP funding availabilities.
State	Low Carbon Fuel Standard (LCFS Credits)	LCFS credits are collected through using ZEBs and are then traded to reduce operating costs.	Marin Transit currently collects and 'sells' LCFS credits through a broker in order to reduce operating costs.

State	HVIP	Voucher program aimed at reducing the purchase cost of zero-emission vehicles.	Marin Transit received HVIP vouchers on its first battery electric bus purchase in 2016. The program was oversubscribed when Marin Transit made its next purchase in 2020. Marin Transit will apply for this funding source as it is available when Marin Transit makes vehicle purchases.
State	SB 1 – State of Good Repair	SGR Funds are competitive and eligible for transit maintenance, rehabs, and capital programs.	Marin Transit should apply for this funding opportunity in the next cycle.
State	California Energy Commission	Funding for Fuels and Transportation	Marin Transit should consider applying for this funding.
Regional	Regional Measure 3	Bay Area toll revenues to fund highway and transit improvements	Marin Transit will investigate opportunities to participate in this funding source.
Regional	Carl Moyer Program (CARB, BAAQMD)	Funding to help procure low-emission vehicles and equipment.	Marin Transit should apply for this if additional local match is needed for future bus replacements.
Regional	Transportation for Clean Air (BAAQMD)	Provides funding to procure zero-emission vehicle replacements	Marin Transit applied for and received TFCA funds for its first two battery electric buses. The district will consider this funding source for future purchases as well.
Local	Marin County Measure AA Sales Tax	½-cent County sales tax dedicated to Transportation Projects. 4% of this revenue is dedicated towards transit capital projects	Marin Transit uses revenue from Measure AA as a local match for infrastructure and capital projects.
Local	Marin County Property Tax	This dedicated tax is allocated directly to Marin Transit	Marin Transit uses revenue from property tax as a local match for infrastructure and capital projects.

Section I: Start-up and Scale-up Challenges

Marin Transit has identified the following challenges in adopting Battery Electric Buses:

- Procurement of Zero Emission Buses has to coincide with infrastructure improvements.
- Supply chains still haven't recovered from the COVID-19 pandemic making procurement of necessary items like switchgears an issue for infrastructure improvements.
- Deployment of Battery Electric Buses and additional power requirements is vulnerable to utility company priorities
- Additional operating costs related to IT and infrastructure
- Additional cost to operate vehicles (Electricity is more expensive than Diesel)
- Uncertainties about future electric rate structures
- Uncertainties about future range capacity of Battery Electric Buses and whether a BEB can be a one for one replacement with a traditional bus.
- Building in solutions for resiliency and interruptions in power
- Additional capital costs (bus prices)
- There are a limited number of Zero Emission Bus manufacturers
- Manufacturers are slow to develop non-standard vehicle types, for example narrow-body or smaller vehicles, due to lower market demand

RESOLUTION #2025-07

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE MARIN COUNTY
TRANSIT DISTRICT TO APPROVE AND ADOPT THE MARIN COUNTY TRANSIT
DISTRICT ZERO-EMISSION BUS ROLLOUT PLAN**

WHEREAS, California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.3, Part 2023.1(d) Zero Emissions Bus Rollout Plan Requirements requires that a transit agency Zero-Emission Bus Rollout Plan must be approved by its governing Board; and

WHEREAS, Marin County Transit District set out a plan which was approved by the Board with Resolution #2023-04 on May 1, 2023; and

WHEREAS, Zero-Emission Bus Rollout Plan sets forth the updated Marin County Transit District's plan which meets the following requirements:

- A goal of full transition to zero-emission buses by 2040 with careful planning that avoids early retirement of conventional internal combustion engine buses;
- Identification of the types of zero-emission bus technologies Marin County Transit District is planning to deploy;
- A schedule for zero-emission and conventional internal combustion engine bus purchases and lease options;
- A schedule for conversion of conventional internal combustion engine buses to zero-emission technologies;
- A schedule for construction of facilities and infrastructure modifications or upgrades, including charging, fueling, and maintenance facilities, to deploy and maintain zero-emission buses;
- Explanation of how the Marin County Transit District plans to deploy zero-emission buses in Disadvantaged Communities;
- A training plan and schedule for zero-emission bus operators and maintenance and repair staff; and
- Identification of potential funding sources.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the District hereby approves the Marin County Transit District Zero-Emission Bus Rollout Plan as set forth in full; and

BE IT FURTHER RESOLVED that insofar as the provisions of any Ordinance, Resolution,

document, or previous action of the Board and/or the General Manager, prior to the date of this Resolution, are inconsistent with the provisions of this Resolution or any policy adopted by this Resolution, this Resolution and the Board Policies adopted herein shall control.

APPROVED, PASSED, AND ADOPTED this 8th day of September 2025

Agency Board Designee:

BY: _____



Zero Emission Bus Rollout Plan

Agenda

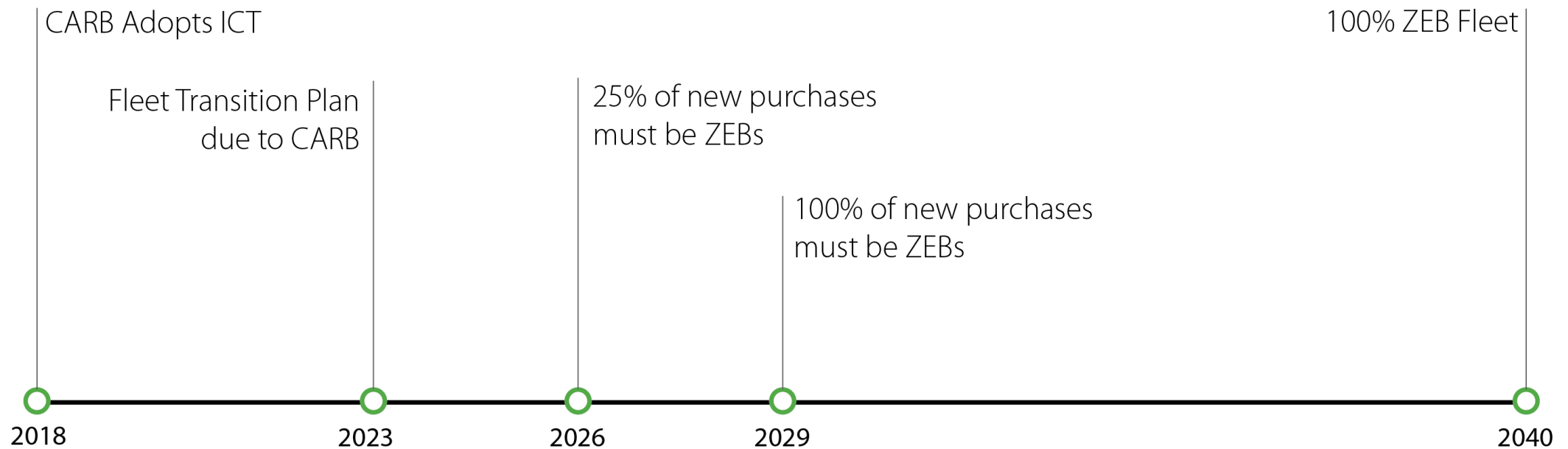
- 01** Plan changes since 2023
- 02** Innovative Clean Transit Regulation
- 03** Current Fleet
- 04** Rollout Plan
- 05** Infrastructure Plan
- 06** Cost
- 07** Decision Points

Plan Updates since Last Board Approval

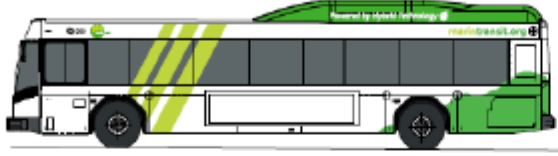



- Vehicle replacement updates
- Incorporation of proposed new fixed route facility at 1075 Francisco Blvd E.
- Updated Cost Estimates
- FY 2023/24 Fuel Analysis

CARB's Innovative Clean Transit Regulation

- 100% Zero Emission Transit Bus Fleets by 2040
- Applies to vehicles over 14,000 GVWR
- Mandates purchasing percentages for agencies



Fixed Route Fleet

No. of Vehicles	Vehicle Type	Vehicle	Fuel Type	Contractor	Service	Vehicle Length	Seating Capacity
30 4 4	40ft Hybrid Vehicle 35ft Hybrid Vehicle 30ft Hybrid Vehicle		Diesel	Marin Airporter, Golden Gate Transit	Fixed Route Local	40ft 35ft 30ft	34 - 38 29 - 31 26
4 2	40ft Battery Electric 35ft Battery Electric		Battery Electric	Marin Airporter, Golden Gate Transit	Fixed Route Local	40ft 35ft	38 32
4 7	35ft XHF 29ft XHF		Diesel	Marin Airporter	West Marin Stagecoach	35ft 29ft	41 29
13	Shuttle Cutaway		Gasoline	Marin Airporter	Local Shuttle	24ft	20

Vehicle Lifecycles

- Heavy Duty Vehicles



12-year lifecycle

- Medium Duty Vehicles



7-year lifecycle

- Light Duty Vehicles



5-year lifecycle

ZEB Rollout Plan

Assumptions

- A narrow body bus or alternative smaller bus will not be available and this vehicle type will be discontinued.
- Range of in-depot charged buses will increase to 300 miles by 2033
- There will not be significant infusion of capital funding for Marin Transit to construct in-route vehicle charging or hydrogen fueling stations
- None of our local partner agencies are investing in hydrogen infrastructure which Marin Transit could also use.

ZEB Rollout Plan

Methodology

- Vehicles meet their useful life and are not retired early
- Develop a base plan that meets minimum ICT
 1. Standard bus fleet
 2. Cutaways
 3. XHFs/Rural Fleet
- Identify decision points



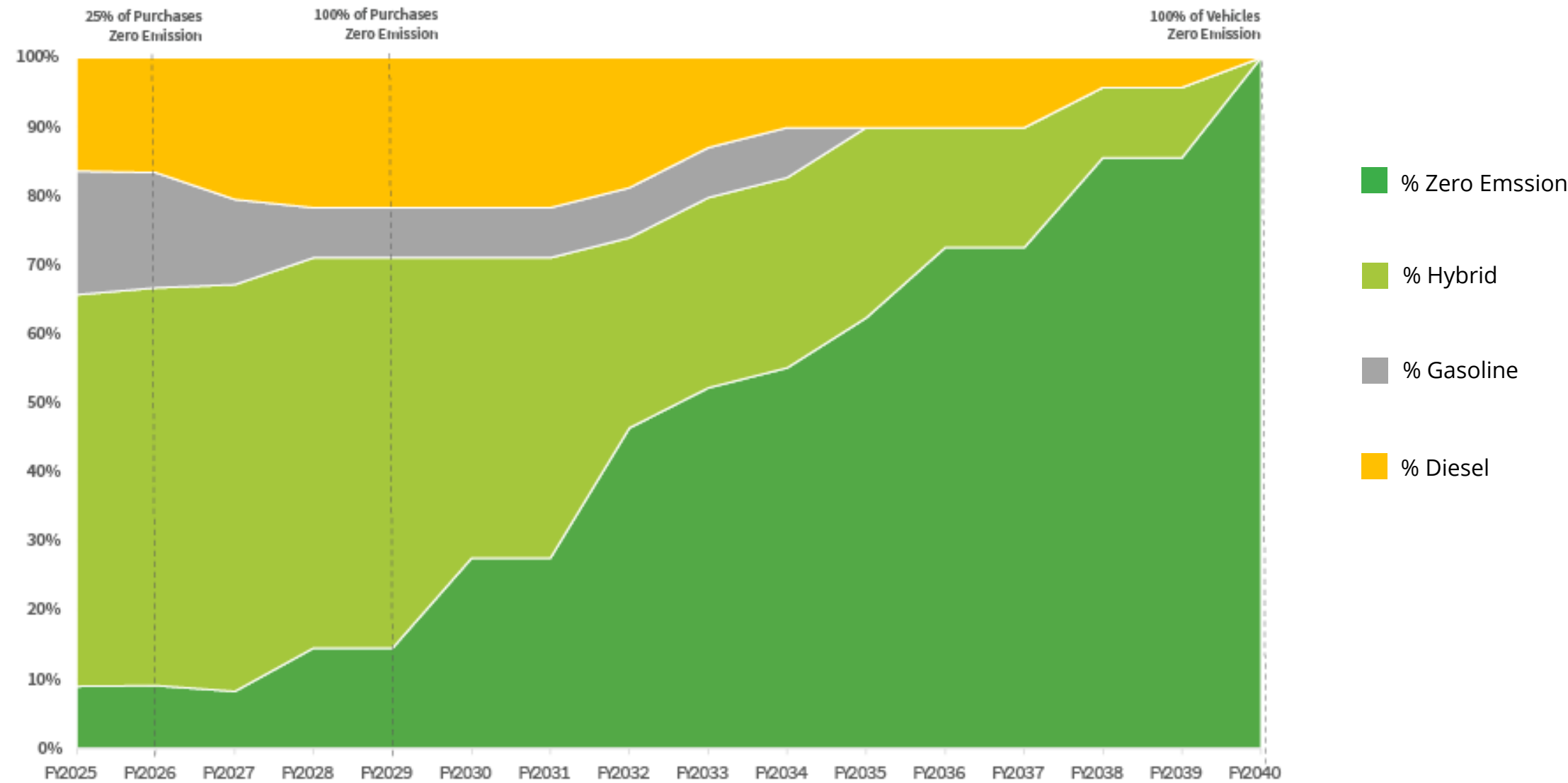
Future Bus Purchases

25% Purchase Requirement →

100% Purchase Requirement →

Timeline (Purchase Year)	Total Number of Buses	ZEB Purchases				Conventional Bus Purchases		
		#	% of Total Purchases	Bus Type(s)	Fuel Type(s)	#	Type(s) of Buses	Fuel Type(s)
2025	9	0	0%	N/A	N/A	9	Standard Low Floor	Diesel (4) Hybrid Diesel (5)
2026	0	0	N/A	N/A	N/A	0	N/A	N/A
2027	17	4	24%	Standard Low Floor	BEB	13	Standard Low Floor (8), Cutaway (5)	Hybrid Diesel (3), Diesel (5) Gasoline (5)
2028	2	0	0%	N/A	N/A	2	Standard High Floor (1)	Diesel (2)
2029	9	9	100%	Standard Low Floor	BEB	0	N/A	N/A
2030	0	0	N/A	N/A	N/A	0	N/A	N/A
2031	15	15	100%	Standard Low Floor	BEB	0	N/A	N/A
2032	6	6	100%	Standard Low Floor	BEB	0	N/A	N/A
2033	4	4	100%	Standard Low Floor	BEB	0	N/A	N/A
2034	5	5	100%	Cutaway	BEB	0	N/A	N/A
2035	7	7	100%	Standard Low Floor	BEB	0	N/A	N/A
2037	9	9	100%	Standard Low Floor	BEB	0	N/A	N/A
2038	0	0	N/A	N/A	N/A	0	N/A	N/A
2039	12	12	100%	Standard Low Floor	BEB	0	N/A	N/A
2040	2	2	100%	Standard Low Floor	BEB	0	N/A	N/A

Fixed Route Fleet Composition over Time



Infrastructure Plan

Rush Landing

- Overnight charging for 24 fixed-route vehicles

1075 E. Francisco (

- Overnight charging for 45 fixed-route vehicles

3010/3020 Kerner

- Overnight charging for demand response vehicles



Infrastructure Plan

Utility Partnerships

- Pacific Gas & Electric's Electric Vehicle Fleet Program
 - Infrastructure support
 - Ensures grid capacity
- Pacific Gas & Electric's Fleet Advisory Program
- MCE



Transition Cost

- Estimated \$112 million to electrify fixed-route fleet
 - Includes vehicle and infrastructure costs
- Increasing vehicle costs
- Fuel costs
- Available Grant Funding

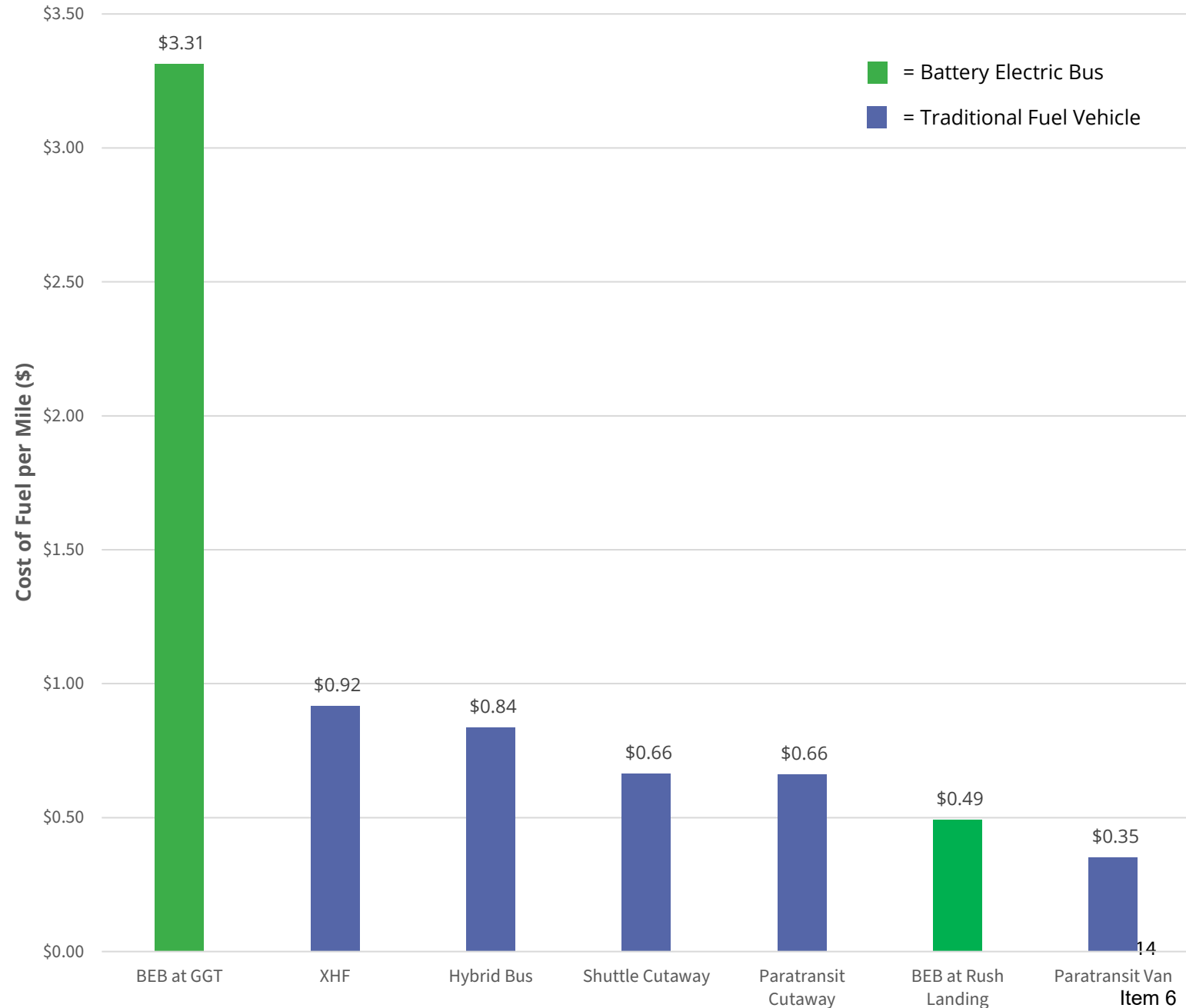


Fuel Analysis FY2023/24

- BEB at GGT charged within a larger Facility with a traditional rate structure
- BEB at Rush Landing are separately metered and have an EV Rate structure
- Traditional buses cost more to operate, but carry more people
- Smaller vehicles cost less



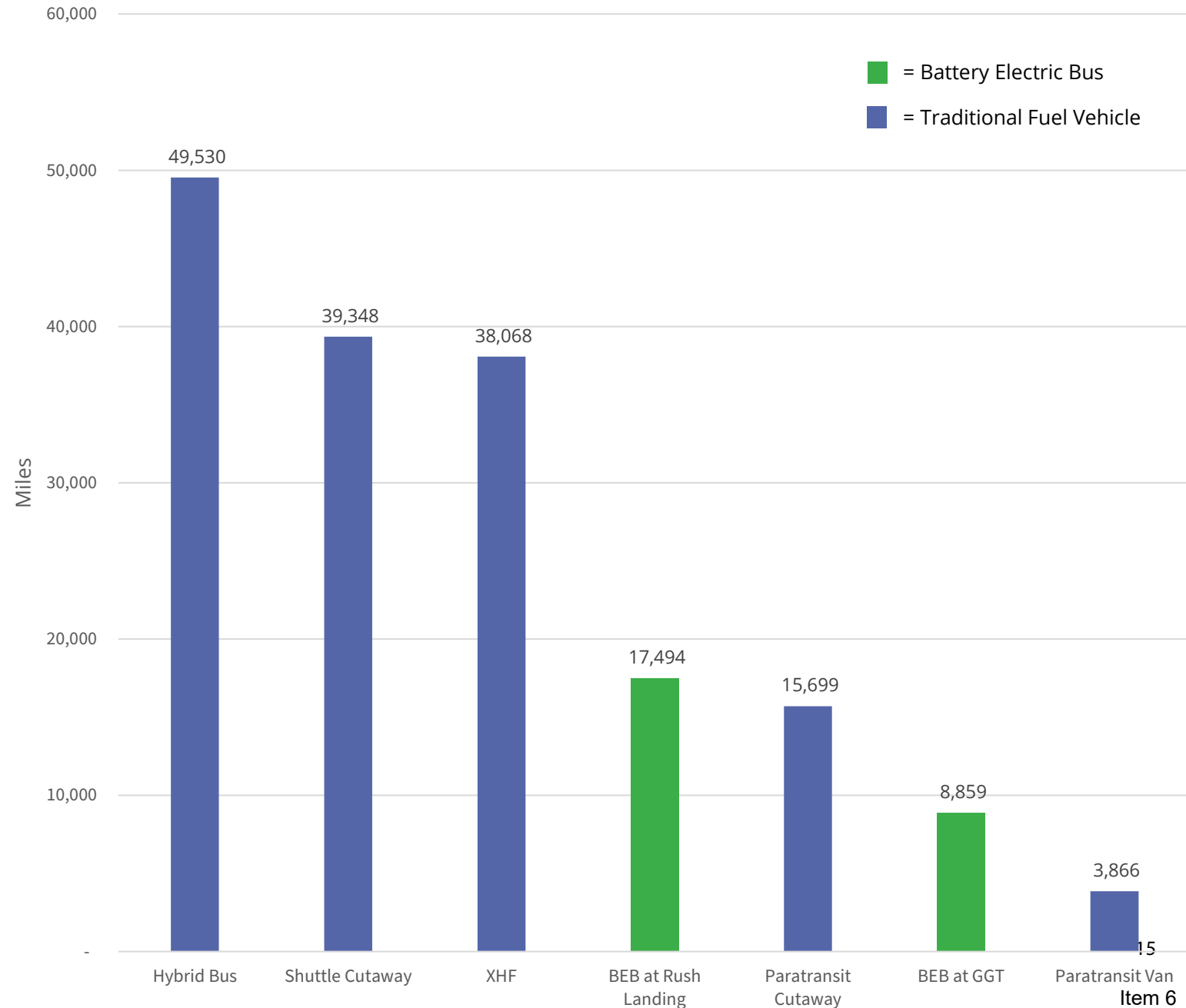
FY 2023/24 Average Cost/Mile for Vehicle Types



Fuel Analysis 2023/24

- The BEBs traveled less annual miles than the other fixed route vehicles.
- Limited range/flexibility
- Ongoing monitoring of this metric

Annual Miles per Vehicle by Type



Decision Points

2026

- Update infrastructure plan following design of proposed Fixed Route Maintenance and Parking Facility

2027

- Confirm vehicle types for 2029 procurement

2028

- Confirm vehicle types for 2031 procurement of rural vehicles



Decision Points

2029

- Update infrastructure plan
- Evaluate the need to purchase expansion vehicles



Thank you

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City of San Rafael

September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

**Subject: Marin Sonoma Coordinated Transit Service Plan (MASCOTS)
Update and Setting of Public Hearing**

Dear Board Members:

Recommendation

Receive update on the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) and change public hearing dates to October 15 and 16.

Summary

Staff have concluded public outreach activities on the MASCOTS project. At the September 8 Board meeting, staff will provide an update on public outreach activities and ask your Board to approve moving the Marin Transit public hearings from September 10 and 23 to October 15 and 16.

Background

MASCOTS is a cooperative effort of Golden Gate Bridge, Highway and Transportation District (GGBHTD), SMART, Marin Transit, Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, Sonoma County Transportation and Climate Authority (SCTCA), Transportation Authority of Marin (TAM), and Metropolitan Transportation Commission (MTC). These agencies committed to taking a fresh look at travel in the Highway 101 corridor as if all the local bus, regional bus, ferry and rail services were operated by one entity focused on efficiently growing overall transit ridership in the Corridor utilizing existing resources.

Your Board originally received an introduction to MASCOTS in November 2024 that included history and a summary of existing conditions:

<https://marintransit.org/meetings-events/2024/november-2024-board-directors-meeting>. The General Manager provided updates monthly on the progress of the effort through the first half of 2025. In July 2025, your Board received a second MASCOTS presentation that included recommendations and plans for summer public engagement activities: <https://marintransit.org/meetings-events/2025/july-2025-board-directors-meeting>. For more background information on the effort, please reference these Board items.



In anticipation of a major Marin Transit service change, as part of the July Board item, your Board also approved public hearings for September 10 and 23. Staff need to adjust the timeline for our service changes and requests your Board change to the public hearing dates as explained below.

Discussion

MASCOTS Public Outreach

Robust public outreach on MASCOTS was conducted in July and August. Marin Transit worked in partnership with MTC, their consultant Kearns and West, and all the other MASCOTS agencies to deliver the following:

- A project website (<https://mtc.ca.gov/planning/transportation/regional-transportation-studies/marin-sonoma-coordinated-transit-service-plan-mascots>)
- An online survey (740 responses)
- Six community open houses:
 - 7/22 – Marin City Library (~50 attendees)
 - 7/23 – Al Boro Comm. Center in Canal (~40 attendees)
 - 7/30 – Petaluma SMART (~40 attendees)
 - 8/18 – Santa Rosa (~30 attendees)
 - 8/20 – Two virtual meetings (~20 attendees)
- Two Pop-up Events in San Rafael & Marin City
- Presentations at all the participating agency Board meetings
- Advertisements in local media
- Posters on-board buses and at targeted transit stops
- Social media postings
- E-blasts to customers and community-based organizations

All materials were made available in English and Spanish.

Feedback from Public Outreach

MASCOTS will entail a change for many riders, but most riders will have a good transit alternative, only a handful of early morning and late-night riders will no longer have a public transit option to meet their needs. Robust rider education will be needed.

The results from outreach are still being summarized. A full summary of outreach results will be ready later this month. Overall, the public was very supportive of the MASCOTS process and the coordination undertaken by Marin and Sonoma agencies. Feedback on the service proposals has been largely supportive. Key areas of concern are:

- Late night service in Sonoma County
- Connections between services



- Concerns around removal of service from southern Marin bus pads and direct all-day services from Mill Valley, Corte Madera

Golden Gate Transit is considering some alterations to their proposals based on feedback. Their staff is taking a final service proposal to the GGBHTD Board later this month.

Marin Transit Service Changes

As discussed in July, MASCOTS primarily focused on regional services. For Marin Transit, MASCOTS recommended consolidation of Marin Transit routes along Highway 101 between San Rafael and Marin City to simplify and improve legibility for customers, and improvement of connections to SMART stations wherever possible when to do so does not undermine local service connections and needs.

Staff still anticipates that our recommended Marin Transit changes will qualify as a major service change under Marin Transit's [Major Service Change Policy](#) due to cancellation of a route; and major service changes require public hearings per Marin Transit's [Public Hearing Policy](#).¹

Marin Transit staff have been exploring a range of ways to adjust our service offerings in Southern Marin to respond to MASCOTS regional changes and have been soliciting input from riders throughout the MASCOTS public process. To properly digest public feedback on regional service change recommendations and take into account any changes GGBHTD decides to make, staff have pushed back Marin Transit's outreach timeline.

Public Hearing

Staff is requesting that your Board move the public hearing dates from September 10 and 23 to October 15 and 16. The updated outreach timeline for our service changes is as follows:

1. Late August/September: Process public input and incorporate into a service change proposal
2. September 8: Board receives an update on MASCOTS and updates public hearing dates.
3. September 25/26: GGBHTD adopts their final MASCOTS changes
4. Early October: Staff release official Marin Transit service change proposal.
5. October 6: Board receives official Marin Transit service change proposal including Title VI analysis and projected rider impacts analysis.
6. October: Staff conduct robust outreach on our proposed service changes, including public hearings at optimal locations pertinent to the proposed changes:
 - a. October 15 at Al Boro Community Center (Pickleweed) in the Canal neighborhood
 - b. October 16 at Marin City CDC Empowerment Clubhouse in Marin City
7. November 3: Board receives public comments recorded during the public hearings and other public input received and considers adoption of service changes.

Fiscal/Staffing Impact

The staff goal is for MASCOTS to have minimal or no fiscal impact to Marin Transit. Marin Transit's proposed service changes will be designed to be revenue-hour neutral and thus do not entail an increase in expenses.

¹ The latest update to the Public Hearing Policy (January 2025), allows staff to hold public hearings at times and locations that are best suited to get input from riders and the community rather than only at Board meetings.



Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Cathleen".

Cathleen Sullivan
Director of Planning

Attachment A: Summary of MASCOTS Recommendations

Attachment B: MASCOTS Update Presentation

Summary of MASCOTS Recommendations

The MASCOTS recommended service changes reflect proposals to improve regional travel in Marin and Sonoma Counties as recommended by the consultant and agreed upon by agency staff. The new service structure will better serve the regional travel market in Marin and Sonoma Counties by (1) focusing service in areas with the highest ridership potential, (2) reducing underperforming service, and (3) decreasing duplication between transit agencies.

MASCOTS recommends the following changes to transit services in the 101 corridor:

1. **SMART and Golden Gate Transit Route 101:**

- Truncate GGT Route 101 in Novato and reinvest the Route 101 revenue hours in increased frequency between San Rafael and San Francisco.
- Increase SMART train frequency and operate trains earlier and later in the day.

2. **Southern Marin Bus Service:** Streamline bus routes between San Rafael, Marin City, Sausalito, and San Francisco including discontinuing GGT Route 150, truncating GGT Route 130 in Marin City and doubling frequency, and increasing frequency on the 101 south of San Rafael.

3. **Local Bus Connections to SMART:** Improve local bus connections to SMART; Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit should make strong, direct connections to SMART stations through route realignments and schedule changes.

4. **GGT Commute Routes in Sonoma:** Combine the three GGT commute routes in Sonoma County into a single alignment with improved frequency and restrict San Francisco local travel to reduce travel time.

5. **GGT Route 580 in San Rafael:** Change GGT Route 580 to follow the 580X alignment in East San Rafael, staying on the freeway to Bellam Blvd. to improve travel time. In the East Bay, the 580 will continue to serve the stop in Point Richmond and all but three westbound morning trips will follow the Route 580 alignment.

6. **Regional Paratransit:** No changes

MASCOTS proposes routing and/or schedule changes to Golden Gate Routes 101, 130, 172, 580, and 580X and the discontinuation of Routes 150, 164, and 172X and increased service on SMART. No changes were recommended to the Golden Gate Ferry, or GGT Routes 114, 154. Nearly all riders on the routes proposed for discontinuation would have alternative service available. The recommendations propose maintaining current Golden Gate Transit total bus revenue hours in a re-structured form and propose increasing SMART service by 19% overall. If these proposed changes are approved, changes to these routes would take effect in Spring 2026. It should be noted that the agencies have agreed to continue to fund regional paratransit despite the cancellation of the 101 in Sonoma County to ensure no impacts to these most vulnerable riders.

The package of service changes is recommended and funded as a three-year pilot to be evaluated in summer 2028 after two years. This evaluation will inform continuation or further changes to the services.



MASCOTS Update



September 8, 2025

[marintransit.org](https://www.marintransit.org)

Background

- Collaborative comprehensive analysis of transit services in Highway 101 corridor

Goals

- Grow ridership
- Work as if one agency
- Develop a plan, not just a study



MASCOTS Timeline



Marin Transit Timeline



Public Outreach

- Online Survey (740 responses)
- Distribution to agency and partner organization mailing lists
- Social media marketing
- Project website
- Poster / Flyer Distribution
 - Bus stops in Southern Marin
 - San Rafael Transit Center
- In-bus posters on Golden Gate Transit
- Advertisements and coverage in media
- Two Pop-up Events: San Rafael, Marin City
- Six Community Meetings
 - 7/22 – Marin City Library (~50 attendees)
 - 7/23 – Al Boro Comm. Center in Canal (~40 attendees)
 - 7/30 – Petaluma SMART (~40 attendees)
 - 8/18 – Santa Rosa (~30 attendees)
 - 8/20 – Two virtual meetings (~20 attendees)
- Golden Gate Public Hearing 8/21

Feedback

- Feedback has been largely supportive, concerns include:
 - Late night service in Sonoma County
 - Connections between services
 - Concerns around removal of service from southern Marin bus pads and direct all-day services from Mill Valley, Corte Madera



Tell us what you think!
Share your feedback on MASCOTS' proposed service changes and help improve your transit service.

Next Steps

MASCOTS Regional Agencies

- Early Sept: digest comments and adjust regional recommendations as needed



Golden Gate Board considers adoption of final recommendations 9/25-9/26



SMART Board 10/15

Marin Transit



- October 6: Marin Transit Board receives Marin Transit service proposal
 - incl. Title VI analysis
- October: Engage riders
- Marin Transit Public Hearings
 - 10/15: Canal
 - 10/16: Marin City
- November 3: Marin Transit Board considers adoption of Marin Transit service change

Action

Change Public Hearing Dates from September 10 and 23 to:

- **October 15** at Al Boro Community Center (Pickleweed) in the Canal neighborhood
- **October 16** at Marin City CDC Empowerment Clubhouse in Marin City

Thank you

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City of San Rafael

September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: Community Engagement Update

Dear Board Members:

Recommendation

Discussion item.

Summary

Marin Transit takes an expansive approach to community engagement and seeks to engage with and address the needs of the wide range of riders and stakeholders across the County. In October of 2024, staff brought an update to your Board outlining updates to community engagement strategies and an overview of 2025 engagement campaigns. This letter and the attached presentation provide an update on efforts completed in Fiscal Year 2025 (FY25) and a summary of efforts underway and planned for Fiscal Year 2026 (FY26).

Background

Community engagement efforts are guided by the Public Participation Plan (PPP) developed as part of the District's Title VI Plan. The PPP creates a framework for engagement activities and details numerous communication strategies and tactics to offer opportunities for the public to participate and influence decision-making. Staff seek to engage a wide range of riders and stakeholders, particularly those that have historically been left out of the decision-making process. Community engagement is viewed as an opportunity to share information with and learn about the needs of the public, both riders and non-riders alike.

Marin Transit's goals for community engagement are to:

- **Educate and Inform** – Marin Transit seeks to facilitate broad community awareness of public transportation options that are available in Marin County.
- **Encourage Broad Participation** – Marin Transit seeks to encourage participation from all members of the community, to provide a range of opportunities to provide input, and to use a variety of methods to access different audiences and "Meet people where they are at."



- **Ensure Engagement Activities are Inclusive and Accessible for All** - Marin Transit seeks to create an inclusive environment throughout the engagement process and to ensure that all activities are accessible to all.
- **Evaluate the Effectiveness and Impact of Engagement Activities** – Marin Transit seeks to engage in efforts to evaluate the effectiveness and impact of engagement activities.

The addition of the Community Engagement Coordinator staff role in FY23 has allowed the District to rebound from the reduction in outreach performed during the COVID-19 pandemic and increase outreach efforts to new levels. This increase in attention to community engagement has allowed the District to expand the reach in the community and take a more balanced approach to rider education for all programs and services offered.

FY25 Community Engagement Efforts

In FY25, community engagement campaigns included general outreach about Marin Transit and Marin Access services, educating riders about fare promotions and fare programs for those with income barriers, and collection of rider feedback to inform service changes or other proposed projects. Throughout the year, staff utilized a variety of tactics to engage the community including group “Navigating Transit” presentations to consumers and community partners, staffing resource tables at community events, hosting satellite hours at locations across the County, offering virtual drop-in info sessions, and electronic communication methods. Direct rider engagement was also a key tactic in FY25 with in-person outreach at transit hubs and focus groups / rider interviews. Key tactics used for community engagement are detailed below.

Navigating Transit Presentations

Staff regularly receive requests for a “Navigating Transit” presentations for consumers or community partners. These presentations are aimed at providing information to participants about all of the options that are available to them through Marin Transit and Marin Access programs and services. In FY25, staff improved these presentations by tailoring the messaging and content for the specific audience to ensure that the presentations were effective and useful for all participants in attendance. As an example, if the presentation were for consumers, it would include general information about all programs and services; if it were for a community partner it may focus on the enrollment process and how community partner staff could assist their constituents with enrollment. In FY25, staff provided 18 Navigating Transit presentations, amounting to a small increase over FY24.

Community Events

Hosting a booth or tabling at community events provides an opportunity to reach potential riders, existing riders, and strengthens the District's ties to community partners and other stakeholders. In FY25, staff participated in a variety of community events including senior resource fairs both small and large, a series of health and wellness fairs in West Marin, the Power of Connection Forum event hosted by the Marin County Commission on Aging and ESCOM, and “Nuestro Canal, Nuestro Futuro” events organized by the Canal Alliance. These events allowed staff to share information and collect feedback on Marin Transit and Marin Access programs and services as well as share information about other projects or regional efforts including the proposed Marin Transit Zero Emission Bus Operation and Maintenance Facility, the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) service planning efforts, and forthcoming changes related to Next-Gen Clipper. Additionally, these events allow our team to collect focused feedback through activities or via a targeted prompt on a specific project or area of concern. As an example, staff collected feedback from the community on potential



community enhancements desired as part of the proposed Marin Transit Zero Emission Bus Operation and Maintenance Facility; requesting feedback this way resulted in meaningful conversations with community members and collecting actionable feedback where the standard use of collecting feedback via a comment card without a prompt or activity would not have been as successful. In FY25, Marin transit participated in 15 community events, reaching a total of 3,743 participants, roughly tracking with the number of events in FY24.

Satellite Hours

In FY25, Marin Transit reinstated satellite hours at various locations across the County. Satellite hours are standing hours that staff are available at a specific location and allow staff to maintain a consistent presence in the community. Satellite hours also allow the District to reach Marin County community members where they are at and in the places that they already frequent. During satellite hours, staff are available to answer questions about Marin Transit and Marin Access programs and services, assist riders with the enrollment process for fare programs or Marin Access, and provide referrals to other transportation services or resources. Staff held 26 satellite hours' events and reached a total of 551 community members in FY25.

Virtual Drop-in Info Sessions

In FY25, staff utilized a series of virtual drop-in info sessions to provide community members with an opportunity to receive information and ask questions about upcoming program changes for Marin Access. During the info sessions, staff made a short presentation about the upcoming program changes and then allowed time for participants to ask questions about how program changes would impact them; staff were able to review rider enrollment information about could assist riders in real time. Staff found that this effort was effective and provided flexibility for staff as if the info session that no attendees, the sessions ended early. Ultimately the effort reduced the burden on the Marin Access call center and provided riders with personalized information in an informal setting. In FY25, there were a total of 20 virtual drop-in info sessions scheduled, 9 of which were attended by Marin Access riders or stakeholders allowing staff to assist a total of 25 program participants.

Focus Groups / Rider Interviews

Staff utilize focus groups and one-on-one rider interviews to collect feedback to inform service changes. The District has a standing list of interested participants and hosts focus groups periodically, as needed. Focus groups are held in person or virtually with rider interviews being held by phone or virtually with riders unable to join in the group setting. Participants are compensated for their time, and these sessions give staff an opportunity to collect in-depth feedback from riders. In FY25, staff held four focus groups / rider interviews with a total of 12 participants.

In-Person Outreach

Staff performed periodic in-person outreach at transit hubs to communicate with riders directly to either inform them of an upcoming event or fare promotion, or to show appreciation for riders. In FY25, the focus of in-person outreach was performed to celebrate Marin Transit's 60th anniversary. Staff of all levels participated in these events and handed out Marin Transit swag and thanked riders for using Marin Transit local bus service. Interactions during these events are often brief but do allow riders an opportunity to share feedback directly with staff and ideally demonstrate the District's appreciation for the riders. In FY25 there were thirteen in-person outreach events; during these events staff interacted with a total of 1,162 riders.



Electronic Communications – E-Newsletters

Marin Transit sends out three e-newsletters at different frequencies throughout the year. The Marin Transit e-newsletter is distributed monthly, and the Marin Transit Community Partner e-newsletter and Marin Access e-newsletters as needed. E-newsletters are designed to inform recipients about current and upcoming service changes or events and share transit news from partner agencies such as Transportation Authority of Marin (TAM), SMART, and other North Bay transit agencies. In FY25, Marin Transit issued eleven e-newsletters, one Community Partner e-newsletter, and one Marin Access e-newsletter.

Electronic Communication - Social Media

In FY25, staff expanded the use of social media and used this tool to communicate directly with riders, collect feedback, and direct riders to resources or rider tools. In FY25, staff made a total of 416 posts across four platforms (Facebook, Instagram, X, and Nextdoor). Staff used social media platforms to share information about fare promotions, upcoming events, or service changes as well as general posts with facts about Marin Transit bus service. Campaign arcs were utilized to build rider interest and engagement over a short period of time; these included a short series of posts detailing background on and leading up to a fare promotion. Staff found that rider engagement increases when there is a series of posts that contain content centered around a theme or event.

In FY25, Marin Transit staff began to develop and share outreach toolkits with community partners. The outreach toolkits provide ready-to-use content and graphics by our community partners in their e-newsletters or on their social media channels. This allows the District to share information via our community partners to their networks and to community members.

Outcome Summary

Table 1 summarizes community engagement efforts completed in FY25 by audience and engagement type. In FY25, staff participated in 85 events, reaching 5,378 participants; when compared to FY24, this amounted to a 93% increase in events attended and a 25% increase in participants reached. The reinstatement of satellite hours, addition of virtual drop-in info sessions, and increase in e-newsletters also significantly increased our reach and efforts over the past year.

Table 1: FY25 Summary of Community Engagement Activities

Engagement Type	Marin Transit	Marin Access	Total
Navigating Transit Presentations	0	18	18
Community Events	5	12	17
Satellite Hours	0	26	26
Virtual Drop-in Info Sessions	0	9	9
Focus Groups / Rider Interviews	4	0	4
In Person Outreach (at Transit Hubs)	11	0	11
Electronic Communications – E-Newsletters	12	1	13



Electronic Communications – Social Media	375	41	416
Total			514

Best Practices and Lessons Learned

Over the past year, staff have documented best practices and lessons learned in an attempt to evaluate the effectiveness and impact of community engagement efforts. Best practices and lessons learned over the course of the year are noted below.

- Virtual Drop-in Info Sessions are a flexible tactic that allows staff to give targeted information to community members and reduces the burden on call center or customer service staff.
- Offering those that cannot attend focus groups in person an opportunity to participate in a one-on-one interview with staff allows for collection of rider feedback and is often more fruitful than remote participation in a focus group.
- Using specific prompts and/or interactive activities with graphics during events or focus groups garners discussion and more robust feedback from riders and community members.
- Developing and sharing outreach toolkits with community partners streamlines our ability to utilize relationships with community partners to share information.
- Utilizing campaign arcs on social media platforms is a more effective method of engaging riders, collecting feedback, and enticing them to attend events than simply using one-time or repeat posts.
- While the District receives requests to attend a variety of community events throughout the year, it is important to only participate in events that have a clear nexus to transit to reserve limited staff time and resources.
- Satellite hours are a useful tool for meeting people where they are at, but staff have found that this often leads to engaging with the same community members at each event rather than reaching new community members. Satellite hours locations and frequency will be revisited in FY26 to account for this.

FY26 Community Engagement Campaigns

Table 2 details major community engagement campaigns currently underway or planned for FY26. This list is not exhaustive and is continuously evolving as new opportunities or needs arise.

Table 2: Anticipated Community Engagement Campaigns in FY26

Campaign	Campaign Category	Timeframe
Marin Transit General Outreach	General Public Outreach	Ongoing
Marin Access General Outreach	Rider Engagement and Education	Ongoing
Fare Free Days	Promotional	Ongoing
Proposed Electric Bus Charging and Maintenance Facility	Input into Plans and Projects	Ongoing
MASCOTS Plan / Service Changes	Rider Engagement and Education	Fall / Winter



Bus Stop Improvements	Rider Engagement and Education	Fall / Winter
January Service Changes	Service Changes	Fall / Winter
Short Range Transit Plan	Input into Plans and Projects	Winter / Spring
Next Gen Clipper	Rider Engagement and Education	Spring
Youth Ride Free for Summer	Promotional	May - August
Fare Free at the Fair	Promotional	June - July
August Service Changes	Service Changes	June - August

Fiscal/Staffing Impact

None.

Respectfully Submitted,

A handwritten signature in black ink that reads "Joanna Huitt".

Joanna Huitt
Program and Policy Manager

A handwritten signature in black ink that reads "Raymundo Vidaure Jr.".

Raymundo Vidaure, Jr.
Community Engagement Coordinator

Attachment A: Community Engagement Update Presentation



Community Engagement Update

Agenda

- 01** Community Engagement Overview
- 02** FY25 Efforts & Lessons Learned
- 03** FY26 Campaigns
- 04** Recommendation & Next Steps

Community Engagement Goals



Educate & Inform



Encourage Broad Participation



Ensure Inclusivity & Accessibility



Evaluate Effectiveness & Impact

Community Engagement Strategies

- Board of Directors Meetings
- Public Hearings
- Advisory Committees
- Partner Agencies
- Customer Service
- Direct Rider Engagement
- MCTD Website
- Digital Communication
- Printed Materials



Who We Engage

- General Public
 - Groups warranting specialized attention
 - Youth and Students
 - Older Adults and People with Disabilities
 - Community members with limited incomes and limited English proficiency
 - Equity Priority Communities
 - West Marin
- Community Partners
- Peer Agencies
- Local Governments



FY25 Efforts

Engagement Type	Local Bus Service	Marin Access	Total
Navigating Transit Presentation	0	18	18
Community Event	5	12	17
Satellite Hours	0	26	26
Virtual Drop-in Info Session	0	9	9
Focus Groups / Rider Interviews	4	0	4
In-Person Outreach	11	0	11
Electronic Communications - E-Newsletter	12	1	13
Electronic Communications – Social Media	375	41	416
Total			514

Lessons Learned in FY25

- Offer flexible options for rider education and collection of feedback
- Use prompts and interactive graphics during focus groups / events
- Share outreach toolkits and collateral with community partners
- Develop campaign arcs for social media channels to garner more engagement
- Ensure community events attended have a clear transit nexus
- Revisit Satellite Hours locations & frequencies to expand reach in community



FY26 Campaign Look Ahead

Campaign	Campaign Category	Timeframe
Marin Transit General Outreach	General Public Outreach	Ongoing
Marin Access General Outreach	Rider Engagement and Education	Ongoing
Fare Free Days	Promotional	Ongoing
Proposed Electric Bus Charging and Maintenance Facility	Input into Plans and Projects	Ongoing
MASCOTS Plan / Service Changes	Rider Engagement and Education	Fall / Winter
Bus Stop Improvements	Rider Engagement and Education	Fall / Winter
January Service Changes	Service Changes	Fall / Winter
Short Range Transit Plan	Input into Plans and Projects	Winter / Spring
Next Gen Clipper	Rider Engagement and Education	Spring
Youth Ride Free for Summer	Promotional	May - August
Fare Free at the Fair	Promotional	June - July
August Service Changes	Service Changes	June - August

Thank you

CONTACT

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Alternate
City of San Rafael

September 8, 2025

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

Subject: Fixed Route Maintenance Facility Update

Dear Board Members:

Recommendation

Discussion item.

Summary

Marin Transit continues to work on the project planning and environmental process as a part of the Federal Transit Administration (FTA) grant for the development of a fixed route bus maintenance and charging facility. Staff has made progress on the facility outreach, evaluation of additional potential site uses, and finalizing technical studies since the July update. This board letter presents a summary of the recent work and provides an updated near-term schedule.

Background

Marin Transit has been working towards ownership of bus parking and maintenance facilities for over ten years. In 2023, the FTA awarded Marin Transit a \$31.5 million grant for the development of a fixed route bus maintenance and charging facility. Marin Transit purchased a 3.5-acre site at 1075 E. Francisco in San Rafael in 2024 and began the project planning and environmental process.

Staff presented an update on the facility project to the Marin Transit Board at its meeting on July 7, 2025. The update included a description of the project programming (operational requirements, agency priorities and additional potential uses) and a draft site plan. The site is constrained; however, staff determined that the minimum needs can be met within the site constraints. Staff presented an initial evaluation of other potential uses of the site and outlined the outreach process being undertaken. Lastly, an overview of the environmental process was provided. The July 7, 2025 staff report is available at: <https://marintransit.org/meetings>

Project Programming and Community Serving Enhancements

The 3.5-acre site on Francisco Blvd. is smaller than the originally identified minimum size of five acres for the initial project scope. Given the smaller site



and financial constraints, the project cannot include every desired component. As staff reported previously, certain functions and project components necessary for Marin Transit operations will need to be relocated to the Marin Transit building at 600 Rush Landing in Novato and other components that are not essential to Marin Transit operations must be excluded.

Since the purchase of the site in 2024, the Marin Transit Board and staff have received requests to consider potential additional uses on the site beyond the bus charging and maintenance facility. The purpose of the additional components is to provide additional community benefits. Potential uses that have been suggested include:

- Housing and retail
- Sidewalk and lighting improvements
- Circulation, streetscape and pedestrian/bike improvements
- Food Truck
- EV charging
- EV carshare
- On-site childcare
- Childcare support through offsite capacity building
- Transit workforce training program
- Micro-transit hub
- Community gathering space
- Community electric resilience site
- Day laborer center
- High-quality design elements, including art

To date, staff has gathered feedback on proposed uses at two community outreach events through a dot voting activity and an on-line survey. Additional feedback has been received at board and advisory committee meetings open to the public and several tabling events. Community input will continue throughout the design phase of the project as further described below.

In developing the site plan alternatives, the team considered using multiple stories as a method to incorporate more project components and potential community-serving enhancements. Unfortunately, poor soil quality and a small building footprint mean that the cost increases for the additional space are not linear; for the gained square footage, there is a disproportionately large increase in cost. In addition, space is lost to the necessary circulation elements – elevator and stairs – further decreasing the efficiency of building up (or down). Some proposed uses would not be optimal on the second story, and the ground floor space must be used for core facility uses like bus maintenance bays, parts storage, and bathrooms that are most appropriately located on the ground floor. As such, the team moved forward with a single-story design.

Staff has considered the proposed community-serving uses as a part of the single-story concept design. Considerations for proposed uses include space availability, access, potential for off-site development, appropriateness or feasibility of use within an operating bus operations and maintenance facility, economic feasibility, and allowability within funding parameters. FTA funding is essential to the project and FTA requirements are key to determining if non-transit uses can be incorporated into the project and under what conditions.

FTA Requirements



FTA encourages non-transit uses of real property that can raise additional revenues for the transit system or, at a reasonable cost, enhance system ridership. These non-transit uses are by one of three means: incidental use, joint development, or shared use.¹

- *Incidental use* is the limited authorized non-transit use of project property.² Non-transit public entities and private entities are permitted to incidentally use federally assisted facilities under certain conditions and with FTA approval. Generally, the use cannot interfere with the transit purpose. For example, leasing space in a transit station for a newspaper stand or coffee shop when the additional use does not interfere with the original purpose authorized in the grant award is allowed. Unlike a shared use, FTA can concur with the agency's proposed incidental use after the award of the grant.
- *A joint development project* is a capital project that integrally relates to, and often co-locates with commercial, residential, mixed-use, or other non-transit development within a grant award. A joint development project must meet five criteria to be eligible for use of FTA-assisted project property. Cost sharing, revenue sharing, economic benefits, and public transportation benefits are eligibility considerations. The FTA process for reviewing joint development projects is provided in Circular 7050.1C and requires the joint development project to be identified in the FTA grant application and declared at the time of award.
- *Shared use* takes place when an entity, separate from the grantee, occupies a part of a facility and pays its pro rata share of the construction, maintenance, and operation costs. Shared uses must be explicit in the FTA grant application and declared at the time of award.³ A vehicle maintenance facility that services both transit rolling stock (e.g., buses) and non-transit vehicles is an example of a shared use within an FTA-assisted project.

Initial Evaluation of Potential Additional Uses

Staff initiated an evaluation of the potential uses of the site at 1075 E. Francisco. The evaluation and consideration of community input will continue as the facility develops. Staff evaluated the feasibility of housing on the site and found that it is economically infeasible given the site constraints and current and foreseeable financial conditions. Although the FTA grant application identified the possibility of on-site childcare, staff has determined that on-site childcare should not be considered. This determination is based on the site constraints, feedback from Marin childcare experts about the appropriateness of co-locating bus operations and childcare, and the potential for more beneficial use of grant funds for developing local in-home childcare providers.

Following the FTA requirements for non-transit uses of the FTA funded project and the site limitations, staff assessed the other suggested uses. A summary of the preliminary results is shown in Table 1. Generally, uses that do not require significant space and can meet FTA's definition of incidental use are more likely to be eligible for on-site consideration. Some uses have been identified as potential curbside uses. Some uses might be allowable under FTA's shared use definition, but they would require a funding partner and/or more space than is available on-site.

¹ FTA Circular 5010.1F

² FTA Circular 7050.1C

³ FTA Circular 5010.1F

Table 1: Non-Transit Uses Considered – Preliminary Determination

Potential Additional Use	Siting Feasibility	FTA Allowable
EV Carshare	1-2 spaces on site or curbside	Yes – incidental use
Sidewalk & Lighting Improvements	Around property perimeter	Yes – incidental use
Food Truck	1 space on site or curbside	Yes – incidental use
EV Charging	1-2 spaces on site or curbside	Yes – incidental use
In Home Childcare Provider Training and Licensing	Off-site	Yes – childcare identified in grant
Transit Workforce Training Program	Off-site (e.g., College of Marin)	Yes – workforce training identified in grant
Micro-Transit Hub	Curbside or off site	Yes, if curbside and incidental
Community Gathering Space	Off-site	Yes, if incidental use
On-site Childcare Facility	Infeasible	Yes – identified in grant
On-site Housing	Economically infeasible	No – no funding partner
Day Laborer Center	Infeasible	No – no funding partner

Source: Marin Transit.

Note: Final determination depends on final design parameters, community priorities, and funding availability.

Community Engagement and Feedback on Potential Additional Site Uses

The Marin Transit Board received an update on the Marin Transit Electric Bus Charging and Maintenance Facility and Draft Facility Engagement and Communication Scoping Plan in March 2025. Since then, consultants have been engaged, a draft detailed outreach plan has been developed, and a variety of tabling events, community open houses, and public meetings have been held or are planned.

Staff and consultants conducted a dot voting exercise where attendees were asked to “vote” for community priorities from a list including suggested non-transit uses at the project site. A summary of the dot voting results from two in-person events are shown in Table 2.

Table 2: Scoring of Dot Voting Activities

Nuestro Canal, Nuestro Futuro Community Fair Event May 3, 2025	
Option	Weighted Votes
Frequent & reliable bus service	59
Clean, well-lit bus stops	25
Sidewalk and lighting improvements	21
Affordable fares	14
Childcare	13
Other	10
Job training	6



EV charging	5
Better bike/ped connections	1
Public art	0

Community Workshop – Al Boro Community Center | July 23, 2025

Option	Undesired (Black Sticker)	Desired (Green Sticker)
Frequent & Reliable Bus Service	0	13
Clean, Well-lit Bus Stops	0	10
Sidewalk and Lighting Improvements	0	9
EV Car Share	0	1
Micro-transit / Shared Mobility Hub	0	5
Food Truck Location	2	4
Community Gathering Space	1	0
More In-Home Childcare Providers	0	1
EV Charging Curbside	0	3
Day Laborer Center	0	3
Other	0	1
Other Comment	“Keep it simple!”	

Source: Marin Transit.

Staff has posted a survey on Marin Transit’s facility project webpage inviting the public to identify community priorities. The survey includes the same choices provided at the July 23rd in-person open house. Staff will highlight the survey availability in future outreach events, including the virtual open house planned for mid-late September.

Staff and consultants will continue to seek community feedback on the development of the site and priorities for community serving enhancements throughout the design process.

As part of the community engagement process, Marin Transit and our engagement team are also designing a Community Capacity Building module to be delivered this fall and winter. This will be a participatory transit planning engagement curriculum and training for local community members in the Canal neighborhood that will support a high-quality community engagement process in the facility design process.

Other Project Benefits

The project will provide direct transit benefits by providing a permanent, centralized operations and maintenance facility, allowing Marin Transit to continue to reduce greenhouse gas emissions, provide mobility options, and stabilize costs, as outlined in our FTA grant application. In addition, construction of the transit facility and ongoing operation of transit service provide other economic benefits in the form of good paying jobs and local sales tax revenue generation.

Job Creation



Staff estimated the jobs created using the American Public Transportation Association's Economic Benefit Tool. A construction project costing about \$25 million results in 134 direct construction jobs, 20 indirect jobs, and 33 induced jobs (created by additional personal spending). An \$11 million annual expenditure on transit service operations and maintenance requires 100 contractor employees (drivers, maintenance workers, managers) and creates 110 indirect jobs and 21 induced jobs.

Good Paying Jobs

Good paying jobs are created by project construction and the ongoing transit operation. Public works projects in California require public agencies to pay prevailing wages for all contracted construction projects. Private developers are not required to pay prevailing wages and often pay less than the prevailing wages. Marin Transit will require contractors to pay prevailing wages for construction of the proposed electric bus operations and maintenance facility. Marin Transit contracts with Marin Airporter to provide most of the fixed route operation and maintenance of our service. For FY 2025/26, Marin Airporter's training and starting hourly rate for bus drivers is \$30.75. Other positions have higher wage rates. A sample of hourly wage rates for construction and for operations and maintenance are provided in the attached presentation.

Local Sales Tax Generation

Transit operators pay sales tax on taxable items in California. Marin Transit's largest taxable purchases are buses and sales tax on vehicles is assessed at the point of delivery. Marin Transit's vehicles are delivered to Rush Landing in Novato (Marin Airporter) or to San Rafael (for Marin Transit's service operated by Golden Gate Transit). While transit operators are currently exempt from certain state sales tax, local taxes still apply. Staff estimates that the 2% sales tax rate in both Novato and San Rafael will yield \$2.17 million in revenue to the local jurisdictions for the first 10 years of the facility (2031-2040). With a proposed new facility in San Rafael, it is likely that all new buses will be delivered to that facility. Additionally, Marin Transit will generate \$150,000 in Measure AA sales tax revenue, administered by TAM. Combined, these sales taxes support city general funds and provide benefits like public safety facility improvements, and transportation projects to the local jurisdictions and the communities they serve.

Workforce Development and Childcare Elements of the FTA Grant

About \$2.2 million is available for Workforce Development and Childcare within the FTA grant for the Zero Emission Bus Operations and Maintenance facility project. The goal of the grant funding is to develop a workforce with the skills necessary to support a fully electric fixed-route bus fleet. The workforce development plan provides resources to invest in current operators, mechanics, and managers, and train additional personnel from the larger Marin County and Bay Area workforce. Canal Alliance recently initiated a project in partnership with College of Marin, Workforce Alliance of the North Bay, and Marin Transit to develop an apprenticeship program for students interested in becoming technicians or drivers for diesel and electric buses. This project is well matched with the Marin Transit workforce grant.

Childcare is cited as a major obstacle to good paying jobs, and transit workers in all positions may view childcare as a significant benefit when they consider employment options. The grant application identified an on-site childcare facility, if feasible. As cited previously, on-site childcare has been deemed infeasible. Staff is exploring alternatives to on-site childcare including developing local in-home childcare providers through training and licensing assistance, which local childcare experts in Marin County have indicated is likely a superior use of the grant funds in terms of overall community benefit.



Additionally, subsidized childcare for transit workers was included in the application and staff is identifying programs to assist in establishing a subsidy program for transit employees.

Staff is continuing to gather information, including a survey of our drivers, and meet with local partners to determine the best uses of the grant funds. Since we do not anticipate these needs being met on-site, these elements of the grant will advance on their own timelines. We anticipate having more information to review with the Board later this year into early 2026.

Environmental Review Process

Marin Transit staff is continuing to work with the consultant team to prepare the analyses of any potential new significant environmental impacts of the proposed project, supported by technical studies (including traffic, cultural resources, noise/vibration, geology, and hydrology) as required by the California Environmental Quality Act (CEQA). Due to additional technical analysis required, the planned release of a draft CEQA document has been postponed until later this fall.

Timeline and Next Steps

Marin Transit is planning to have the fixed route facility completed and ready for operations by 2030. Currently, staff is working to complete the facility project programming and environmental phase. Major upcoming milestones include:

Mid-late September 2025	Virtual Public Outreach Event
Fall/Winter 2025	Community Capacity Building Module
Fall 2025	Issue Draft CEQA document for 30-day Public Review
Late Fall 2025	Complete Final CEQA document
Late Fall 2025	Anticipated FTA completion of NEPA review
Late Fall 2025	Board consideration of staff recommendation for proposed project
Winter 2025	Release Design Procurement, if CEQA & NEPA are complete and project is approved
Winter 2025	Begin surcharge work to ensure soil compaction to allow facility construction in 2028
2026	Community engagement around design of facility

Fiscal/Staffing Impact

None.



Respectfully Submitted,

Nancy E. Whelan

Nancy Whelan
General Manager

Attachment A: Fixed Route Maintenance Facility Update Presentation



Bus Operations and Maintenance Facility Project Update



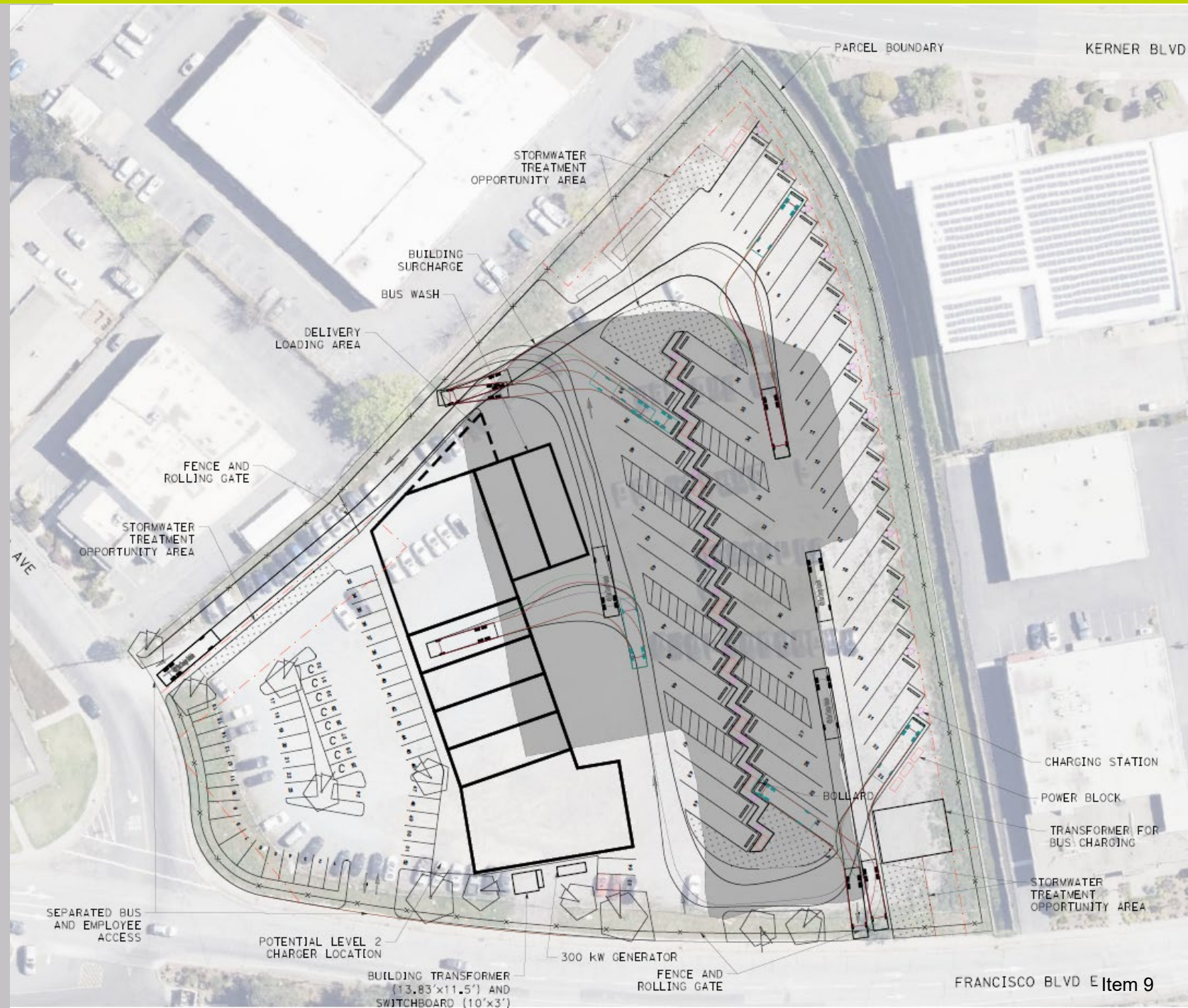
September 8, 2025

Topics

- 01** Community Outreach Status & Feedback
- 02** Review of Potential Additional Uses
- 03** Project Benefits
- 04** Timeline Update

Draft Site Plan

- 5 bus maintenance bays
- Bus wash
- 49 buses with charging capability
- 57 employee parking spaces



Preliminary Concept Rendering - Front of Building



Preliminary Concept Rendering – Back of Building



Community Outreach on Proposed Facility

Framework and Plan

- Framework presented March 2025
- Consulting team hired
- Detailed project outreach plan under development
- Events may cover multiple topics
- Web page updated regularly
- Outreach continues throughout design phase

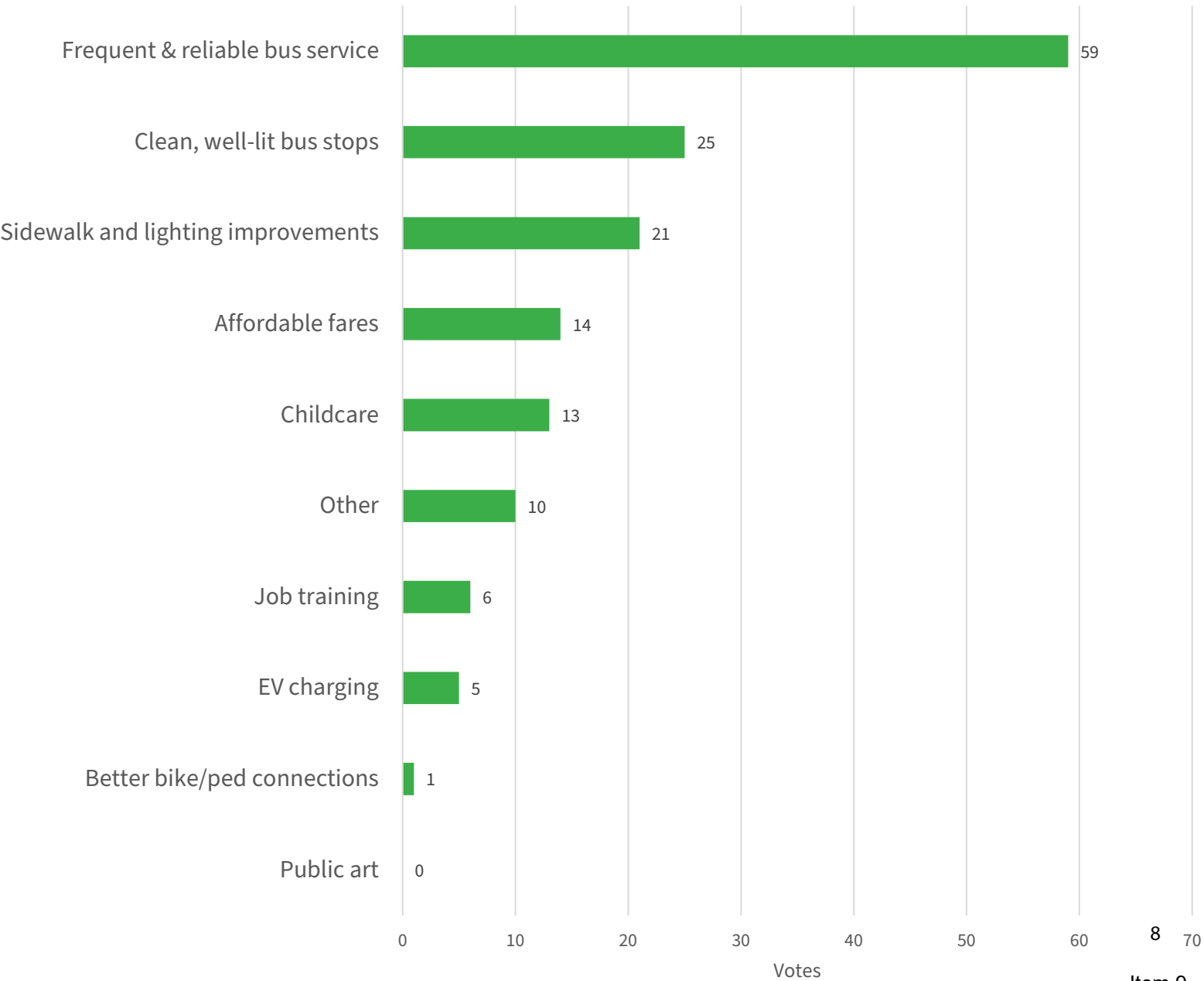
Recent & Upcoming Events	Date
NCNF at Canal Alliance	May 3
Public Workshop co-hosted with GGT at Marin City Library	July 22
Public Workshop co-hosted with GGT at Al Boro Community Center	July 23
Virtual Workshop on facility	Mid-late September
Advisory Committee presentations (PCC, MMC, TAM COC, COA) and Board meetings	July - October

Potential Additional Facility Uses

Nuestro Canal, Nuestro Futuro Community Fair Event | May 3, 2025



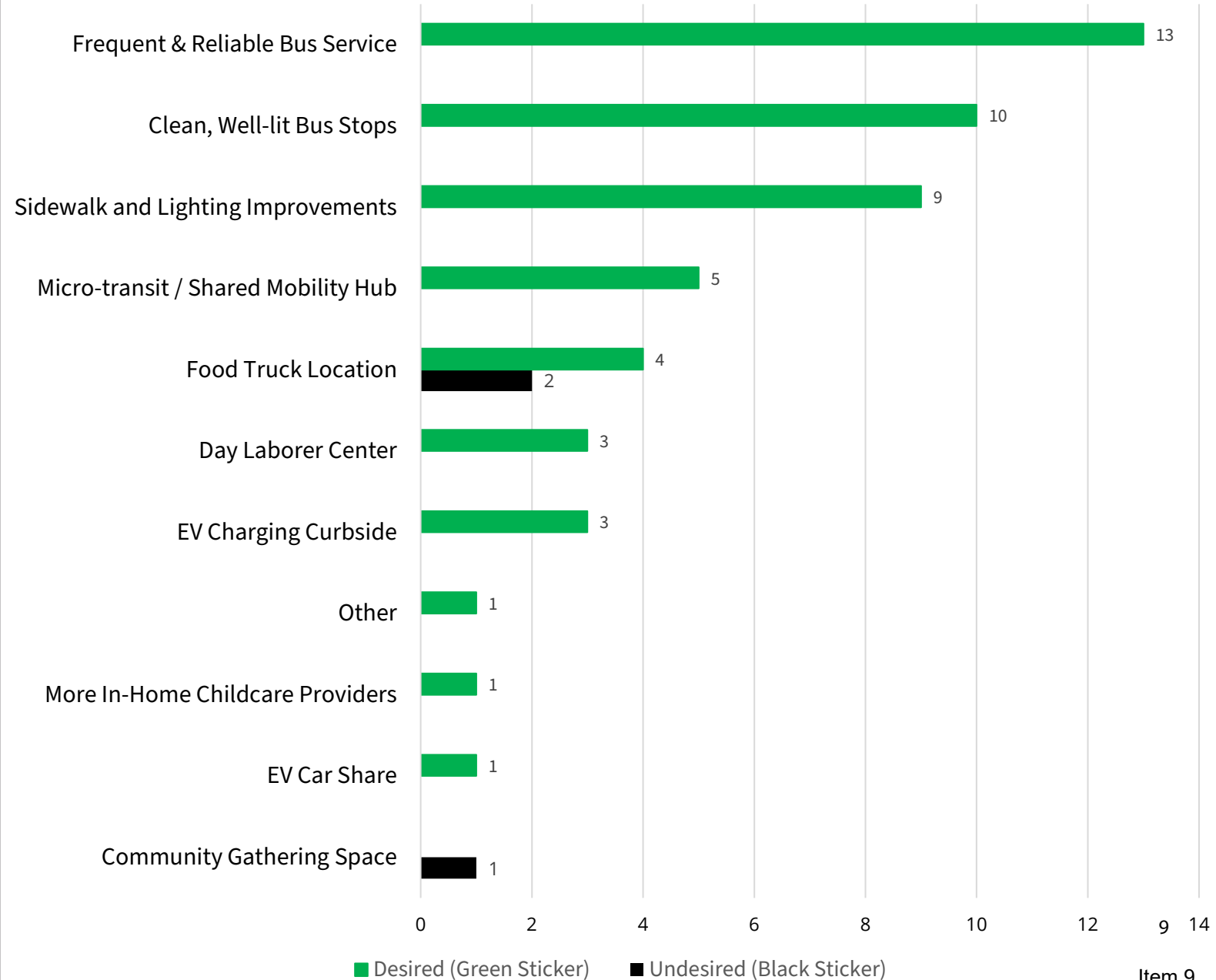
Weighted Scoring of Dot Voting Activity



Community Workshop – Al Boro Community Center July 23, 2025



Scoring of Dot Voting Activity



FTA Grant Requirements

\$31.5 M Electric Bus Maintenance and Charging Facility

- Property purchase
- Construction
- Electrification infrastructure
- Workforce development, including childcare
- ***Non-transit uses of FTA funded assets are not allowed, except under certain conditions***

Use of FTA Funded Assets for Non-Transit Uses

- ***Incidental use*** is allowed, with conditions
 - Example: alternative fueling equipment may be used by non-transit entities if the incidental use does not interfere with public transit operations
- ***Shared use*** must be funded by the other party
 - Agreement between parties needed
 - FTA approval required in grant application
 - Example: A vehicle maintenance facility that services both transit buses and non-transit vehicles

Non-Transit Uses Considered – Preliminary Determination

Potential Use	Siting Feasibility	FTA Allowable
EV Carshare	1-2 spaces on site or curbside	Yes – incidental use
Sidewalk & Lighting Improvements	Around property perimeter	Yes – incidental use
Food Truck	1 space on site or curbside	Yes – incidental use
EV Charging	1-2 spaces on site or curbside	Yes – incidental use
In Home Childcare Provider Training and Licensing	Off-site	Yes – childcare identified in grant
Transit Workforce Training Program	Off-site (e.g., College of Marin)	Yes – workforce training identified in grant
Micro-Transit Hub	Curbside or off site	Yes, if curbside and incidental
Community Gathering Space	Off-site	Yes, if incidental use
On-site Childcare Facility	Infeasible	Yes – identified in grant
On-site Housing	Economically infeasible	No – no funding partner
Day Laborer Center	Infeasible	No – no funding partner

Potential On-Site and Off-Site Community Benefits

At 1075 E Francisco

- EV Carshare
 - 1-2 spaces in visitor or employee parking area or curbside
 - Need to identify provider (e.g., City Carshare)
- Sidewalk and Lighting Improvement
 - E Francisco and Castro, bordering property
- Food Truck
 - 1 space in visitor or employee parking
- EV Charging
 - 1-2 spaces in visitor or employee parking area or curbside

Off-site

- In Home Childcare Provider Training and Licensing
- Workforce Training Program
 - Drivers, mechanics
 - Youth apprenticeship
 - College of Marin
- Micro-Transit Hub
 - San Rafael Transit Center, or
 - Kerner & Novato bus stop improvement (City's ATP grant and CBTP project)
- Community Gathering Space
 - 711 Grand Ave, or other space

Grant Funded Workforce Training and Childcare

\$2.215 million available

Target Programs Outlined in Grant Application (submitted Jan 2023)

Workforce Training

Training programs for the existing workforce to support a ZEB fleet and state of the art maintenance facility

Training and apprenticeship programs aimed at recruiting a new workforce to operate and maintain transit services and facilities.

Childcare

Development of a childcare facility on site at the new electric bus storage and maintenance facility, if feasible.

Subsidized childcare for transit workers

Other Project Benefits

Job Creation

Facility Construction



For building \$24.5 million facility

- 134 construction jobs
- 20 indirect jobs
 - Manufacturing
 - Wholesale
 - Financial
 - Business
- 33 Induced Jobs

Ongoing Contract Operations



For \$10.6 M in annual contract operations

- 100 contractor employees
 - Drivers
 - Mechanics
 - Transit Managers
 - Dispatchers
- 110 indirect jobs
- 21 induced jobs

Good Paying Jobs



Prevailing Wage for Construction

Trade Classification	Basic Hourly Wage (Journeyman)
Carpenter	\$64.01
Cement Mason	\$47.00
Drywall Installer	\$64.01
Laborer (Construction Specialist)	\$38.45
Electrician	\$65.59
Steel Erector & Fabricator	\$65.27
Driver/Teamster	\$44.84
Metal Roofing System Installer	\$52.47

Wage Rates for Operations

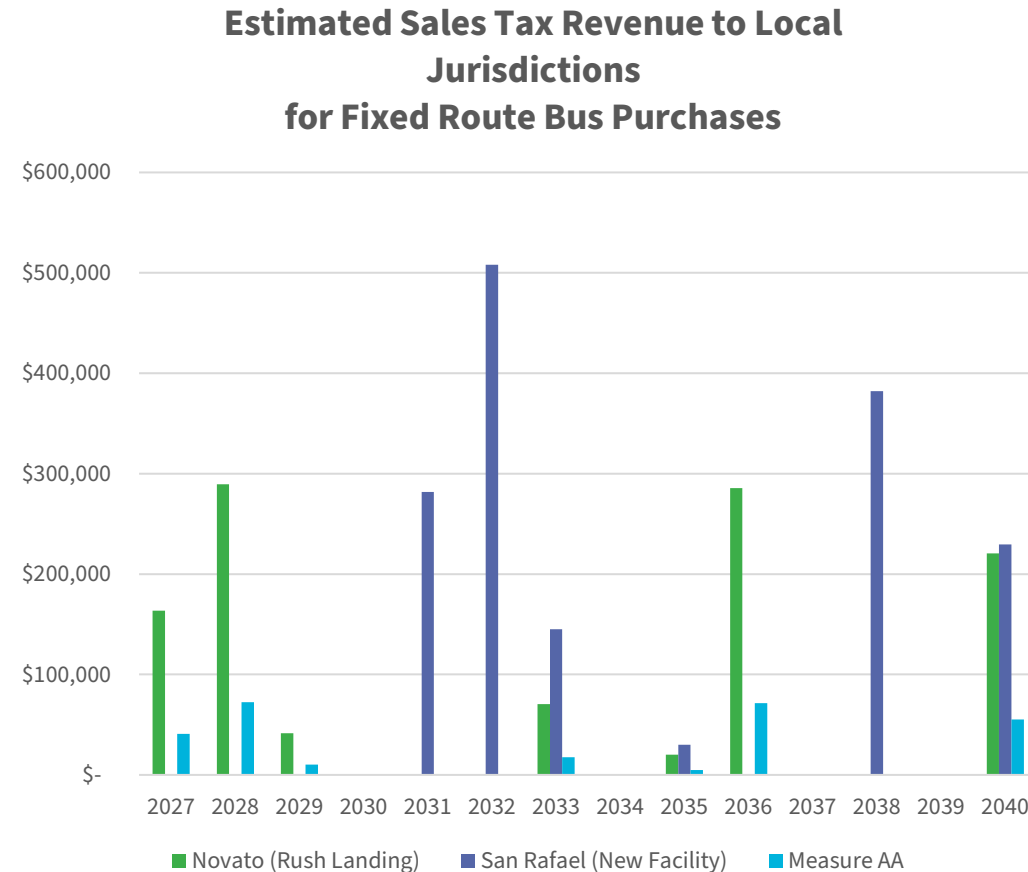
Job Classification	Average Hourly Wage
Bus Driver – training/starting	\$30.75
Bus Driver	\$31.55
Dispatcher	\$31.00
Supervisor	\$46.00
Mechanic	\$47.10
Bus washer/ bus stop maintenance	\$30.00

Sources:

California Department of Industrial Relations, 2025

Marin Transit – Marin Airporter Operations and Maintenance Agreement wage rates for FY 25/26

Local Sales Tax Revenue



- Marin Transit's largest taxable purchases are on buses; taxes are paid at the rate for the delivery point (e.g., Novato and San Rafael)
- With a new facility in San Rafael in 2030, most and potentially all vehicles purchased will be delivered to San Rafael
- ***Sales tax revenue to San Rafael is estimated at \$1.58 million over first 10 years of facility (2031-2040)***
- ***Sales tax revenue to Novato is estimated at \$590,000 over first 10 years of facility (2031-2040)***
- ½% Measure AA sales tax generates another \$150,000 over the 10 year period

Timeline



Upcoming FY 25/26 Milestones

Fall	Issue Draft CEQA document for 30 day Public Review
Late Fall	Anticipated FTA NEPA review complete
Late Fall	Board consideration of staff recommendation for proposed project
Winter	Release Design Procurement, if CEQA & NEPA are complete and project is approved

* Public engagement throughout project development

Thank you

CONTACT

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