



Marin County Transit District Board of Directors

Monday, April 6, 2026, 9:30 a.m.

**1600 Los Gamos Drive, Suite 335
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.gov or use the comment form at www.marintransit.gov/meetings. Submit your comments no later than **5:00 p.m. Sunday, April 5, 2026** 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 held in accessible locations. Documents are available in additional languages and accessible formats by request. Requests for translation and disability-related accommodations or modifications for this meeting may be made to the District Secretary at 415-226-0855 or 711 (California Relay Service) no less than five business days before the meeting.
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- 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. Open Time for Public Expression**

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

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

- a. General Manager's Oral Report
- b. [Monthly Monitoring Report: December 2025](#)
- c. [Monthly Monitoring Report: January 2026](#)

4. Consent Calendar

- a. [Minutes for March 2, 2026 Board Meeting](#)
- b. [Federal Legislative Report](#)
- c. [Metropolitan Transportation Commission Resolution for Transportation Development Act and State Transit Assistance Funds FY 2026/27](#)
- d. [Mid-Life Bus Battery Refurbishment on 11 Hybrid Buses](#)

Recommended Action: Approve.

5. [Community Capacity Building Cohort Presentation](#)

Recommended Action: Accept presentation by community members who participated in the Capacity Building Curriculum.

6. [Marin Access Program Evaluation and Service Extension Recommendation](#)

Recommended Action:

- Authorize a one-year extension of the following Marin Access programs: Same Day Paratransit pilot, West Marin Connector pilot shuttle, Marin Access Fare Assistance (MAFA) Mobility Wallet, and the Intro to Mobility program.
- Authorize a temporary extension through the end of September 2026 on the added days of service on the West Marin Connector (Saturdays) and Point Reyes Shuttle (2nd and 4th Mondays to Fairfax/San Anselmo).

Adjourn



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San Rafael, CA 94901
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City of San Rafael

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Stephanie

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Supervisor District 3

Dennis Rodoni

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Eric Lucan

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Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

April 6, 2026

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

Subject: General Manager Report – Monthly Report: December 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 December 31, 2025. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

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

Matching the systemwide trend, **fixed route ridership** was steady this month, with ridership being 3% higher than the previous year (December 2024) and 11% higher than pre-COVID (December 2019).

Yellow Bus ridership was steady this month, with ridership 2% higher than the previous year (December 2024).

Marin Access ridership was steady this month, with ridership being 4% higher than the previous year (December 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 that reads "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

Month: December 2025		Program							Total
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide		
Commendation	1	0	0	0	13	0	0	14	
Service Delivery Complaint	29	6	3	1	1	0	0	40	
Accessibility	1	0	1	0	0	0	0	2	
Driver Conduct Complaint	12	2	1	0	1	0	0	16	
Driving Complaint	5	2	1	0	0	0	0	8	
Early Trip	1	0	0	0	0	0	0	1	
Equipment Issue	0	0	0	0	0	0	0	0	
Farebox	0	0	0	0	0	0	0	0	
Late Trip	3	0	0	0	0	0	0	3	
Missed Connection	0	0	0	0	0	0	0	0	
Missed Trip	0	0	0	0	0	0	0	0	
No-Show	2	1	0	1	0	0	0	4	
Off-Route	0	0	0	0	0	0	0	0	
Pass-Up Complaint	5	1	0	0	0	0	0	6	
Service Structure Complaint	6	0	0	1	0	0	0	7	
Bus Stop Improvement Request	0	0	0	0	0	0	0	0	
Fares	0	0	0	0	0	0	0	0	
Other Complaint	2	0	0	1	0	0	0	3	
Scheduling Complaint	0	0	0	0	0	0	0	0	
Service Improvement Suggestion	4	0	0	0	0	0	0	4	
Safety Complaint	0	0	0	0	0	0	0	0	
Total Service Hours	10,289	3,299	1,354	155	2,281	0	17,319	17,319	
Commendations per 1,000 Hours	0.1	0.0	0.0	0.0	5.7	-	0.0	0.8	
Complaints per 1,000 Hours	3.4	1.8	2.2	12.9	0.4	-	0.0	2.7	
Total Passengers	197,032	31,443	8,166	5,238	3,672	3,396	258,262	258,262	
Commendations per 1,000 Passenger	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.1	
Complaints per 1,000 Passengers	0.2	0.2	0.4	0.4	0.3	0.0	0.0	0.2	

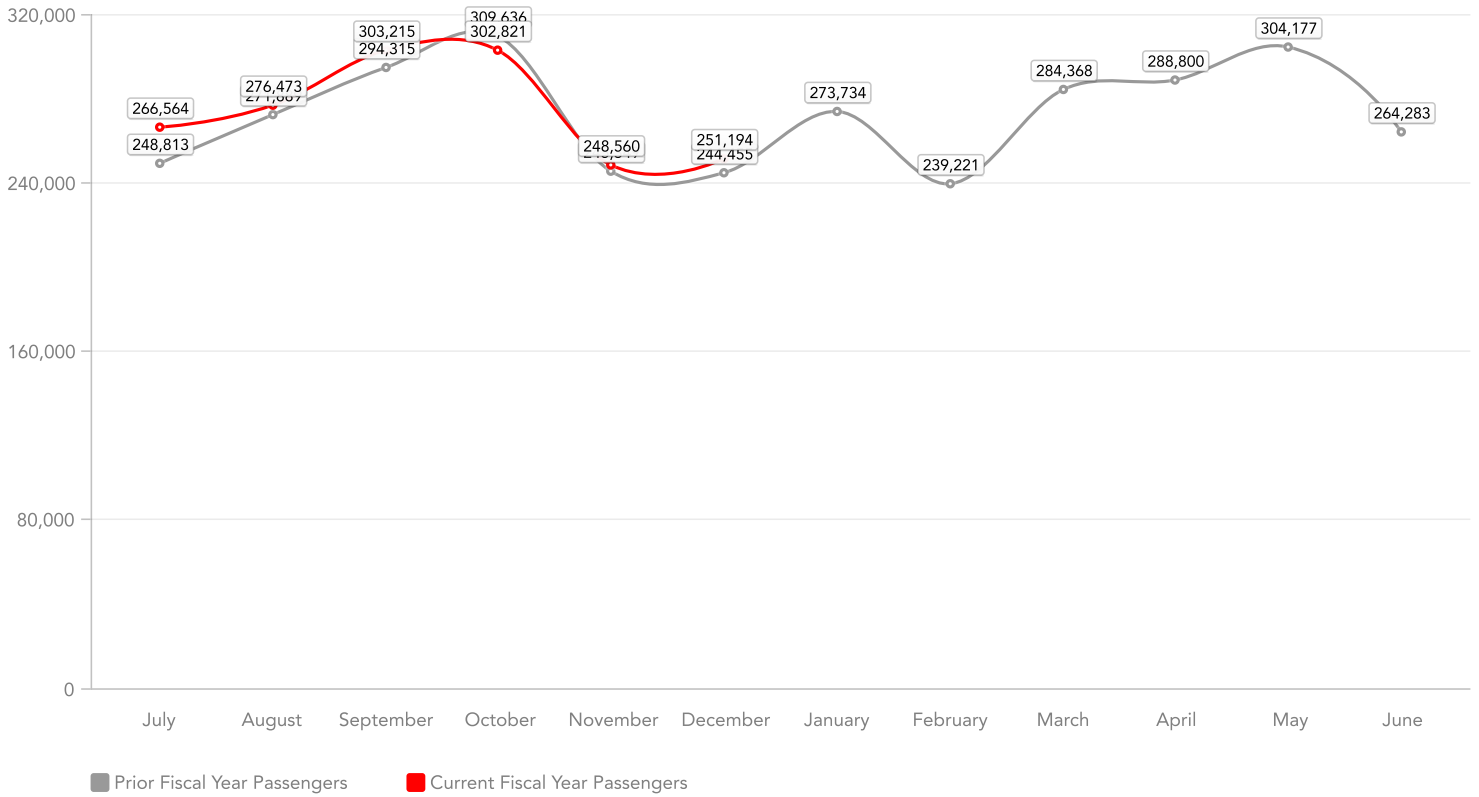
Attachment A

FISCAL YEAR MONTH

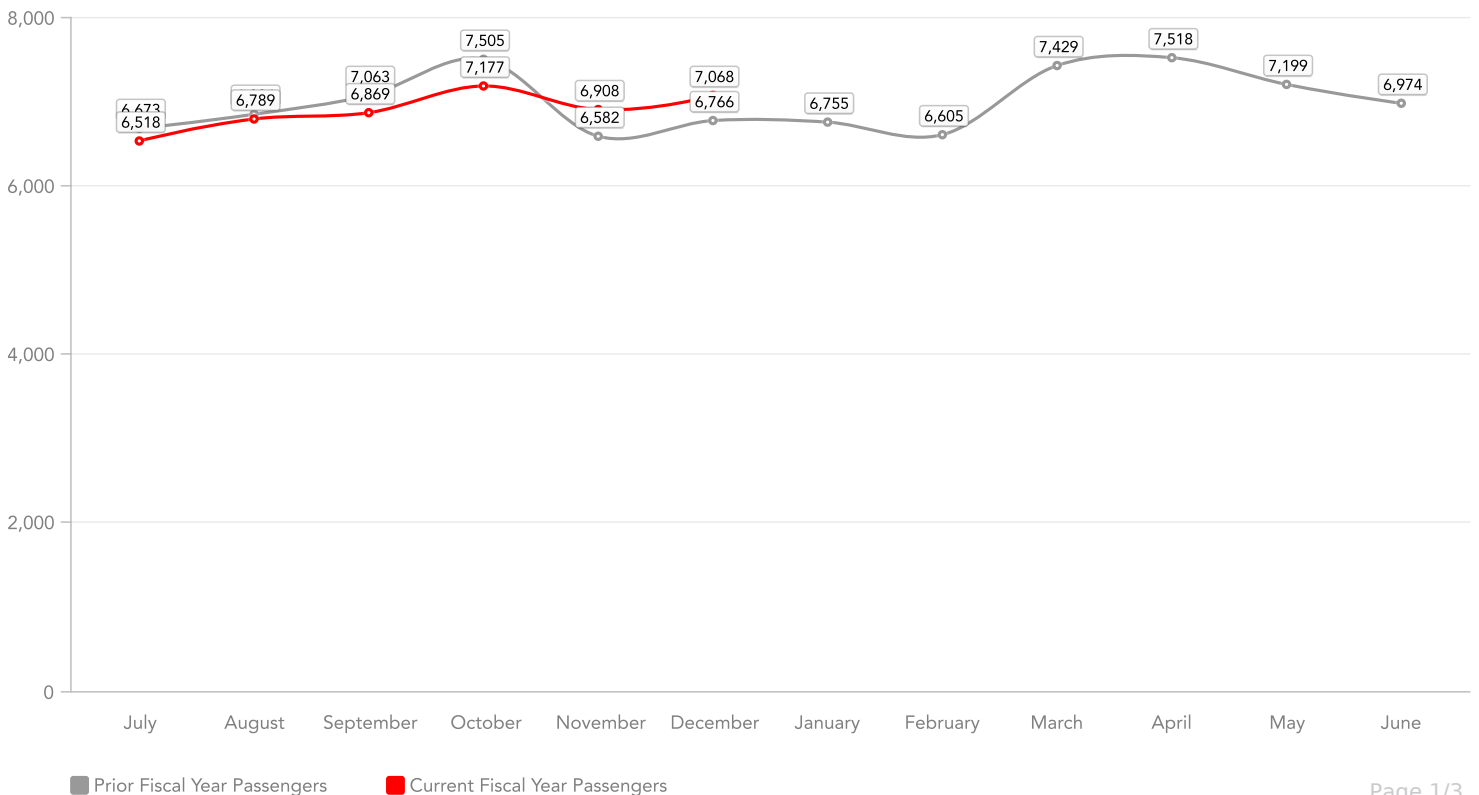
2026 All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

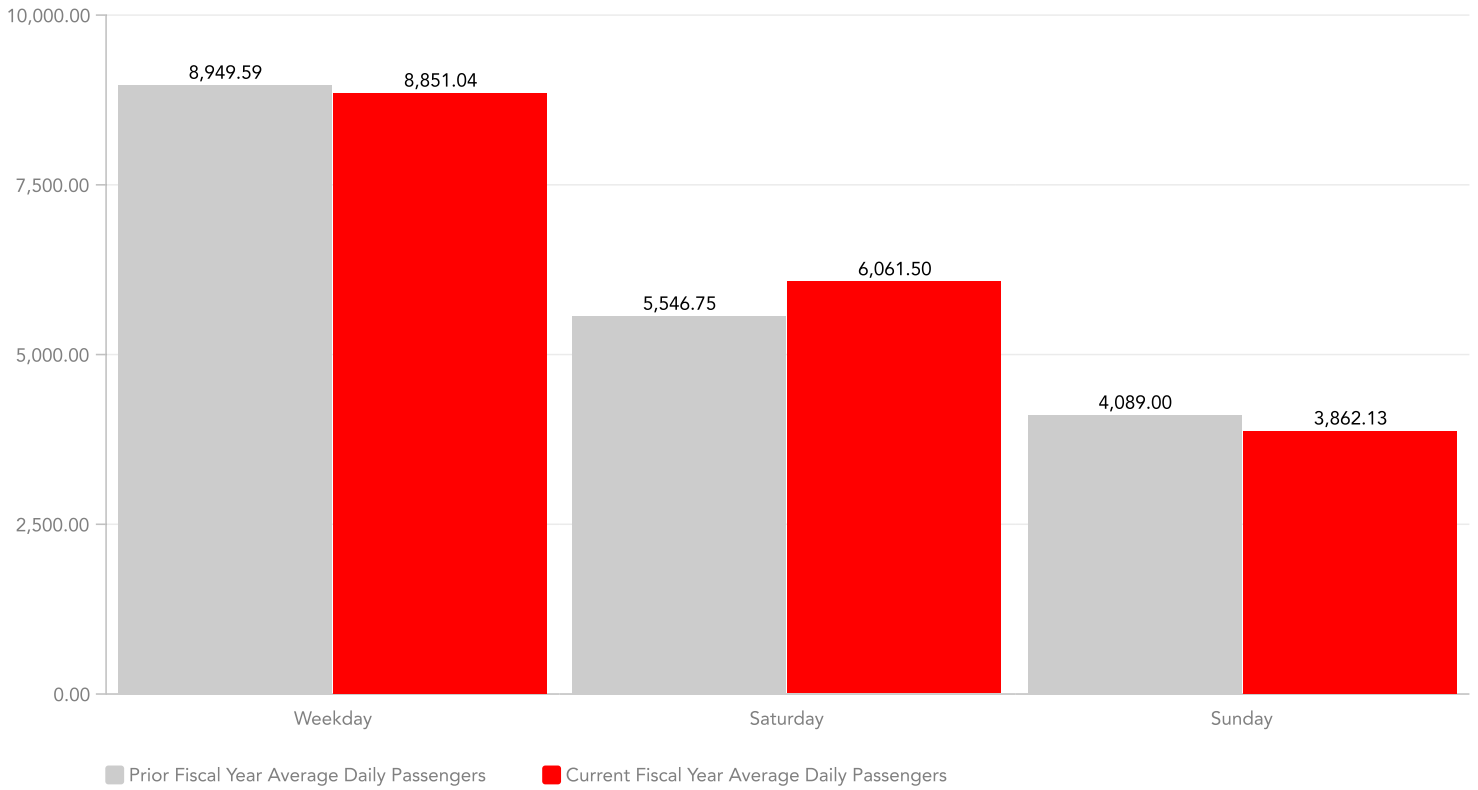


Monthly Comparison

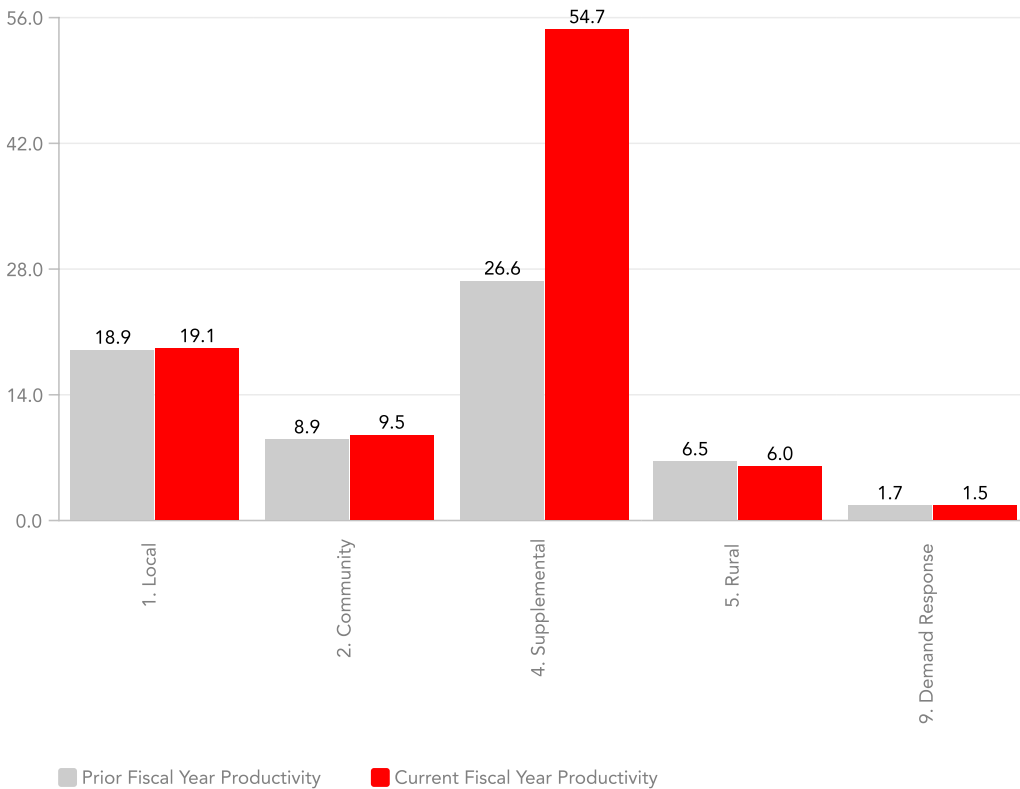
MONTH

Dec

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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April 6, 2026

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

Subject: General Manager Report – Monthly Report: January 2026

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 January 31, 2026. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced a slight dip in **systemwide ridership** in January 2026. Total ridership was 5% lower than the previous year (January 2025) and 2% lower than pre-COVID (January 2020).

Matching the systemwide trend, **fixed route ridership** dipped this month, with ridership being 5% lower than the previous year (January 2025) and 4% higher than pre-COVID (January 2020).

Yellow Bus ridership was steady this month, with ridership 2% higher than the previous year (January 2025).

Marin Access ridership also dipped this month, with ridership being 8% lower than the previous year (January 2025).

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 that reads "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

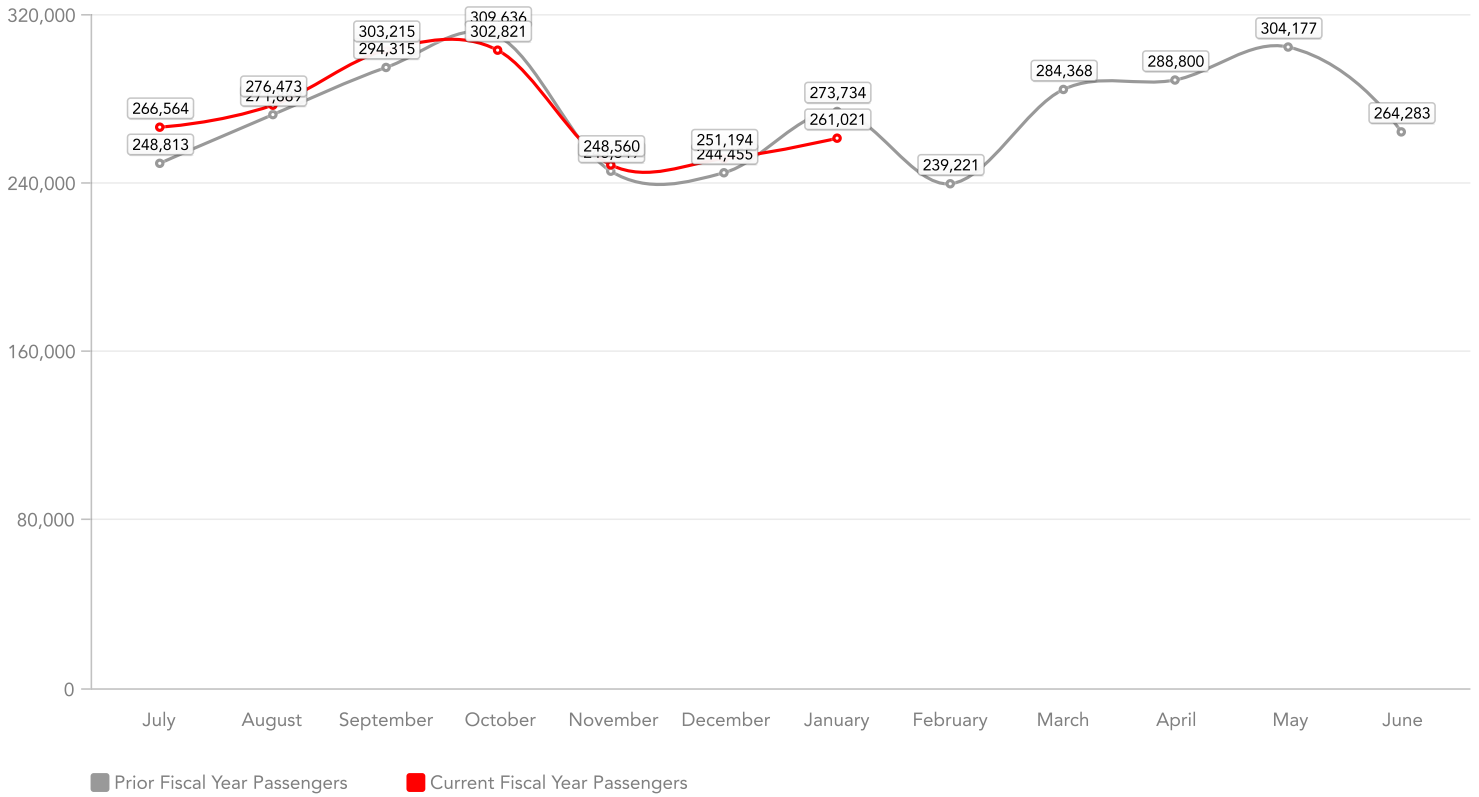
Month: January 2026		Program							Total
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide		
Commendation	3	0	0	0	30	0	1	34	
Service Delivery Complaint	48	3	4	1	6	0	0	62	
Accessibility	1	0	0	0	1	0	0	2	
Driver Conduct Complaint	15	1	0	0	2	0	0	18	
Driving Complaint	12	1	1	1	1	0	0	16	
Early Trip	0	0	0	0	0	0	0	0	
Equipment Issue	0	0	1	0	0	0	0	1	
Farebox	0	0	0	0	0	0	0	0	
Late Trip	2	0	0	0	0	0	0	2	
Missed Connection	0	0	0	0	0	0	0	0	
Missed Trip	1	0	0	0	0	0	0	1	
No-Show	2	0	2	0	2	0	0	6	
Off-Route	1	0	0	0	0	0	0	1	
Pass-Up Complaint	14	1	0	0	0	0	0	15	
Service Structure Complaint	4	1	0	0	3	0	0	8	
Bus Stop Improvement Request	1	0	0	0	0	0	0	1	
Fares	0	0	0	0	0	0	0	0	
Other Complaint	0	0	0	0	0	0	0	0	
Scheduling Complaint	1	0	0	0	3	0	0	4	
Service Improvement Suggestion	2	1	0	0	0	0	0	3	
Safety Complaint	0	0	0	0	0	0	0	0	
Total Service Hours	10,327	3,320	1,352	192	2,295	0	17,414	17,414	
Commendations per 1,000 Hours	0.3	0.0	0.0	0.0	13.1	-	0.1	2.0	
Complaints per 1,000 Hours	5.0	1.2	3.0	5.2	3.9	-	0.0	4.0	
Total Passengers	199,575	34,247	9,457	6,564	3,587	2,616	267,224	267,224	
Commendations per 1,000 Passenger	0.0	0.0	0.0	0.0	8.4	0.0	0.0	0.1	
Complaints per 1,000 Passengers	0.3	0.1	0.4	0.2	2.5	0.0	0.0	0.3	

Attachment A

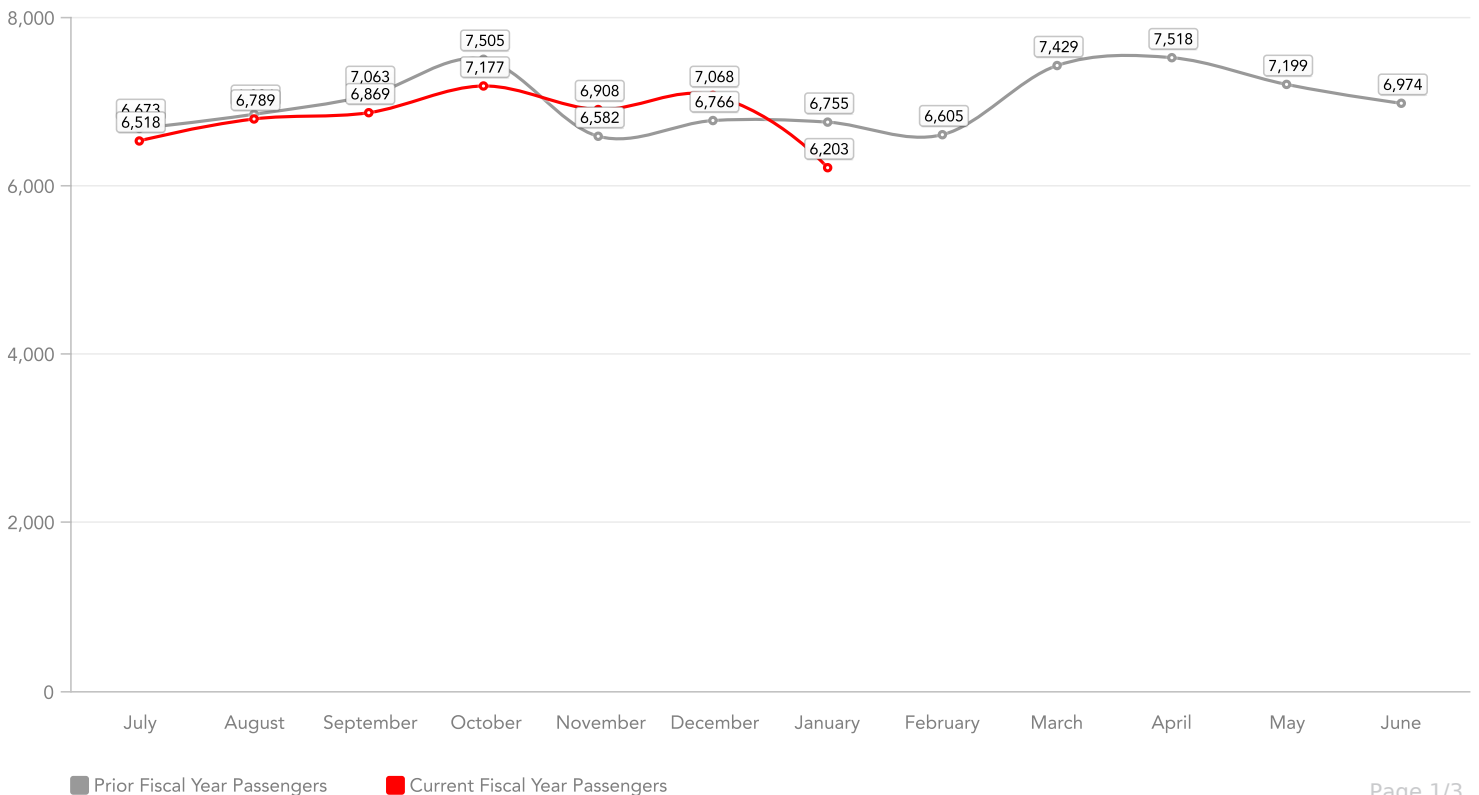
FISCAL YEAR: 2026
 MONTH: All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

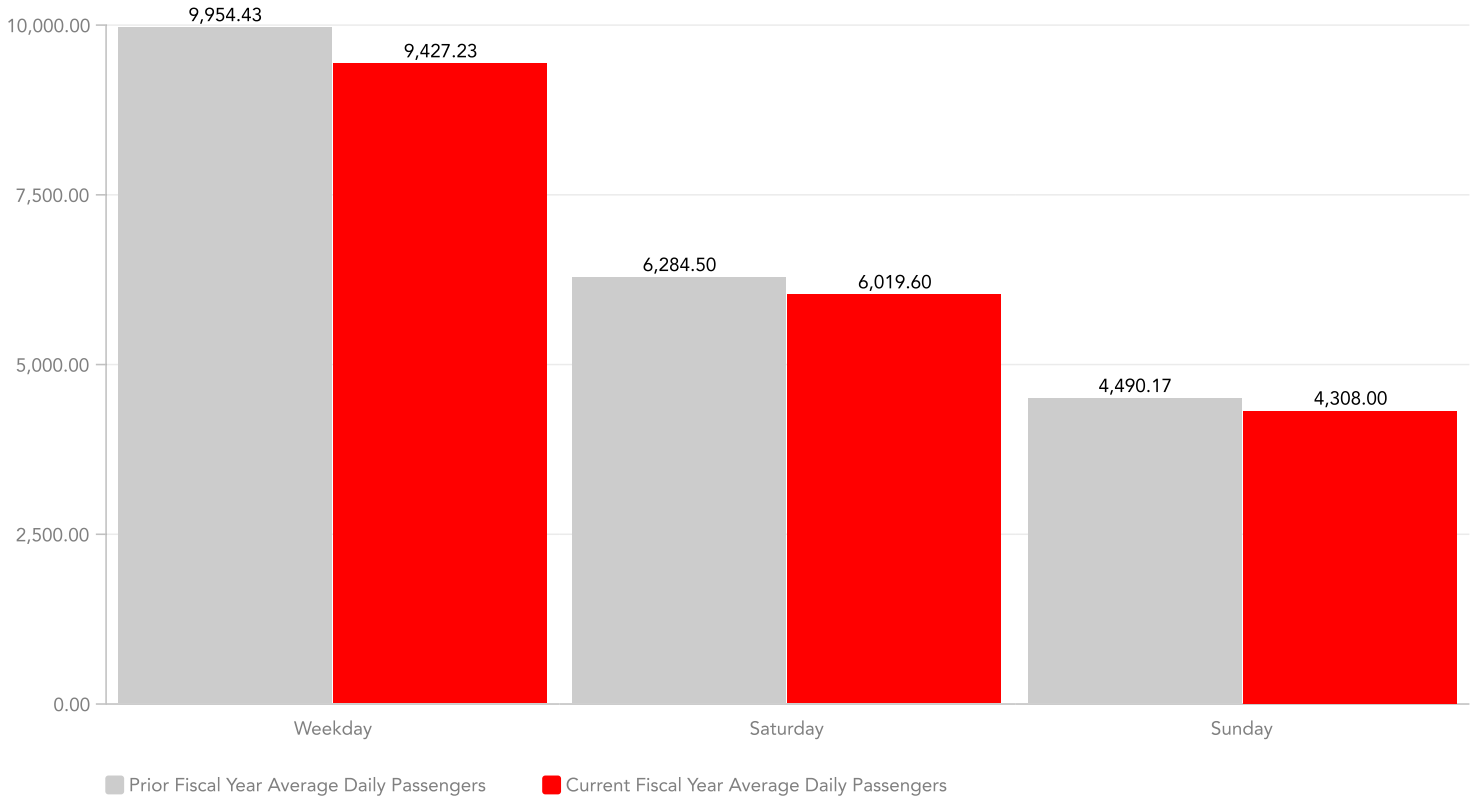


Monthly Comparison

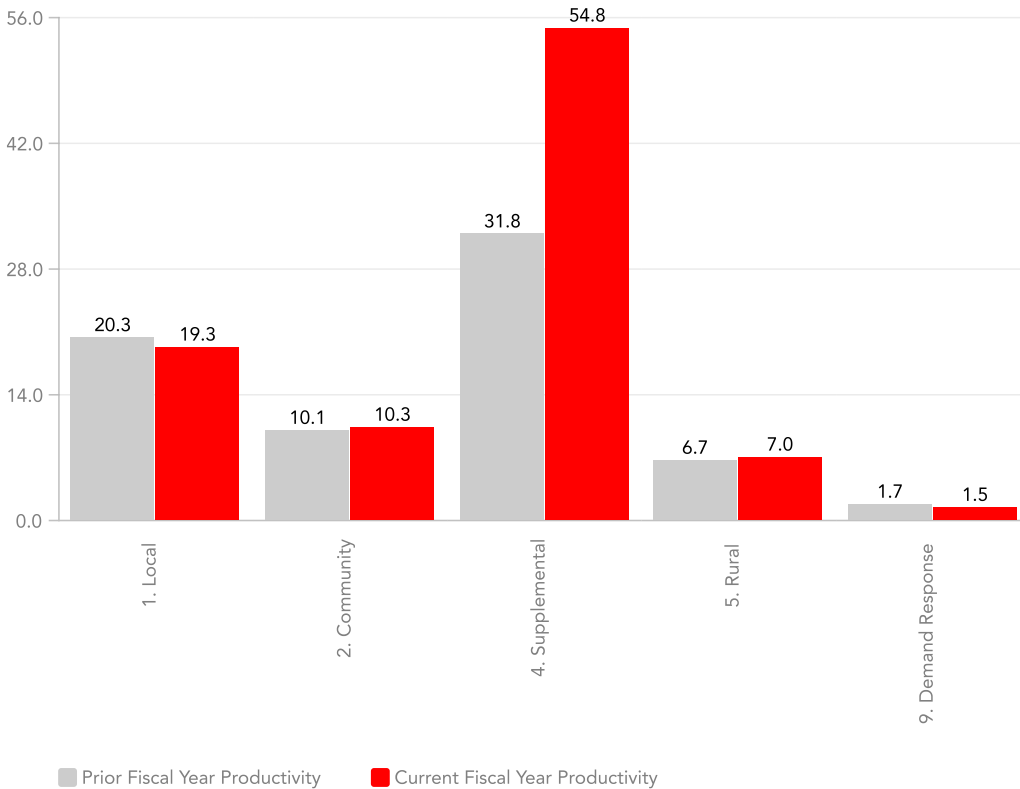
MONTH

Jan

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

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, March 2, 2026 at 9:30 A.M.

Roll Call

Present: Vice President Casissa, Second Vice President Bushey, Director Colbert, Director Rodoni, Director Lucan, Director Llorens-Gulati

Absent: President Sackett, Director Moulton-Peters

Director Llorens Gulati was in attendance as a non-voting member.

Board Vice President Casissa opened the meeting at 9:35 A.M.

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

Vice President Casissa asked if any member of the public wished to speak. Seeing none, he called for Board of Directors' Matters.

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

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

3. [General Manager's Report](#)

- a. [General Manager's Oral Report](#)
- b. [Monthly Monitoring Report: October 2025](#)
 - i. [Item 3b – Staff Report](#)
- c. [Monthly Monitoring Report: November 2025](#)
 - i. [Item 3c – Staff Report](#)

General Manager Robert Betts shared that on February 1, 2026, the District's website and staff emails were transitioned from a .ORG domain to a .GOV domain. Mr. Betts reported on the free fare promotion for Transit Equity Day on February 4, 2026. He outlined the bus stop lighting assessment project, which is focused on the Canal neighborhood in San Rafael and West Marin County. Mr. Betts announced that a Federal Transit Administration (FTA) 5310 grant was recently awarded to the District. He congratulated the Golden Gate Bridge, Highway & Transportation District on their recent San Rafael Transit Center

Relocation funding award. Mr. Betts reported on fixed route and demand response ridership from October and November 2025.

4. [Consent Calendar](#)

- a. [Minutes for January 5, 2026 Board Meeting](#)
- b. [Federal Legislative Report](#)
- c. [Marin County Transit District Second Quarter FY 2025/26 Financial Report](#)
- d. [Purchase Agreement with Gillig for Four Low-Floor Battery Electric Buses, Six Low-Floor Hybrid Buses, and Five Low-Floor Clean Diesel Buses](#)
- e. [Marin Transit Annual Single Audit for FY 2024/25](#)
- f. [Third Amendment with Bauer's Intelligent Transportation for Seasonal Muir Woods Shuttle Service \(#1355\)](#)
- g. [Third Amendment with Transdev Services, Inc. for Operations of Marin Access Services and Programs \(#1356\)](#)
- h. [First Amendment to the Agreement with Golden Gate Bridge, Highway & Transportation District \(#1332\)](#)
- i. [Contract \(#1354\) with Interactive Resources, Inc. for Facility Renovation Design and Engineering Improvements for 600 Rush Landing Road and 3000 Kerner Boulevard](#)

Director Rodoni asked about the future of the District's agreement with Transdev Services, Inc.

Mr. Betts detailed the proposed amendments in agenda items 4f, 4g, and 4h.

Recommended Action: Approve.

M/s: Director Colbert – Director Rodoni

Ayes:, Vice President Casissa, Second Vice President Bushey, Director Colbert, Director Rodoni, Director Lucan

Noes: None

Absent: President Sackett, Director Moulton-Peters

Abstain: None

5. [Marin Transit Fare Collection, Programs, and Policies Update](#)

Staff Report

Director of Planning Cathleen Sullivan summarized the 2024 Fare Study recommendations, noting the implications and status of each recommendation. Ms. Sullivan explained what the final fare payment environment will look like for the District's fixed-route service and listed new Clipper features and discounts. She reviewed how Clipper 2.0 will address barriers to using Clipper and discount passes. Ms. Sullivan outlined efforts to increase Clipper's financial inclusion and access. She reported on next Generation Clipper's implementation status. Ms. Sullivan provided more information regarding the implications of the District's proposed fare policy. She presented timelines for the fare policy change and the fare collection equipment transition.

Director Llorens Gulati asked for more information about which riders use cash transfers. She asked about options for riders who do not have a credit card, bank account, or Clipper Card.

Ms. Sullivan replied that Clipper Cards may be distributed to riders during outreach. Riders may load funds as low as two dollars to their Clipper Card at locations including the San Rafael Transit Center. Challenges are anticipated in transitioning riders from cash to Clipper and local organizations will help with efforts to reduce barriers to Clipper discounts.

Second Vice President Bushey asked what percentage of fares are paid with cash.

Ms. Sullivan replied that about 40 to 45 percent of fares are paid with cash.

Second Vice President Bushey asked how many riders who pay with cash get a transfer.

Ms. Sullivan estimated that about one-third of riders who pay with cash get a transfer. The transfer data will be updated soon, and staff will follow up with Second Vice President Bushey.

Second Vice President Bushey asked if 15 percent of the District's riders will be disadvantaged.

Ms. Sullivan clarified that those riders will be disadvantaged if they did not transfer to Clipper, so there will be a transition window to mitigate the disadvantage.

Second Vice President Bushey asked about the process of obtaining a Clipper Card.

Ms. Sullivan explained that non-discounted adult Clipper Cards do not require an application. They are available at vending machines and customer service centers and will be distributed during outreach. Ms. Sullivan noted that fares paid with debit cards are eligible for free transfers.

Second Vice President Bushey asked which riders may pay with debit cards.

Ms. Sullivan replied that the Fare Study determined that many riders who pay with cash have access to a debit or credit card. The transition away from cash may be simple but will require education.

Second Vice President Bushey requested additional information about the outreach program.

Ms. Sullivan explained that Canal Alliance will collaborate on an outreach plan. Clipper Cards may be distributed through partnership with Canal Alliance and other community organizations. Outreach will also occur at bus stops and throughout local communities.

Second Vice President Bushey suggested that riders paying with cash be handed funded Clipper Cards while boarding the bus.

Ms. Sullivan highlighted that the outreach plan includes rider education by vehicle operators.

Second Vice President Bushey stated that the vehicle operators should provide pointed outreach by distributing Clipper Cards.

Director Lucan asked about the difference between paying fares with a Clipper Card and a debit card.

Ms. Sullivan explained that discount cards are only available through Clipper, but transfers and accumulators are available through debit cards.

Director Lucan commented that the application process for discount Clipper cards will stay the same, and riders may be accustomed to it.

Ms. Sullivan stated that many eligible riders already have discount Clipper cards. Marin Access clients may transition to discount Clipper programs under the upcoming changes. Ms. Sullivan noted that Clipper START may have the most barriers to entry of all the Clipper discount programs.

Director Lucan emphasized the importance of educating specific riders on changes and opportunities to pay with debit cards.

Director Rodoni commented that staff should consider how to reduce the number of riders left behind amidst the upcoming changes.

Director Llorens Gulati noted that depositing cash into a debit card is an extra step that riders may have to take due to the upcoming changes. She suggested there should be additional Clipper vending machines in the community.

Ms. Sullivan replied that additional Clipper vending machines are being considered.

{Director Colbert excused himself from the meeting at 10:15 AM}

Recommended Action: Receive an update on Next Generation Clipper implementation and related fare programs and policies.

6. [Capital Projects Update](#)

[Staff Report](#)

Capital Projects Manager Anna Penoyar reported on the history, elements, and status of the parking lot project at 3010/3020 Kerner Boulevard. She explained the history and key components of the Marin County Bus Stop Improvement project. Ms. Penoyar described the building modification project and parking lot project at 600 Rush Landing Road and presented the projects' timelines. She summarized the driver break room project at 3000 Kerner Boulevard and provided a project timeline. Ms. Penoyar presented an update on the project at 1075 Francisco Boulevard East.

Director Llorens Gulati asked if the bus stop at Francisco Blvd East and Medway Road has lighting or a shelter.

Ms. Penoyar explained that the bus stop has lighting but no shelter.

Director Llorens Gulati asked about accessibility at the bus stop at Francisco Blvd East and Medway Road.

Ms. Penoyar responded that the bus stop is fully accessible per the Americans with Disabilities Act (ADA).

Director Llorens Gulati asked if staff from the Transportation Authority of Marin (TAM) and the City of San Rafael are involved in project coordination at 1075 Francisco Boulevard East. She asked if environmental factors, including soil, bay mud, and sea level rise, are being considered.

Ms. Penoyar stated that soil surcharge and other environmental factors were included in environmental documentation for the project at 1075 Francisco Boulevard East. Additional environmental factors will be addressed in the design phase. Ms. Penoyar added that staff from TAM and the City of San Rafael are involved in project coordination.

General Manager Robert Betts clarified what communication occurred with staff from TAM and the City of San Rafael.

Vice President Casissa asked if the Marin County Bus Stop Improvement project will continue.

Ms. Penoyar responded that feedback about bus stops is constantly gathered and bus stop improvements are ongoing. A current rider survey about bus stops will contribute to the development of guidelines and future projects.

Recommended Action: Discussion item.

Adjourn Vice President Casissa adjourned the meeting at 10:37 A.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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City of San Rafael

April 6, 2026

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 who provide a monthly Federal Update. The attached monthly report for February 2026 provides an appropriations update, legislative activity, federal funding opportunities, and federal agency actions and personnel changes.

Respectfully Submitted,

Robert Betts
General Manager

Attachment A: Federal Update February 2026

Federal Appropriations Update

In February, Congress completed action on five of the six remaining Fiscal Year (FY) 2026 appropriations bills. After Senate consideration of [H.R. 7148](#) stalled amid negotiations over immigration enforcement and funding levels for the Department of Homeland Security (DHS), negotiators agreed to remove the Homeland Security title from the package and proceed with the remaining five bills: Defense; Financial Services–General Government; Labor–HHS–Education; State–Foreign Operations; and Transportation–HUD.

To allow additional time for DHS negotiations, Congress instead advanced a short-term continuing resolution (CR) for the Department of Homeland Security through February 13. A brief partial federal government shutdown began on January 31 due to a lapse in appropriations. The Senate passed the revised five-bill package, the House approved it on February 3, and the President signed it into law later that day, formally completing appropriations for those five measures and ending the broader partial shutdown.

The standalone DHS continuing resolution expired on February 13 without enactment of full-year appropriations or an additional extension. On February 24, the Senate voted 50-45 on a motion to advance the House-passed DHS appropriations bill ([H.R. 7147](#)), but the measure failed to reach the 60-vote threshold required to proceed. Senate Democratic leadership has continued to press for changes to immigration enforcement policy, while Republicans have warned of operational impacts across DHS agencies. Most DHS operations have continued because many functions are classified as essential under federal shutdown procedures. DHS also received supplemental appropriations through the *One Big Beautiful Bill Act* ([H.R. 1](#)), signed into law by President Trump last July.

While FY26 funding for DHS remains unresolved, Congress has also begun shifting attention to the FY27 appropriations cycle. Many Senators and Representatives are currently accepting programmatic and community project funding requests for FY27. Formal guidance from the House and Senate Appropriations Committees has not yet been released, and the President's FY27 budget request has also not yet been transmitted to Congress. As a result, timelines and eligibility parameters for FY27 requests may be subject to change once official materials are issued.

Trump Administration Appointments

President Trump announced the following infrastructure related appointments to his administration in February:

<u>Department/Agency</u>	<u>Position</u>	<u>Appointee</u>
Energy	Under Secretary	Kyle Haustveit
Interior	Assistant Secretary for Insular, International, and Ocean Affairs	William Hague
Interior	Assistant Secretary for Fish and Wildlife	Kevin Lilly
Interior	Director, National Park Service	Scott Socha

LEGISLATIVE ACTIVITY

Senate Committee Approves Transportation-Related Nominations. On February 3, the Senate Commerce, Science, and Transportation Committee approved the following transportation-related nominations:

- John DeLeeuw, to be a Member of the National Transportation Safety Board (NTSB)
- Daniel Edwards, to be Assistant Secretary of Transportation for Aviation and International Affairs
- Ryan McCormack, to be Under Secretary of Transportation for Policy

The nominations now move to the full Senate for consideration.

Senate Committee Holds Hearing on Self-Driving Cars. On February 4, the Commerce, Science, and Transportation Committee held a [hearing](#) titled “Hit the Road, Mac: The Future of Self-Driving Cars.” Witnesses included representatives from Tesla, Waymo, and the Autonomous Vehicle Industry Association. In his opening statement, Chair Ted Cruz (R-TX) emphasized that Congress must establish a clear federal framework for autonomous vehicles because the lack of unified standards from federal regulators and the resulting patchwork of state laws is hindering innovation, safety, and U.S. leadership in the technology.

Bipartisan House Bill Introduced to Direct More Federal Resources to Local and Regional Transportation Needs. Rep. Kristen McDonald Rivet (D-MI) and Rep. Rob Bresnahan (R-PA) introduced the *Bridges and Safety Infrastructure for Community Success (BASICS) Act (H.R. 7437)* to revise the structure of core federal highway formula programs, increase flexibility for states and local governments, and expand guaranteed funding access for bridge repair and safety projects. The bill would adjust apportionment percentages to shift funding from the National Highway Performance Program into the Surface Transportation Block Grant program and the Highway Safety Improvement Program (HSIP). It would also increase funding for metropolitan planning and create a dedicated funding stream for regional

transportation planning organizations. The legislation would extend the *Infrastructure Investment and Jobs Act* Bridge Formula Program, with 25 percent of funds required to be suballocated by population to ensure access for local governments. The bill would also require states to suballocate 25 percent of HSIP funding using a similar structure. Additional provisions intend to protect suballocated funds from transfer, reinforce local and regional project selection authority, establish a new rural transportation planning program with a 100 percent federal cost share, and modernize metropolitan planning eligibility and administrative processes. This bill is supported by the Local Officials in Transportation (LOT) Coalition, which includes the National League of Cities, National Association of Counties, U.S. Conference of Mayors, Association of Metropolitan Planning Organizations, National Association of Development Organizations, and National Association of Regional Councils.

CONGRESSIONAL LETTERS

House Democrats Urge GAO Review of Proposed FEMA Workforce Cuts. House Homeland Security Committee Ranking Member Bennie Thompson (D-MS) and Emergency Management and Technology Subcommittee Ranking Member Timothy Kennedy (D-NY) sent a [letter](#) to the Government Accountability Office (GAO) requesting an investigation into reported plans by the Department of Homeland Security (DHS) to significantly reduce staffing at the Federal Emergency Management Agency (FEMA). The lawmakers cited reports that DHS may cut more than 10,000 FEMA employees—approximately half the agency’s workforce—including large numbers of Cadre of On-Call Response and Recovery (CORE) staff, who comprise roughly 40 percent of FEMA personnel. They argue that such reductions could conflict with statutory protections that bar actions that substantially or significantly reduce FEMA’s functions. The letter asks GAO to assess whether the workforce changes comply with federal law, evaluate how staffing reductions would affect FEMA’s operational readiness, and determine whether DHS conducted risk analyses regarding the agency’s ability to fulfill its disaster response mission.

Senators Urge Withdrawal of Proposed 2025 WOTUS Rule. Senator Adam Schiff (D-CA) led 15 of his Senate colleagues in sending a [letter](#) to EPA Administrator Lee Zeldin and Assistant Secretary of the Army for Civil Works Adam Telle urging their agencies to abandon their proposed 2025 Waters of the United States (WOTUS) rule under the *Clean Water Act*. The senators argue the proposal—intended to implement the Supreme Court’s decision in *Sackett v. EPA*—goes beyond the Court’s holding by further narrowing federal jurisdiction over wetlands, tributaries, and intermittent streams. They cite EPA analysis estimating that only 19% of existing nontidal wetlands would remain federally protected under the proposed rule, with other studies suggesting even lower coverage. The letter contends the rule is legally unnecessary, inconsistent with congressional intent, and would shift pollution control and flood mitigation burdens to downstream communities and states.

FEDERAL FUNDING AWARDS

FTA Announces Bus and Bus Facilities Grant Awards. FTA has [announced](#) approximately

\$390 million in Bus and Bus Facilities grants, supporting 34 projects in 19 states and Puerto Rico.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

President Trump Delivers State of the Union Address. On February 24, President Trump delivered the first [State of the Union address](#) of his second term, speaking for about one hour and 48 minutes—the longest in history before a joint session of Congress. The speech outlined his Administration’s record and priorities for the year ahead, including the economy, trade and tariffs, taxes, immigration, health care, energy, elections, AI, and foreign policy.

OMB Directs \$1.5 Billion in Health and Transportation Funding Rescissions from Four States. On February 5, the White House Office of Management and Budget (OMB) directed the rescission of approximately \$1.5 billion in federal funding to California, Colorado, Illinois, and Minnesota, including \$602 million in Centers for Disease Control and Prevention (CDC) public health grants and \$943 million in Department of Transportation (DOT) funding. The health funding cuts were quickly challenged in court. On February 12, Judge Manish S. Shah of the U.S. District Court for the Northern District of Illinois granted a [temporary restraining order](#), finding plaintiffs were likely to succeed on Administrative Procedure Act and constitutional claims and concluding the funding actions may be arbitrary, capricious, and an unlawful use of appropriated funds for unrelated policy objectives. Separate and ongoing litigation continues regarding DOT’s pauses and withholding of electric vehicle and related transportation infrastructure funding.

Supreme Court Strikes Down Tariffs Imposed Under IEEPA. On February 20, the Supreme Court of the United States ruled 6-3 that President Trump lacked authority under the *International Emergency Economic Powers Act* (IEEPA) to impose sweeping tariffs through a series of executive orders. The [decision](#) invalidates both the “trafficking” tariffs targeting China, Canada, and Mexico and the broader “reciprocal” tariffs applied to imports from most countries. Writing for the majority, Chief Justice John Roberts concluded that IEEPA’s authorization to “regulate” importation does not include the power to impose tariffs and that Congress did not clearly delegate such economically significant authority. The Court did not address whether importers must be refunded for duties already collected. Within hours of the ruling, President Trump signed a [proclamation](#) invoking Section 122 of the *Trade Act of 1974* to impose a 10% ad valorem import duty effective February 24. The Administration stated the action is intended to address current account deficits, stem dollar outflows, and incentivize domestic production. Certain goods are excluded from the temporary duty, including specified critical minerals, energy products, pharmaceuticals, select electronics, certain vehicles and aerospace products, informational materials, USMCA-compliant goods from Canada and Mexico, goods subject to existing Section 232 measures, and certain CAFTA-DR textiles. In a separate executive order, the President reaffirmed the suspension of duty-free de minimis treatment for low-value shipments, which will also be subject to the Section 122 tariff. On February 21, President Trump announced he would raise the temporary global tariff rate to 15%, the statutory maximum under Section 122, citing the Supreme Court’s decision. The Administration also indicated it may pursue additional tariff actions under other statutory authorities, including Section 301 investigations by the Office of the U.S. Trade Representative.

CEQ Launches “CE Works” Pilot to Streamline NEPA Reviews. The Council on Environmental Quality (CEQ) [announced](#) a “CE Works” pilot program, a digital platform designed to streamline categorical exclusion (CE) determinations under the *National Environmental Policy Act*. Developed with the General Services Administration, the tool creates a standardized digital workflow for agencies to apply, review, and document CEs, with the goal of accelerating federal permitting for infrastructure and energy projects. The pilot will begin with the Bureau of Land Management’s Moab Field Office, with broader rollout anticipated.

DOT Publishes Research to Support Establishing a National Strategy for Transportation Digital Infrastructure RFI. On February 4, the Department of Transportation (DOT) published a [request for information](#) (RFI) seeking public and stakeholder input on the research and development activities needed to modernize the nation's transportation system through the application of digital infrastructure at scale. Responses will inform a coordinated national strategy for the development and deployment of Transportation Digital Infrastructure. This strategy will serve as the framework for the next generation of the transportation system across all modes (highway, rail, air, maritime, transit, pipeline) supporting multimodal operations, safety, asset management, and the accelerated deployment of new and emerging technologies. Comments are due by March 6, 2026.

DOT Solicits ITSPAC Nominations. DOT is [soliciting](#) nominations for membership to serve on the Intelligent Transportation Systems Program Advisory Committee (ITSPAC), which is intended to provide information, advice, and recommendations to the Secretary of Transportation on matters relating to Intelligent Transportation Systems (ITS) program needs, objectives, plans, approaches, contents, and progress. The Committee shall report to the Secretary through the Intelligent Transportation Systems Joint Program Office, and shall comprise no more than 25 members, representing a balance between metropolitan and rural interests. Nominations are due by March 16, 2026.

EPA Finalizes Rescission of Greenhouse Gas Endangerment Finding and Vehicle GHG Standards. On February 12, the Environmental Protection Agency finalized a [rule](#) rescinding the 2009 Greenhouse Gas Endangerment Finding under Section 202(a) of the *Clean Air Act* and repealing all greenhouse gas (GHG) emission standards for light-, medium-, and heavy-duty on-highway vehicles and engines. The 2009 finding had served as the legal prerequisite for regulating GHG emissions from new motor vehicles and engines. With its rescission, EPA states it no longer has statutory authority to prescribe GHG standards for these sources. Accordingly, the final rule removes all existing and future regulatory requirements related to the measurement, control, and reporting of GHG emissions for highway vehicles and engines, including prior model years. EPA has stated that the rule affects only greenhouse gas standards and does not alter existing regulations governing traditional criteria air pollutants.

FHWA Proposes Modification of Buy America Waiver Requirements for EV Chargers. The Federal Highway Administration (FHWA) is [seeking comments](#) on a proposal to modify its February 2023 Waiver of Buy America Requirements for Electric Vehicle (EV) Chargers. FHWA is proposing to modify the waiver to increase the cost threshold of components manufactured in the United States for EV chargers used in Federal-aid highway projects from 55 percent to up to 100 percent of the cost of all components. Following review and

consideration of comments, FHWA will determine whether it should continue, modify, or discontinue the waiver. Comments are due by March 16, 2026.

FTA Terminates Metropolitan Transportation Planning Rulemaking. On February 2, the Federal Transit Administration (FTA) [terminated its rulemaking](#) titled “Statewide and Nonmetropolitan Planning; Metropolitan Transportation Planning,” which would have proposed updates to its transportation planning regulations. FTA formally withdrew the rule from FTA's Spring 2025 Unified Agenda of Regulatory and Deregulatory Actions. The termination was made on February 2, 2026.

FTA Publishes Emergency Relief Docket for CY 2026. FTA has published the [emergency relief docket](#) for calendar year (CY) 2026 so grantees and subgrantees affected by a national or regional emergency or disaster may request temporary relief from FTA administrative and statutory requirements.

GAO Publishes Report on Accessing Airports with Available Public Transit Options. GAO has published a [report](#) titled “Accessing Airports: Available Public Transit Options and Efforts to Promote Their Use.” The report finds that nearly all 51 large, medium, and small commercial airports reviewed have some form of public transit access. Most large-hub airports have rail service, while smaller airports generally rely on bus connections. It shows that actual use of public transit by passengers and airport employees varies widely and is influenced by factors like cost, travel time, convenience, and familiarity with services. The report highlights that many airports have begun implementing transportation demand management (TDM) strategies—such as improved signage, incentives, and partnerships with transit agencies—to promote greater transit use, and that a small number have set goals and plan to assess the effects of these strategies. While the report does not prescribe one-size-fits-all solutions, it underscores the need for continued coordination, investment, and better data collection and assessment to help airports and federal partners understand and improve transit access and usage.

Treasury Proposes New Data Collection System for Federal Aid Programs. On February 4, the Department of the Treasury [proposed](#) creating a new government-wide data system to collect and store detailed information tied to Treasury-administered financial assistance programs, including State and Local Fiscal Recovery Funds, Capital Projects Fund, Emergency Rental Assistance, Homeowner Assistance Fund, and small business credit programs. Treasury states the system would be used for compliance oversight, fraud prevention, audits, and research. The proposal would allow Treasury to collect and maintain personal and financial information related to program beneficiaries, subrecipients, contractors, and associated individuals. Comments are due by March 6, 2026.

##



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City of San Rafael

April 6, 2026

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

Subject: Metropolitan Transportation Commission Resolution for Transportation Development Act and State Transit Assistance Funds FY 2026/27

Dear Board Members:

Recommendation

Approve Resolution 2026-01 authorizing the filing of an application with the Metropolitan Transportation Commission for Transportation Development Act/State Transit Assistance Funds for FY 2026/27.

Summary

Marin Transit staff is preparing an application to the Metropolitan Transportation Commission (MTC) for Transportation Development Act funds (TDA) and State Transit Assistance funds (STA). This application requires that your Board approve the attached resolution.

TDA funding is generated from a statewide quarter-cent sales tax. Marin Transit and Golden Gate Bridge Highway and Transportation District (GGBHTD) share these funds in Marin County based on a formula determined in our local service agreement. The formula is defined as 50 percent based on the proportion of total hours operated and 50 percent on the proportion of passengers.

The State apportions STA funding to transit operators in two ways:

- Revenue based – Distributed to operators based on the amount of local revenue that a transit operator generates; and
- Population based – Distributed to Counties based on the county's population.

The State Controller directly apportions revenue-based STA to all eligible transit operators, including Marin Transit. MTC allocates the STA population-based funds to transit operators based on a regional policy. MTC revised the regional policy due to the passage of new state legislation for transportation funding (SB1). The three eligible transit operators in Marin County—Marin Transit, Golden Gate Bridge Highway and Transportation District, and SMART—signed an agreement in FY 2017/18 to split STA population-based funds based



on ridership and the amount of service provided (service hours) to address MTC’s new STA Population-Based Policy (MTC Resolution 4321).

Fiscal/Staffing Impact

MTC approval of Marin Transit’s funding application will provide approximately \$9.1 million in TDA revenue and \$3.9 million in STA funding to support the District’s operations. The expected revenue will be included in the FY 2026/27 Marin Transit Budget and is summarized in Table 1. Together these funding sources represent 27% of the District’s anticipated FY 2026/27 operations revenue. These amounts are based on MTC’s February 2026 fund estimate.

Table 1: Marin Transit’s Anticipated FY 2026/27 TDA and STA Claims

Revenue	Marin Transit FY2027 Anticipated Claim	Notes
Transportation Development Act (TDA)	\$9,105,047	Marin Transit shares Marin County’s allocation with GGBHTD based on proportions of revenue hours and passengers. District’s share of County funding for TDA decreased to 53% from 55% in prior year as GGBHTD and SMART have slowly increased ridership. Allocation decreased by 3% from prior year due to a lower FY 2026/27 revenue estimate.
State Transit Assistance (STA – Revenue Based)	\$2,500,000	District’s annual allocation is \$1.8 million and the District has a \$726k prior year balance. Request is based on funds needed in FY 2026/27 and the District will have a remaining balance of \$73,730 after this allocation.
State Transit Assistance (Population Based) – Marin County Block Grant	\$1,469,192	Marin Transit shares MTC’s allocation to Marin County with GGBHTD and SMART based on proportions of total service hours and passengers within Marin County. District’s share slightly decreased to 51% from 52% in prior year. Allocation decreased by \$364k due to a lower FY 2026/27 revenue estimate to the County and lower carry forward.
State Transit Assistance (STA - Population Based) Paratransit	\$60,000	This is funding from the above allocation pool to support paratransit service.

Respectfully submitted,

Grisel Martinez Brennan
Grants Manager



Attachment A: Resolution No. 2026-01 Authorizing the Filing of an Application with the Metropolitan Transportation Commission for Transportation Development Act 4.0/State Transit Assistance Funds for FY 2026/27

RESOLUTION NO. 2026-01

**RESOLUTION OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS
AUTHORIZING THE FILING OF AN APPLICATION WITH THE METROPOLITAN
TRANSPORTATION COMMISSION FOR TRANSPORTATION DEVELOPMENT ACT 4.0/STATE
TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2026/27**

WHEREAS, the Transportation Development Act (TDA), Pub Util. Code 99200 et. seq. provides for the disbursement of funds from the Local Transportation Funds of the County of Marin for use by eligible claimants for the purpose of providing local public transit service; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal Adm. Code 660 et. seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Funds shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code 99310 et seq., and

WHEREAS, the STA fund makes funds available pursuant to Public Utilities Code Section 99313 and 99314 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, TDA and STA funds from the Local Transportation Fund of Marin County funds will be required by Marin County Transit District in Fiscal Year 2026/27 for providing public transportation; and

WHEREAS, the Marin County Transit District is an eligible claimant for TDA/STA funds pursuant to Public Utilities Code §99260;

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 file an appropriate TDA/STA application together with all necessary supporting documents with the Metropolitan Transportation Commission for an allocation of TDA/STA funds in Fiscal Year 2026/27 on behalf of the Marin County Transit District.

APPROVED AND PASSED this 6th day of April 2026.

Mary Sackett, President

ATTEST:

Robert Betts, General Manager



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Alternate
City of San Rafael

April 6, 2026

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

Subject: Mid-Life Bus Battery Refurbishment on 11 Hybrid Buses

Dear Board Members:

Recommendation

Authorize the General Manager to approve Golden Gate Transit's estimate to perform the mid-life battery refresh on 11 hybrid buses owned by Marin Transit and operated and maintained by Golden Gate Transit and approve Budget Amendment 2026-06. The project cost shall not exceed \$865,000.

Summary

Staff recommends that your Board authorize the General Manager to approve Golden Gate Transit's (GGT) estimate and direct them to proceed with the mid-life battery refresh on 11 buses they maintain and operate as part of our Interagency Agreement. GGT will order the Energy Storage System (ESS) kits through W.W. Williams, Allison Transmission's premier distributor and service provider in the Western United States.

The GGT maintenance team will perform the labor and invoice Marin Transit for both parts and labor. These 11 Gillig buses have been in local service since early 2020 and are expected to remain in service until 2032, the end of their useful life.

Background

In 2019, Marin Transit purchased 11 Gillig hybrid buses for local service and assigned them to the GGT contract. Mid-life refurbishment is a proactive maintenance activity intended to ensure optimal performance and support the full 12-year life expectancy of a hybrid transit bus. This work is recommended by manufacturer and is a common practice for hybrid systems. Marin Transit will benefit from the following:

- Extended life of the nickel-metal hydride batteries
- A comprehensive inspection of the ESS to verify that all components are in safe operating condition
- Preventative maintenance of other high-value ESS-related components, such as the Dual Power Inverter Module (DPIM)
- A two-year, unlimited-mileage warranty on the full ESS refresh kits



Fiscal/Staffing Impact:

The mid-life battery refreshment for the 11 ESS battery refresh kits and installation labor will not exceed \$865,000. This required battery work is 80% funded with Federal Transit Administration (FTA) Section 5307 funds, programmed through Metropolitan Transportation Commission's (MTC's) Transit Capital Priorities (TCP) program. The local match is funded with Measure AA sales tax revenue.

This project is included in the FY 2025/26 Capital Budget as '20 Hybrid Bus Battery Replacements- HZ' and includes the mid-life hybrid battery refresh for 20 hybrid vehicles (nine 2017 buses and 11 2019 buses). Work has already been completed on the nine 2017 vehicles and this agreement will fund work on the remaining 11 2019 vehicles. The proposed budget amendment 2026-06 will increase the total project for all 20 vehicles by \$238,150 to \$1,538,150. The budget amendment incorporates additional FTA Section 5307 funds and Measure AA local matching funds to address the project's cost increases. With budget amendment 2026-06 and expenditure for the nine 2017 buses completed last year, there will be \$903,695 in available budget remaining for project expenses and staff time associated with this project.

Respectfully Submitted,

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

Mohamed Osman
Senior Operations Analyst

Attachment A: List of Vehicles to be Serviced

Attachment A

Vehicle #	VIN	License #	Subfleet
2001	15GGD3011K3195002	1432091	2019 40' Gillig Hybrids
2002	15GGD3013K3195003	1432092	2019 40' Gillig Hybrids
2003	15GGD3015K3195004	1432093	2019 40' Gillig Hybrids
2004	15GGD3017K3195005	1432094	2019 40' Gillig Hybrids
2005	15GGD3019K3195006	1432095	2019 40' Gillig Hybrids
2006	15GGD3010K3195007	1432096	2019 40' Gillig Hybrids
2007	15GGD3012K3195008	1432097	2019 40' Gillig Hybrids
2008	15GGD3014K3195009	1432098	2019 40' Gillig Hybrids
2009	15GGD3019L3195010	1432100	2019 40' Gillig Hybrids
2010	15GGD3010L3195011	1432101	2019 40' Gillig Hybrids
2011	15GGD3012L3195012	1432099	2019 40' Gillig Hybrids



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April 6, 2026

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

Subject: Community Capacity Building Cohort Presentation

Dear Board Members:

Recommendation

Accept presentation by community members who participated in the Capacity Building Curriculum.

Summary

Marin Transit, in partnership with Ricardo Huerta Niño, an independent consultant, and Canal Alliance, recently concluded a participatory public transit engagement curriculum and training with Canal residents. The goals of the course were:

1. **Strengthen Community Understanding of Marin Transit:** Deliver curriculum and practice that allows for much more broad understanding of public transit service in Marin County
2. **Inform Marin Transit's Activities:** Collect targeted feedback from participants that allows Marin Transit to deliver service, capital projects and community engagement that is more relevant and responsive to community contexts and needs.
3. **Identify and Train Transit Ambassadors:** The cohort of community leaders are trained and cultivated as "Transit Ambassadors" who can play a role as advocates and community engagement representatives for Marin Transit on an ongoing basis.

The course began in late January 2026 and concluded in late March 2026. Over the two months, participants completed:

1. Eight (8) weekly two-hour virtual sessions, hosted on Zoom.
2. An in-person group site visit as well as independent field trips to observe transit infrastructure and services including the San Rafael Transit Center, bus stops in the Canal, and the new facility site at 1075 Francisco.
3. An evening graduation ceremony at Marin Transit offices where participants presented their learnings from the curriculum, offered



feedback for Marin Transit, and received certificates of completion and a thank you gift.

The weekly sessions focused on a range of key issues that helped orient and educate participants about Marin Transit, topics included:

1. Overview of Marin Transit
2. Transit Service Planning
3. Bus Stops
4. Transit Facilities, including the new facility site at 1075 Francisco Blvd. East
5. Fares and Clipper
6. Workforce Development and Childcare

Staff is pleased with the outcomes; the goals have been met and we are exploring ways to partner with Canal Alliance to leverage this work and expand the reach of this type of training into the future.

Representatives of the group will present an abbreviated presentation to your Board in April highlighting what they learned through this work and the feedback they have to offer staff.

Summary of Session Outcomes

This Marin Transit participatory public transit engagement curriculum and training is part of a vision for long-term, sustained, and coordinated capacity-centered, community-led outreach, engagement, and leadership development centered on a range of urban planning projects. Canal Alliance has created several leadership development programs for Marin County residents, primarily from the Canal neighborhood, but also from cities such as Novato, Mill Valley, and San Anselmo. One of the programs, called *Voces del Canal* (Voices of the Canal), has been active in public-nonprofit-community partnerships. Some members of the Marin Transit cohort have been working with the consultant since 2018 when they focused on housing and the San Rafael General Plan update. Many of them also participated in community capacity-building, engagement, and outreach related to TAM's I-580/101 & Bellam Blvd. improvement project.

Lessons learned from these earlier projects informed the design of the Marin Transit curriculum, methodology, and format. A major characteristic of the approach is to provide the curriculum via Zoom on Monday evenings. The online option has proven exceptionally effective in allowing participants to tend to family and work obligations and has allowed them to tend to other responsibilities around the meeting times. The attendance for this curriculum was above 94%.

The weekly meetings consisted of a mix of PowerPoint presentations and discussions, with a focus on the goals of the curriculum listed above. There were several instances where participants developed a strong understanding of operations and the challenges of public transit. As a result, the emphasis of their feedback shifted from broad ideas about improvements, to more strategic focus on priority locations and issues. On two occasions, bilingual Marin Transit staff joined to engage directly with participants, answer questions, and share background on key issues, such as the transition to the Next Generation Clipper system and planned fareboxes transitions. These were exceptionally well received because the conversation was in Spanish, allowing fluidity, and it provided the opportunity to build trust.

A weekend site visit and transit tour was conducted and successfully helped participants develop an eye for the urban planning process and an appreciation for the complexity involved in transit planning and operations efforts. After spending time at the San Rafael Transit Center observing and



understanding the hub-and-spoke service delivery model, the scheduling system, and the multimodal infrastructure, the group took the bus into the Canal neighborhood for closer observations and analysis. This work was done through the lens of the large range of riders who typically use the bus, as well as the context of proposed changes in payment methods, routes, and bus stops.

Key to this capacity-building is to help local resident-leaders understand the complexity, and often the socio-political considerations, of transit planning and operations. The participants came away with an understanding and appreciation for complex issues such as bus stop maintenance – which seems simple, but in fact involves coordination with multiple entities, lengthy design and construction processes, and substantive costs. This understanding and appreciation are central to the messaging they will use in their community education, outreach, and capacity-building as ambassadors.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

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

Cathleen Sullivan
Director of Planning

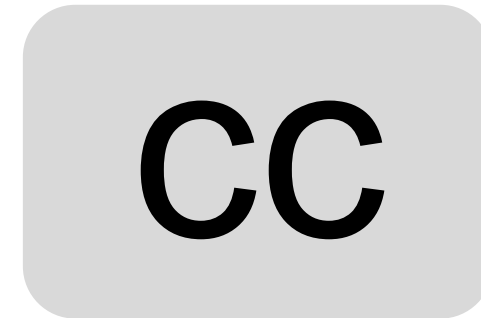
Attachment A: Community Capacity Building Curriculum Participant Presentation

To listen to this presentation in English, please click the interpretation icon on your screen and select the English language channel.



Para escuchar esta presentación en inglés, por favor haga clic en el ícono de interpretación en su pantalla y seleccionar el canal en inglés.

To view today's meeting with closed captioning, please click the icon with two letter "Cs" on your screen.



Para ver esta reunión con sistema de subtítulos cerrados, por favor haga clic en el ícono con las letras "CC" en su pantalla.



Community Capacity Building Cohort

**Voces Del Canal in Collaboration
with Marin Transit**

Agenda

- 01** Introduction
- 01** Community member presentation

Community Capacity Building

Participatory public transit engagement curriculum and training

• Goals

- Strengthen Community Understanding of Marin Transit
- Inform Marin Transit's Activities
- Identify and Train Transit Ambassadors

• **Two-month course included:**

- Weekly virtual sessions, hosted on Zoom.
- In-person group site visit and independent field trips
- Evening graduation ceremony at Marin Transit offices

Curriculum

- Overview of Marin Transit
- Transit Service Planning
- Bus Stops
- Transit Facilities, including the new facility site at 1075 Francisco Blvd. East
- Fares and Clipper
- Workforce Development and Childcare

Capacity Building & Community Engagement in Public Transit: Reflections on Ridership Experience, Barriers, Strategies for Increased Ridership, and Community Priorities



Presenters:

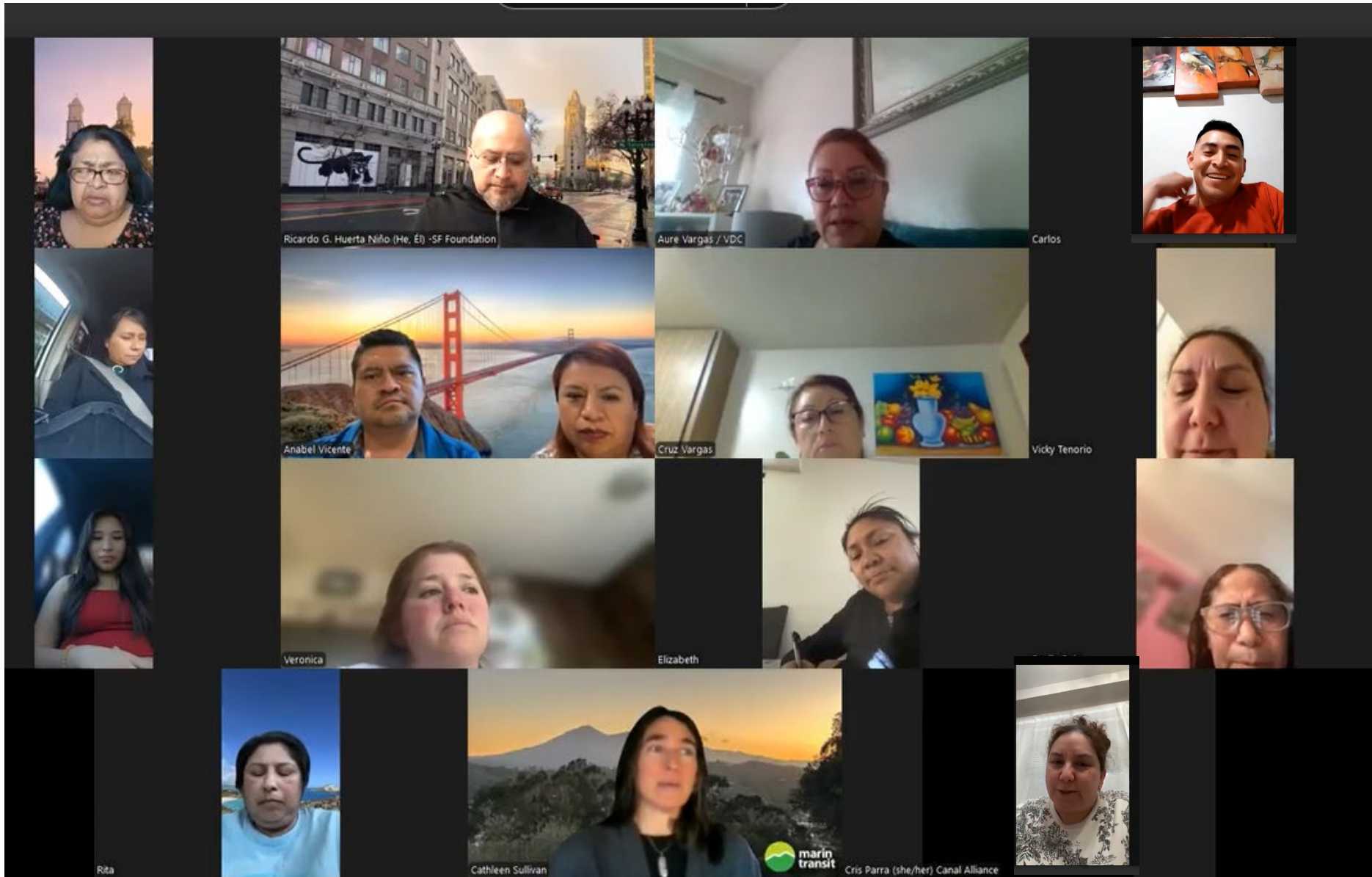
Cruz Vargas

Aurelia Vargas

Darlin Ruiz



Methodology: Weekly Zoom Meetings

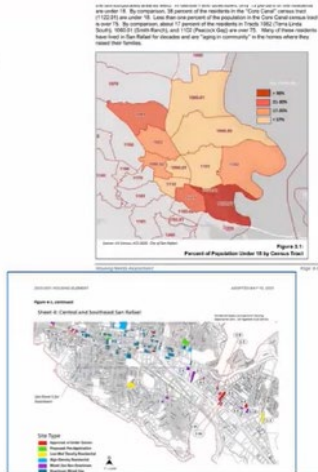
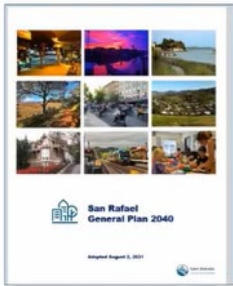


Methodology: Weekly Zoom Meetings

Distrito de Transporte del Condado de Marin: Planes y Autoridades

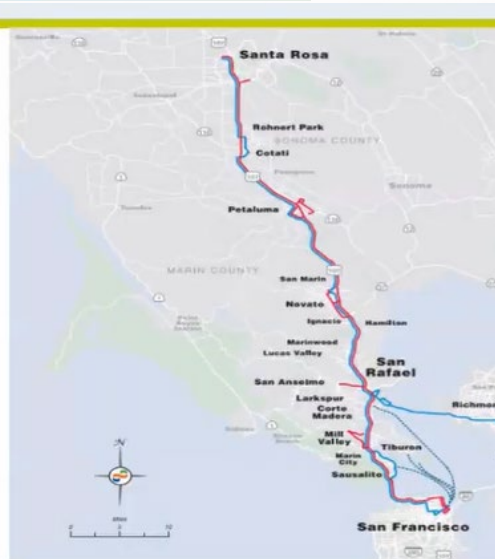
Plan de Transporte del Condado de Marin 2050

Plan General de San Rafael 2040



rápida en el Plan de Transp.: https://www.tam.ca.gov/wp-content/uploads/2025/03/Final_CTP_Report_20250305.pdf

El corredor Golden Gate



Programas de Tarifas en Clipper

4) Clipper START

- Sin costo
- 50% de descuento en viajes locales dentro del Condado.
- Residentes de 19 a 64 años, con ingresos equivalentes al 200% del nivel federal de pobreza.

Nivel de Pobreza

- \$15,650 USD para una sola persona
- \$32,150 USA para familias de cuatro integrantes

Elegibilidad:

- \$31,300 USD para una sola persona
- \$64,300 USD para familias de cuatro integrantes



28

Descripción de los servicios del Marin Transit



14

Methodology : Transit Tour & Observations



Methodology : System Tour in the Canal



Experiences & Observations



Use of Marin Transit Service

Elements that Work Well

1. Sufficient Capacity

- Many people
- Accessible from anywhere
- Easy transfers

2. Accurate Schedules

- Convenient
- Pulse system

3. Access and Mobility Programs

- Support for people who need assistance
- Support for students and youth



Use of Marin Transit Service

Elements that Work Well

4. Many Stops & High Frequency

- Nearby stops: encourages people, reduces walking distance
- Communities with many residents

6. Affordable Cost



Use of Marin Transit Service

Opportunities for Improvement

1. Drivers

- Friendliness
- Patience

2. Buses

- Cleanliness

3. Bus Stops

- Maintenance
- Lighting
- Priority stops

4. Communication with Riders

- New riders
- Changes



Use of Marin Access

Marin Access: Elements that Work Well

1. Adequate Space

- For few people

2. Drivers

- Friendly and punctual

3. Service

- They call before arriving
- Home service

4. Application Process

- Easy and in Spanish



Use of Marin Access

Marin Access Opportunities for Improvement

1. Communication

- Fare increases
- Unexpected barrier

2. Bilingual Staff

- Application process

3. Drivers

- Friendliness
- Patience
- Handling coins

4. Community Outreach

- About Marin Access



Certificates of Completion



Thank You



**marin
transit**



Voces del Canal
CONSTRUYENDO OPORTUNIDADES



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City of San Rafael

April 6, 2026

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

Subject: Marin Access Program Evaluation and Service Extension Recommendation

Dear Board Members:

Recommendation

- Authorize a one-year extension of the following Marin Access programs: Same Day Paratransit pilot, West Marin Connector pilot shuttle, Marin Access Fare Assistance (MAFA) Mobility Wallet, and the Intro to Mobility program.
- Authorize a temporary extension through the end of September 2026 on the added days of service on the West Marin Connector (Saturdays) and Point Reyes Shuttle (2nd and 4th Mondays to Fairfax/San Anselmo).

Summary

In Spring 2025, your Board authorized three actions related to new or expanded Marin Access programs and services for implementation in July 2025, including the Same Day Paratransit pilot program, the expanded Marin Access Shuttle pilot serving West Marin, and the Mobility Wallet programs. Staff have evaluated the performance of these programs from July through December 2025. The majority of the program changes implemented in July 2025 have been successful and are performing as intended; staff recommend extending these through a second fiscal year (FY 2026/27). Underperforming services that staff does not recommend continuing include the expansion service on the Marin Access Shuttles that were added in July 2025. Staff recommends continuing operations of these services only through September 2026 to allow riders time to explore alternatives.

Background

Marin Access offers a variety of transportation options designed for older adults and people with disabilities. Programs and services offered via Marin Access are designed to expand and enhance mobility for those that may have difficulty using traditional public transit. In Spring 2025, your Board authorized three actions related to new or expanded Marin Access programs, described below.

- **April 2025:** Your Board approved replacement of the Catch-A-Ride (CAR) voucher program with a new suite of programs delivered through the Mobility Wallet, a payment card loaded with a one-time or recurring subsidy,



issued and monitored by Marin Transit. The program provides riders with the flexibility to use subsidies provided by Marin Transit with a transportation provider of their choice on a per trip basis. Transportation options available include local taxi companies, TNCs (such as Uber and Lyft), transportation providers that offer wheelchair accessible transportation (such as Vivalon and Onward), the ability to pay for transit fares with Clipper, and other forms of local transportation (such as Marin Airporter).

Three types of Mobility Wallet subsidies were offered based on eligibility, and include:

- **Marin Access Fare Assistance (MAFA) Mobility Wallet:** Up to \$200 / month for income-qualified riders
- **CAR Transitional Program:** Up to \$200 / month for non-MAFA riders who were previous users of the Catch-A-Ride (CAR) program. This was a temporary program only in effect for 6 months; it ended in December 2025.
- **Intro to Mobility:** A one-time distribution of \$200 for riders on the Mobility Wallet who are new to Marin Access. This program also comes with other perks to expose new riders to their mobility options, including a one-month bus pass and travel training.
- **May 2025:** Your Board approved extending the West Marin Connector pilot shuttle for FY 2025/26, as well as adding additional days, on both the West Marin Connector pilot shuttle and the Point Reyes Shuttle.
 - **West Marin Connector Pilot Shuttle:** The West Marin Connector pilot shuttle began service in June 2024 to connect the communities of Stinson Beach and Bolinas with the communities of Olema and Point Reyes Station. It ran one day per week (Tuesdays) until July 2025, when your Board approved adding a second day (Saturdays). The intent of this pilot shuttle service was to fill gaps in transit service and provide access to the US Post Office in Olema while the US Post Office in Bolinas was closed.
 - **Point Reyes Shuttle:** Historically, the Point Reyes Shuttle has operated two days per month (1st and 3rd Monday), connecting the town of Point Reyes Station with the City of Novato. In July 2025, two additional days were added monthly connecting Point Reyes Station to the towns of Fairfax and San Anselmo. The intent of this shuttle was to provide access from rural areas of the County to shopping destinations and critical services in the more urbanized areas of the County.
- **June 2025:** Your Board approved a 6-month Same Day Paratransit pilot program, which allowed Transdev, the District's ADA Paratransit provider, to accept same-day reservations for paratransit rides. Same Day Paratransit service is offered at a premium fare (\$15/one-way trip) and trips are fulfilled on an as-available basis. The new service was designed to ensure that mandated ADA service would not be impacted, and that these trips would not increase costs to the District. In December 2025, your Board approved extending this pilot program for an additional 6 months.

Prior to, and after implementation of these changes, staff educated riders on the forthcoming program changes and how the changes would impact riders:

- **CAR to Mobility Wallet:** For those riders who would only be eligible for a limited term program, all riders were contacted and provided with the opportunity to demonstrate an income barrier



to get them access to recurring subsidies offered through the mobility wallet. Some riders transitioned to the MAFA program in July, and some held off on doing so until or after the end date of the CAR Transitional program; ultimately, nearly 40% of CAR riders transitioned to the MAFA Mobility Wallet program.

- Shuttles: Staff performed outreach to West Marin Communities to educate riders about the expanded service offerings. Outreach was performed in person at community hubs and events such as the Bolinas Community Center Food Bank, various West Marin Health & Wellness fairs, the West Marin Health & Human Services office, the San Geronimo Valley Community Center, and the Bolinas Community Health Center. Information was also shared with and presented to community partners via the West Marin Collaborative, Marin Disability Coalition, and through Marin Transit Advisory Committee meetings.
- Same Day Paratransit: Riders were educated about the new option for same day paratransit service via direct emails, e-newsletters, and call center hold messaging provided for riders calling to schedule a trip. Riders also were provided information about the same day offering as part of the Marin Access enrollment and/or recertification process.

Discussion

The three service changes adopted last spring have been evaluated since their inception. The evaluation presented here covers the six months from July through December 2025.

Mobility Wallet

In the first six months of FY 2025/26, the Mobility Wallet Suite of Programs enrolled a total of **569** riders, **431** of whom took a ride during that period. In total, riders took **13,658** rides, and **\$310,231** in value was distributed to riders (not all distributed value was used). Table 1 breaks out these figures by program.

Table 1: Mobility Wallet Evaluation Metrics

	MAFA Mobility Wallet	CAR Transitional	Intro to Mobility
Enrolled Riders (as of 12/31/25)*	347	189	31
Active Riders*	242	197*	13
One-Way Trips Completed	6,773	6,714	171
Value Distributed	\$160,744	\$142,488	\$7,000

* Some riders initially enrolled in one of the other two programs before switching to MAFA Mobility Wallet. Riders who switched to MAFA by 12/31/2025 are reflected in the MAFA column for enrollment, but may be represented in both MAFA and CAR Transitional columns for active riders, explaining why the active riders under CAR Transitional is higher than the enrolled riders. In total, there were 431 active riders across all three programs during the evaluation period. Note that several of the 189 riders still enrolled in the CAR Transitional Program as of 12/31/2025 have since transitioned to MAFA Mobility Wallet.

On average, one-way trips using the mobility wallet cost **\$17.50**, which is lower than the average trip cost of \$22 in the previous Catch-A-Ride (CAR) program. On average, active riders take **8** trips per month with the mobility wallet, which is slightly higher than the 7-trip average under CAR.

One of the main limitations of the Catch-A-Ride program was that riders needed to choose a provider upon enrollment, and although there were opportunities to change providers, riders could not choose which provider to use on a trip-by-trip basis. With the mobility wallet, riders can choose between any



number of providers on a trip-by-trip basis. During the evaluation period, **98 riders (23% of all active riders)** used multiple providers in the same month.

One of the main drivers behind the transition from Catch-A-Ride to the mobility wallet was the escalating program costs on Catch-A-Ride. In the first six months of operation, the Mobility Wallet Suite of Programs reached \$241,377 in operational costs, which puts it on track to stay within budget for FY 2025/26. By contrast, in the first six months of FY 2024/25, Catch-A-Ride reached \$331,790 in operational costs while delivering fewer rides (10,752) than mobility wallet during the same period of the current fiscal year (13,658). Further, program administration is less administratively burdensome and has reduced staff time required to deliver the program.

Rider feedback about the program has been overwhelmingly positive; riders appreciate the flexibility of using the mobility wallet with a variety of providers, recognize that they can now utilize all available subsidy, and generally report that the program has expanded their mobility.

Due to its strong performance, staff recommends continuing the program and not making any changes to the Mobility Wallet Suite of Programs.

Marin Access Shuttles

In the first six months of FY 2025/26, Tuesdays (the original day of service) on the West Marin Connector pilot shuttle served **11** unique riders, completed an average of **5** passenger trips per day, and operated with a productivity rate of **1.0** passenger per revenue hour. This productivity rate is below the 2.0 target for the Demand Response service typology, but it is comparable to the productivity rate on the long-standing rural Marin Access Shuttle programs during that same period, as shown in Table 2.

The additional days of service added in July 2025 on both the West Marin Connector pilot shuttle and the Point Reyes Shuttle experienced much lower utilization. Each shuttle served only **2** unique riders over the 6-month period, with an average daily ridership of **2** passenger trips (which translates to an average of one person making a round trip per day that the shuttle operates). Furthermore, there were several days when these shuttles did not operate due to a lack of reservations.

Table 2: Marin Access Shuttles Evaluation Metrics (July-December 2025)

	Point Reyes Shuttle		West Marin Connector		Dillon / Tomales
Geography Served	Point Reyes – Novato	Point Reyes – Fairfax / San Anselmo	Bollinas/Stinson – Olema/Pt. Reyes Station		Dillon Beach / Tomales - Petaluma
Day of Service	Mondays (1 st & 3 rd of Month)	Mondays* (2 nd & 4 th of Month)	Tuesdays	Saturdays*	Wednesdays
Total Ridership	69	12	140	6	149
Days Operated*	13	5*	27	3*	26
Avg Daily Ridership	5	2	5	2	6
Unique Riders	6	2	11	2	6
Productivity (passengers per revenue hour)	1.0	0.5	1.0	0.4	1.1

Services in red are proposed for discontinuation at the end of September 2026

** Shuttle did not operate every day it was scheduled due to lack of reservations. The Fairfax/San Anselmo variant on the Point Reyes Shuttle could have run up to 12 days, and Saturdays on the West Marin Connector could have run up to 26 days.*



Staff recommend extending service on the West Marin Connector pilot shuttle on Tuesdays only for an additional year (FY 2026/27). Although it does not meet the target productivity for the Demand Response typology, it matches the productivity of the other longstanding rural shuttles and improves connections between rural communities in West Marin. Staff will continue to track how ridership on this shuttle responds with the re-opening of the Bolinas post office.¹

Due to low ridership, staff does not recommend extending the additional shuttle days added in July 2025. Staff recommend extending these days through September 2026 to give riders time to find alternative transportation options. Staff will contact riders to educate them on the changes and provide support as they consider alternative options.

Same Day Paratransit

In the first six months of FY 2025/26, **64** Marin Access riders (13% of all paratransit users) used Same Day Paratransit (SDP) to take **258** rides (1% of total paratransit ridership). Routes with Same Day Paratransit trips booked on them operated with the same productivity (passengers per revenue hour) as routes with only traditional ADA Paratransit trips booked.

Table 3: Same Day Paratransit Evaluation Metrics

Indicator	Same Day Paratransit (SDP)	All Paratransit (ADA & SDP)	Comparison
Unique Riders	64 riders	502 riders	13% of paratransit riders use SDP
Ridership (Jul-Dec)	258 passenger trips	22,802 passenger trips	SDP accounted for 1% of paratransit trips
Productivity	1.7 pax per revenue hour	1.7 pax per revenue hour	SDP has comparable efficiency to ADA Paratransit

Overall, the Same Day Paratransit (SDP) pilot program performance demonstrates that the service is achieving its goals:

- Same Day Paratransit has been used by a subset of riders having same-day needs.
- While booking Same Day Paratransit trips does result in some additional coordination between reservationists, the dispatch team, and the rider, the service has not resulted in a negative impact or increased burden on contracted staff.
- Riders use the service selectively (Same Day Paratransit trips accounted for 1% of paratransit ridership), which implies they are using it for its intended purpose of helping out in moments of need where pre-planning is not possible.
- The service has not negatively impacted mandated ADA Paratransit service delivery based on evaluation to date.

The program is still new, and staff would like the opportunity to do additional program monitoring before considering adopting Same Day Paratransit as a permanent program. At this time, staff recommend extending the pilot program an additional year, through FY 2026/27.

¹ The reopening of the post office happened on September 29, 2025, halfway through the evaluation period. It may take riders some time to adjust their travel patterns.



Fiscal/Staffing Impact

The cancellation of the Saturday West Marin Connector service and the 2nd and 4th Monday on the Point Reyes – Fairfax/San Anselmo service will save the District an estimated \$30,000 annually. Continuation of the other services offered on the West Marin Connection and the Point Reyes-Novato shuttle will have a similar annual expenditure of \$30,000 annually. The continuation of the mobility wallet programs will require an annual expenditure of approximately \$530,000. Expenditures associated with the Marin Access Shuttle are primarily funded using local Measure B vehicle registration fees and Mobility Wallet programs are primarily funded using Federal Section 5310 Funds for Sameday Accessible Transit and local Measure B vehicle registration fees. If approved, these expenditures will be included in the FY 2026/27 budget coming to your Board for approval in the coming months.

Respectfully Submitted,

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

Joanna Huitt
Program and Policy Manager

Attachment A: Marin Access Program Evaluation and Recommendations Presentation



Marin Access Program Evaluation and Service Extension Recommendation

Agenda






- 01** Program Overview
- 02** Program Performance
- 03** Recommendations & Next Steps

Program Overview

Marin Access Programs and Services Overview



Mobility Programs

For All Marin County Residents Age 65+

-  **Intro to Mobility**
-  **Volunteer Driver**
-  **Shuttles**
-  **Travel Training**
-  **Travel Navigators**

Paratransit

For Enrolled Riders with Disabilities

-  **Paratransit**
-  **Same Day Paratransit**
Pilot Program

Fare Assistance (MAFA)

For Enrolled Riders 65+ or with Disabilities, with Income Barriers

-  **\$300 / Year Subsidy**
-  **Free Annual Bus Pass**
-  **Mobility Wallet**
(up to \$200 per month)

Marin Access Challenges as of Spring 2025

- Improving legibility of offerings
- Eliminating barriers to enrollment
- Prioritizing the needs of the most vulnerable riders
- Solving complex mobility challenges
- Streamlining program delivery
- Achieving program stability
- Ensuring financial sustainability

Program Performance

Marin Access Service Changes – July 2025

Mobility Programs

For All Marin County Residents Age 65+



Intro to Mobility



Volunteer Driver



Shuttles



Travel Training



Travel Navigators

Paratransit

For Enrolled Riders with Disabilities



Paratransit



Same Day Paratransit Pilot Program

Fare Assistance (MAFA)

For Enrolled Riders 65+ or with Disabilities, with Income Barriers



\$300 / Year Subsidy

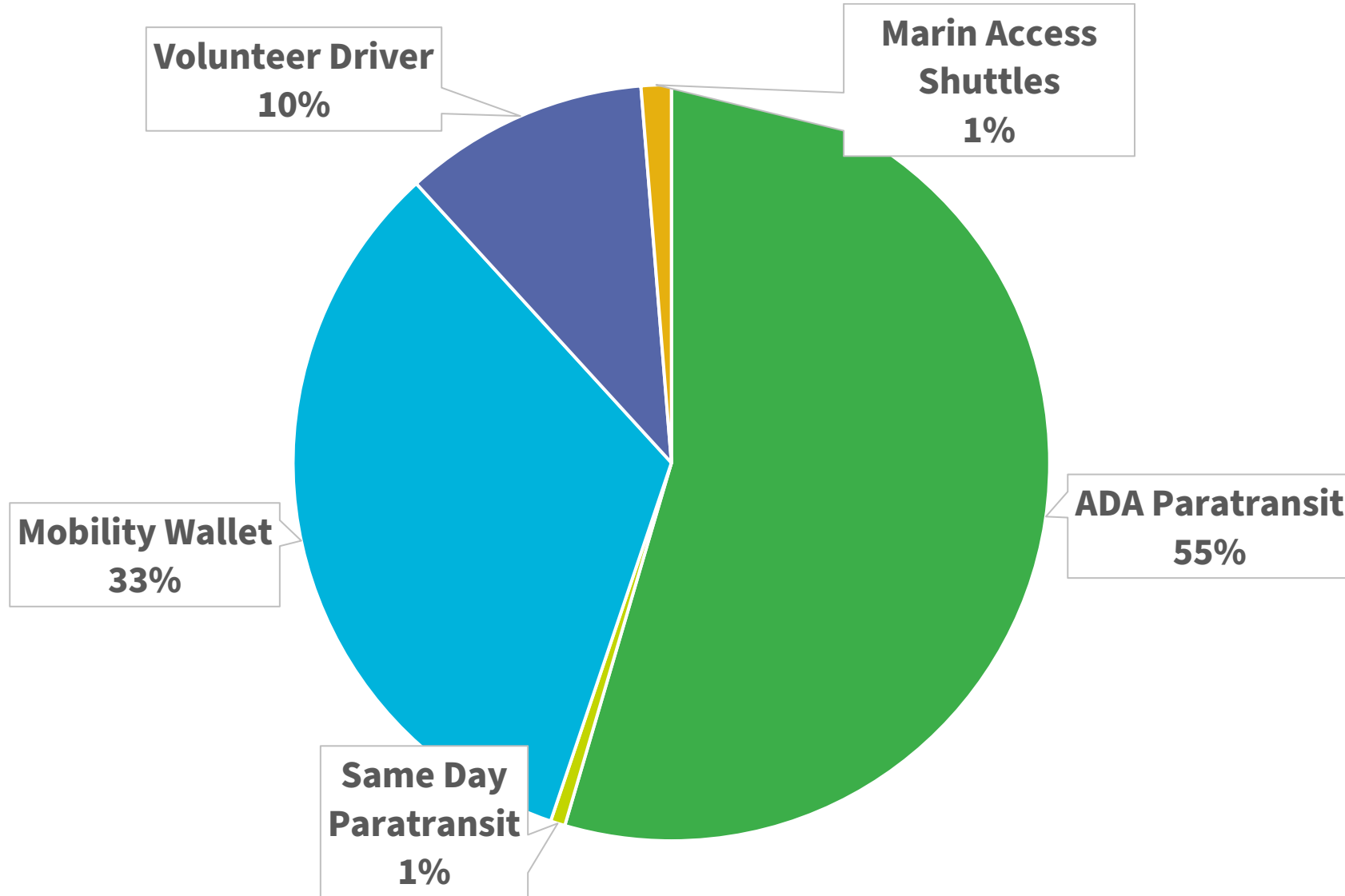


Free Annual Bus Pass



Mobility Wallet
(up to \$200 per month)

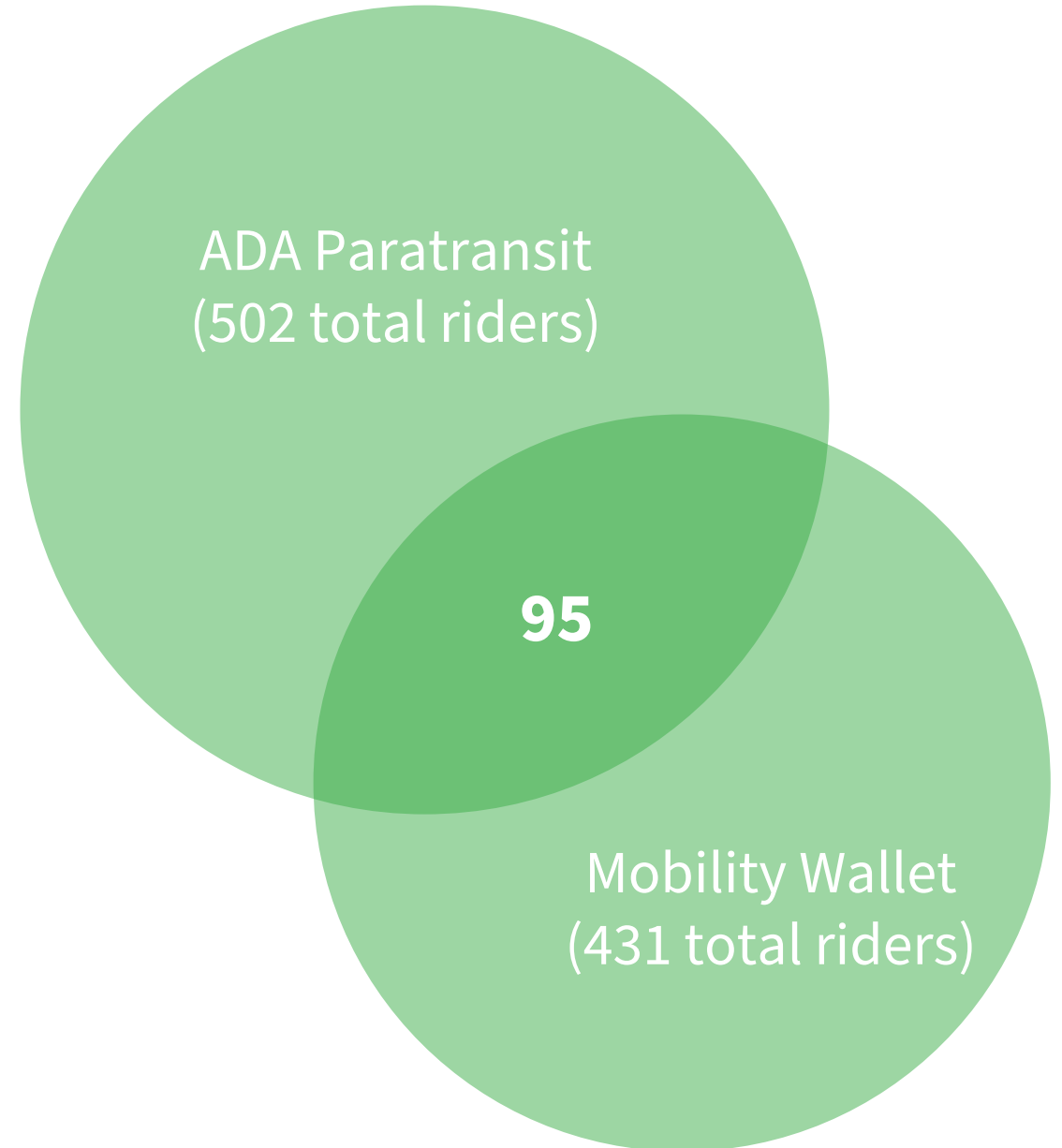
Marin Access Ridership Breakdown (Jul-Dec 2025)



Cross Program Use

Unique Active Riders

- 838 total riders used our two largest Marin Access programs in Jul-Dec 2025
- 19% of ADA Paratransit riders also use Mobility Wallet

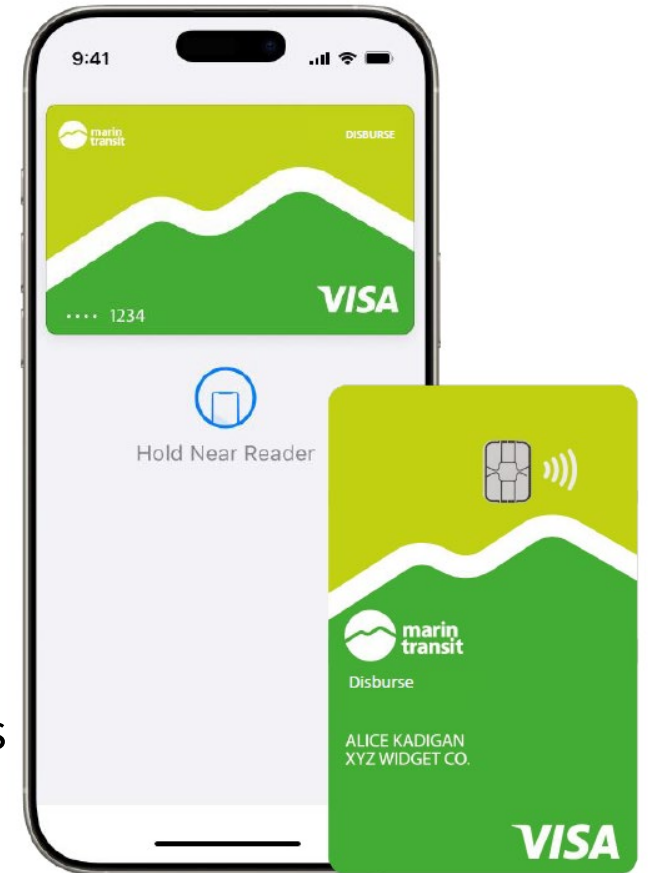




Mobility Wallet

Overview

- Mobility wallet provides rider choice on a trip-by-trip basis and can be used for taxis, TNCs, transit fares, and other forms of local transportation
- Efficient and flexible delivery method for transportation subsidies offered by MCTD
- Three distinct programs offered:
 1. MAFA Mobility Wallet
 - Up to \$200 / month for those with income barriers
 2. CAR Transitional Program
 - Up to \$200 / month for former CAR riders, offered for 6 months
 3. Intro to Mobility
 - One time subsidy of \$200 for new riders





Mobility Wallet

Program Performance : July – December 2025

- The program provides **flexible service and expands mobility** for enrolled riders.
- Program parameters and business rules allow the District to **control costs**.
- Program administration and delivery is **less burdensome** for staff and contractors.

Key Takeaway: The mobility wallet offers expanded mobility and flexibility to riders most in need and provides a mechanism to introduce older adults and people with disabilities to their options.



Marin Access Shuttles: West Marin Expansion

Overview

Point Reyes Shuttle

- 1st & 3rd Mondays to destinations in Novato
- *Expansion:* 2nd & 4th Mondays to destinations in San Anselmo/Fairfax via SGV

West Marin Connector

- Tuesdays between Stinson Beach / Bolinas and Olema / Point Reyes
- *Expansion:* Saturdays between Stinson Beach / Bolinas and Olema / Point Reyes





Marin Access Shuttles West Marin Expansion

Program Performance: July – December 2025

- Ridership did not meet expectations.
- While productivity on Marin Access shuttles is typically low; productivity on expansion service was roughly 50% less than existing shuttles.

Key Takeaway: The service is not well utilized on the expanded days of service.



Same Day Paratransit (SDP) *Overview*

- SDP offers more flexibility for riders, particularly for those that require a WAV
- Premium fare of \$15 / trip v. \$4 for mandated ADA service
- Trips are for local service only and offered on an as available basis
- Designed to utilize existing capacity on ADA service and not increase costs





Same Day Paratransit

Program Performance : July – December 2025

- **13%** of paratransit riders use SDP
- SDP accounted for **1%** of paratransit trips
- SDP has **comparable efficiency** to mandated ADA Paratransit
- Riders appreciate the **flexibility** that same day service offers

Key Takeaway: The program is providing value to riders without increasing per-passenger costs.

Recommendations & Next Steps

Marin Access Challenges Remaining

- ✓ Improving legibility of offerings
- ✓ Eliminating barriers to enrollment
- ✓ Prioritizing the needs of the most vulnerable riders
- ✓ Solving complex mobility challenges
- ✓ Streamlining program delivery
- Achieving program stability**
- Ensuring financial sustainability**

Recommendations

1. The **Mobility Wallet** offers expanded mobility and flexibility to riders most in need and provides a mechanism to introduce older adults and people with disabilities to their options.
 - Recommendation: Extend the mobility wallet through June 30, 2027
2. The **West Marin Connector and Point Reyes Shuttle** are not well utilized on the expanded days of service.
 - Recommendation: Terminate the expansion days on October 1, 2026; continue operation of the WMC through June 30, 2027
3. The **Same Day Paratransit** pilot program is providing value to riders without increasing per-passenger costs.
 - Recommendation: Extend Same Day Paratransit through June 30, 2027

Thank you

CONTACT

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