Marin County Transit District Board of Directors

Monday, September 14, 2026, 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.gov or use the comment form at www.marintransit.gov/meetings. Submit your comments no later than **5:00 p.m. Sunday, September 13, 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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- 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. **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: May 2026
   c. Monthly Monitoring Report: June 2026

4. **Consent Calendar**
   a. Minutes for July 13, 2026 Board Meeting
   b. Federal Legislative Report
   c. Marin Transit Quarterly Performance Report for the Fourth Quarter of FY 2025/26
   d. Update on FY 2025/26 Contract Awards and FY 2026/27 Contracting Opportunities
   e. Budget Amendment for Upcoming Gillig Diesel and Hybrid Diesel-Electric Buses, and Associated Equipment

   ***Recommended Action*:** Approve.

5. **Public Hearing: Fare Policy**

   ***Recommended Action*:** Receive public comment and close the public comment period on the proposed changes to Marin Transit's fare policy, including:

   - Discontinuation of free transfers for cash-paying riders; and
   - Discontinuation of the paid Youth Pass product.

6. **Community Engagement Update**

   ***Recommended Action*:** Discussion item.

Adjourn

711 Grand Ave, #110
San Rafael, CA 94901
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marintransit.gov

September 14, 2026

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

Subject: General Manager Report – Monthly Report: May 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 May 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 May 2026. Total ridership was less than 1% lower than the previous year (May 2025) and 3% higher than pre-COVID (May 2019).

Matching the systemwide trend, **fixed route ridership** dipped slightly this month, with ridership being 1% lower than the previous year (May 2025) and 9% higher than pre-COVID (May 2019).

The **Muir Woods Shuttle** experienced strong ridership this month, with ridership 68% higher than the previous year (May 2025). Note that, largely due to the addition of Friday service, the Shuttle also operated 60% more service than the prior year.

Yellow Bus ridership matched the systemwide trend, with ridership 3% lower than the previous year (May 2025).

Marin Access ridership dipped this month, with ridership being 5% lower than the previous year (May 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,

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

Attachment A

marin transit

Monthly Customer Feedback Report

May 2026

Month:	May 2026							
	Program							
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	Total
Commendation	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**6**
Service Delivery Complaint	**25**	**9**	**8**	**0**	**13**	**0**	**1**	**56**
Accessibility	0	0	0	0	1	0	0	1
Driver Conduct Complaint	3	4	2	0	2	0	0	11
Driving Complaint	6	1	4	0	3	0	0	14
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	8	0	0	0	3	0	1	12
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	0	0	0	0	0	0	0
No-Show	1	1	1	0	4	0	0	7
Off-Route	0	1	0	0	0	0	0	1
Pass-Up Complaint	7	2	1	0	0	0	0	10
Service Structure Complaint	**10**	**4**	**3**	**1**	**2**	**0**	**2**	**22**
Bus Stop Improvement Request	2	0	0	0	0	0	0	2
Fares	1	0	0	0	0	0	1	2
Other Complaint	2	2	1	0	1	0	1	7
Scheduling Complaint	1	0	0	0	1	0	0	2
Service Improvement Suggestion	4	2	2	1	0	0	0	9
Safety Complaint	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Total Service Hours	10,331	3,114	1,353	223	2,236	0	17,170	17,170
Commendations per 1,000 Hours	0.2	0.0	0.0	-	1.8	-	0.0	0.3
Complaints per 1,000 Hours	3.4	4.2	8.1	-	6.7	-	0.2	4.5

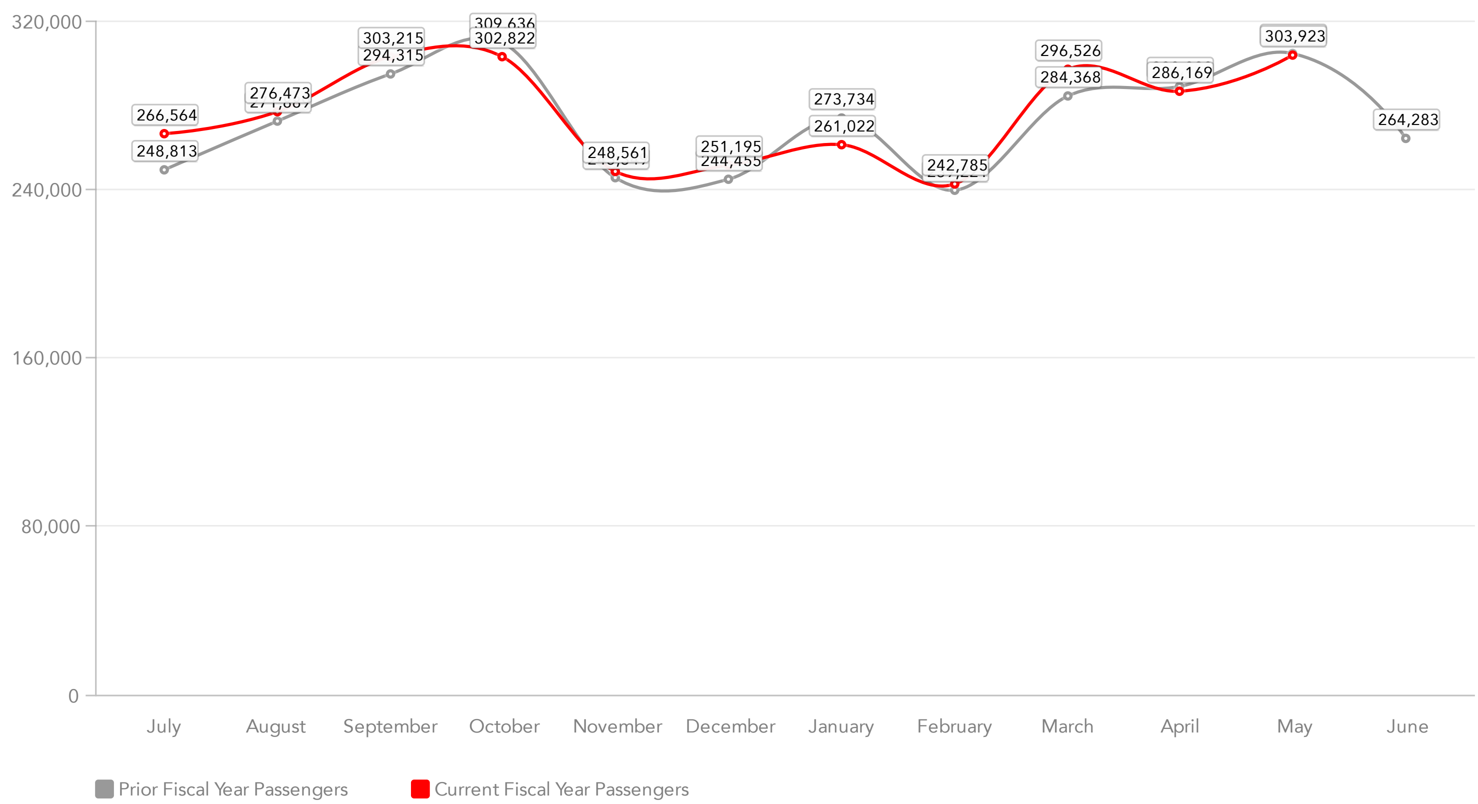
Total Passengers	228,356	35,823	11,943	7731	3,835	2,981	310,739	310,739
Commendations per 1,000 Passenger	0.0	0.0	0.0	-	1.0	0.0	0.0	0.0
Complaints per 1,000 Passengers	0.2	0.4	0.9	-	3.9	0.0	0.0	0.3

Attachment A

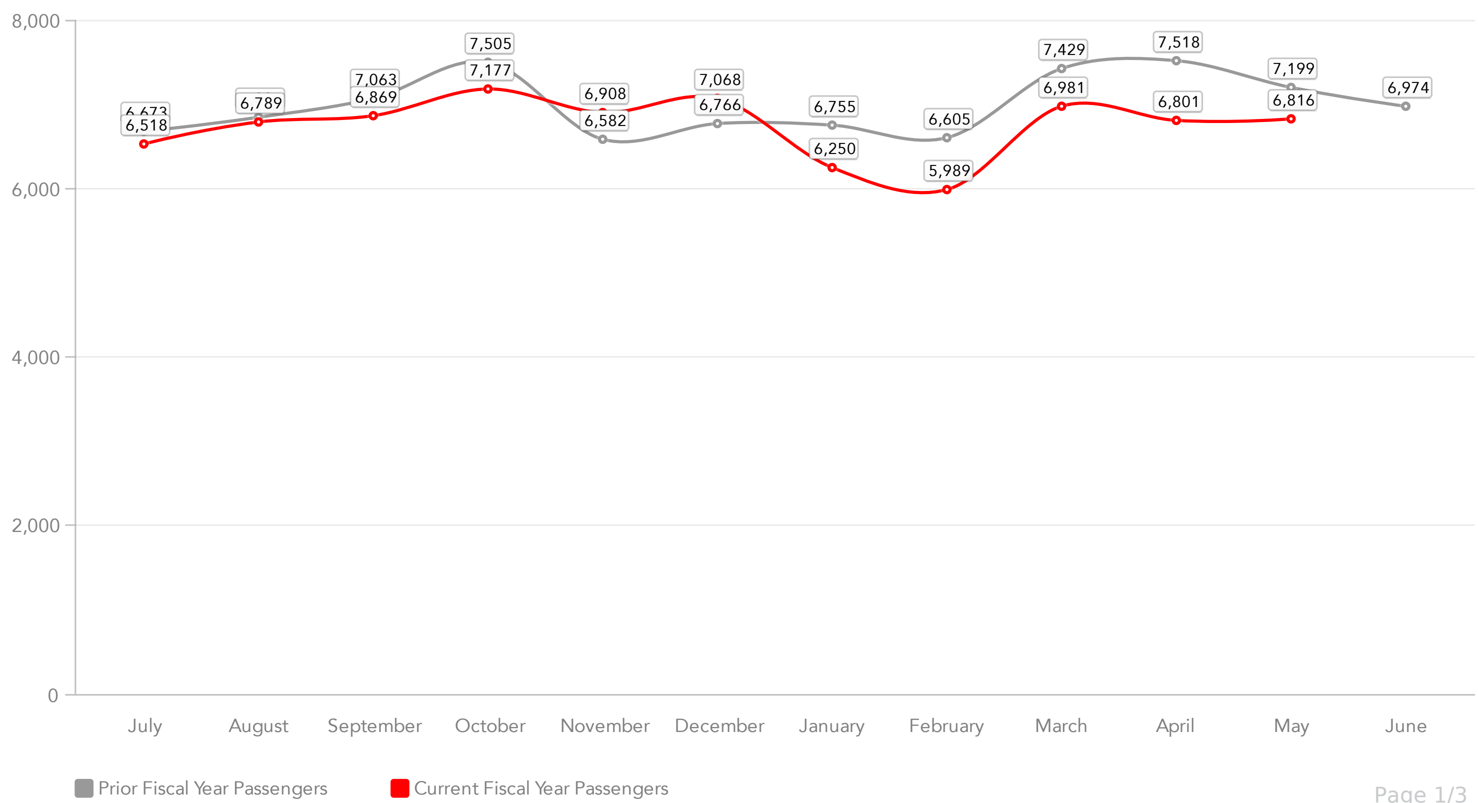
FISCAL YEAR	MONTH
2026	All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month



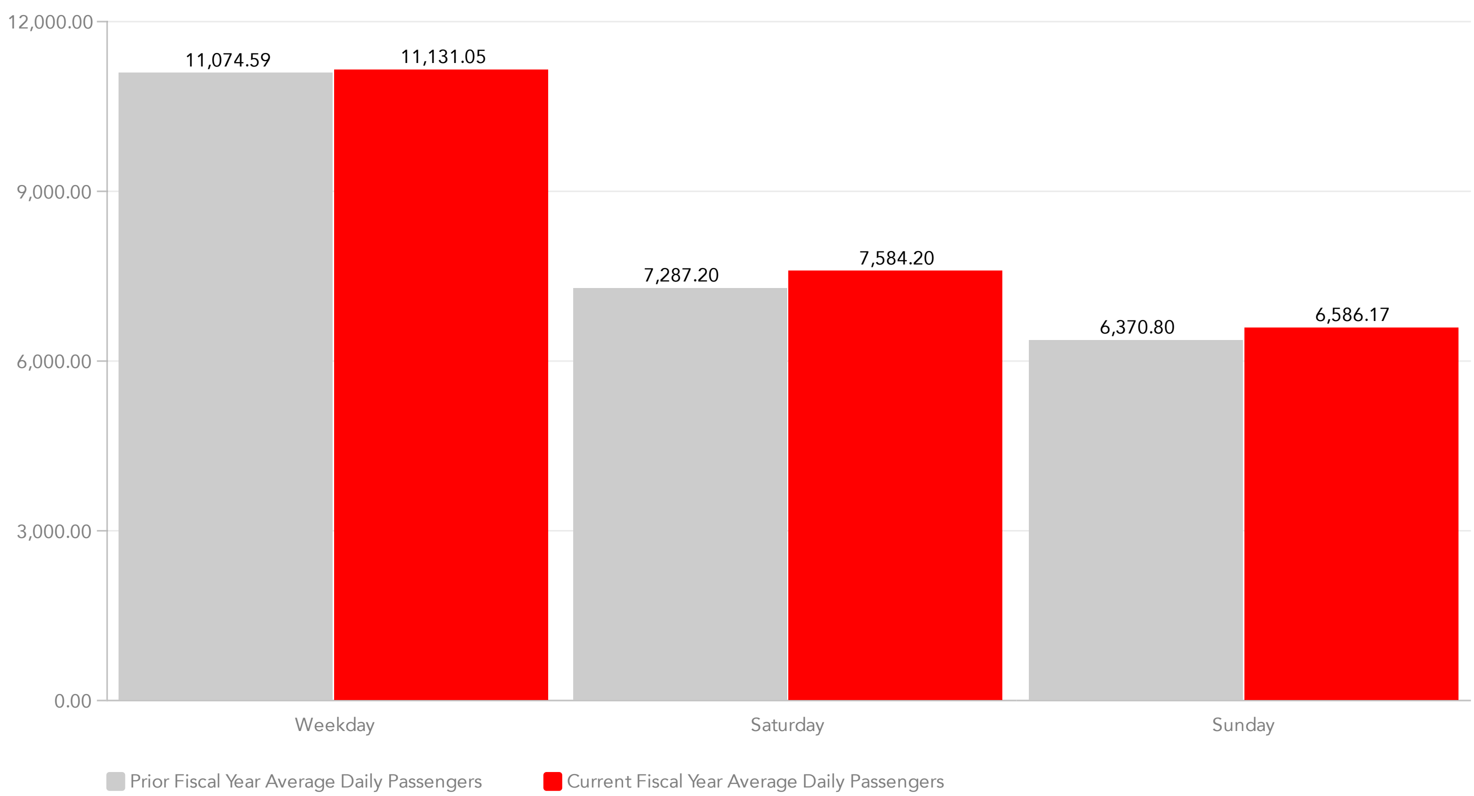
Attachment A

Monthly Comparison

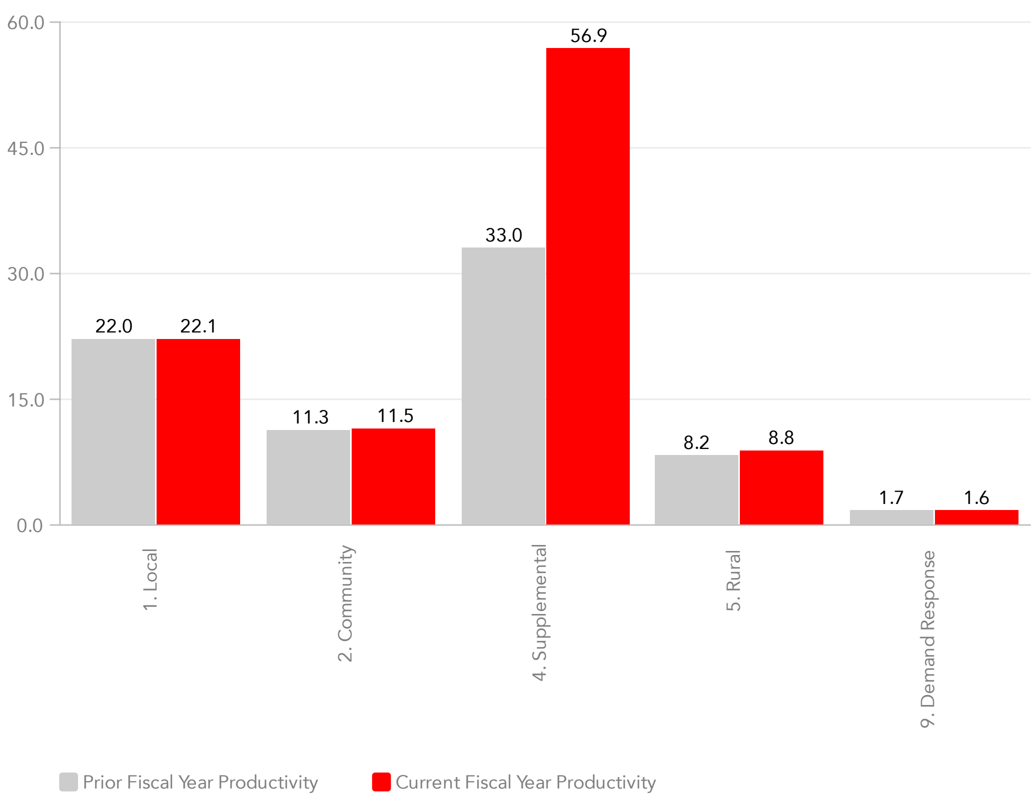
MONTH

May

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

1. Local:
   Routes 17, 22, 23, 30, 35, 36, 49, 71

2. Community:
   Routes 219, 228, 233, 245, 57

4. Supplemental
   Routes 613, 619, 625, 629, 654

5. Rural:
   Routes 61, 68

9. Demand Response:
   Local Paratransit, Marin Access Shuttles

marin transit

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September 14, 2026

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

Subject: General Manager Report – Monthly Report: June 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 June 30, 2026. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced a stable **systemwide ridership** in June 2026. Total ridership was 2% higher than the previous year (June 2025) and 5% higher than pre-COVID (June 2019).

Matching the systemwide trend, **fixed route ridership** was stable this month, with ridership being 2% higher than the previous year (June 2025) and 15% higher than pre-COVID (June 2019).

The **Muir Woods Shuttle** experienced strong ridership this month, with ridership 15% higher than the previous year (June 2025). Note that this increase is despite operating for three fewer days than the previous year in June due to the new Friday through Sunday only schedule.

Yellow Bus ridership matched the systemwide trend, with ridership 2% higher than the previous year (June 2025).

Marin Access ridership dipped this month, with ridership being 12% lower than the previous year (June 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,

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

Attachment A

marin transit

Monthly Customer Feedback Report

June 2026

Month:	**June 2026**

Category	Program: Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	Total
Commendation	**4**	**0**	**0**	**0**	**22**	**0**	**5**	**31**
Service Delivery Complaint	**36**	**8**	**7**	**0**	**6**	**0**	**1**	**58**
Accessibility	0	0	0	0	0	0	0	0
Driver Conduct Complaint	9	5	1	0	2	0	0	17
Driving Complaint	7	1	4	0	3	0	0	15
Early Trip	2	1	1	0	0	0	0	4
Equipment Issue	2	0	0	0	0	0	0	2
Farebox	0	0	0	0	0	0	0	0
Late Trip	5	0	0	0	1	0	0	6
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	1	0	0	0	0	0	1
No-Show	1	0	0	0	0	0	1	2
Off-Route	1	0	0	0	0	0	0	1
Pass-Up Complaint	9	0	1	0	0	0	0	10
Service Structure Complaint	**9**	**1**	**1**	**0**	**4**	**1**	**0**	**16**
Bus Stop Improvement Request	1	1	0	0	0	0	0	2
Fares	1	0	0	0	0	0	0	1
Other Complaint	4	0	0	0	4	0	0	8
Scheduling Complaint	1	0	0	0	0	0	0	1
Service Improvement Suggestion	2	0	1	0	0	1	0	4
Safety Complaint	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Total Service Hours	10,171	3,072	1,300	100	2,243	0	16,847	16,847
Commendations per 1,000 Hours	0.4	0.0	0.0	-	9.8	-	0.3	1.8
Complaints per 1,000 Hours	4.4	2.9	6.2	-	4.5	-	0.1	4.4

Total Passengers	211,985	30,991	11,525	3572	3,812	2,311	277,763	277,763
Commendations per 1,000 Passenger	0.0	0.0	0.0	-	5.8	0.0	0.0	0.1
Complaints per 1,000 Passengers	0.2	0.3	0.7	-	2.6	0.4	0.0	0.3

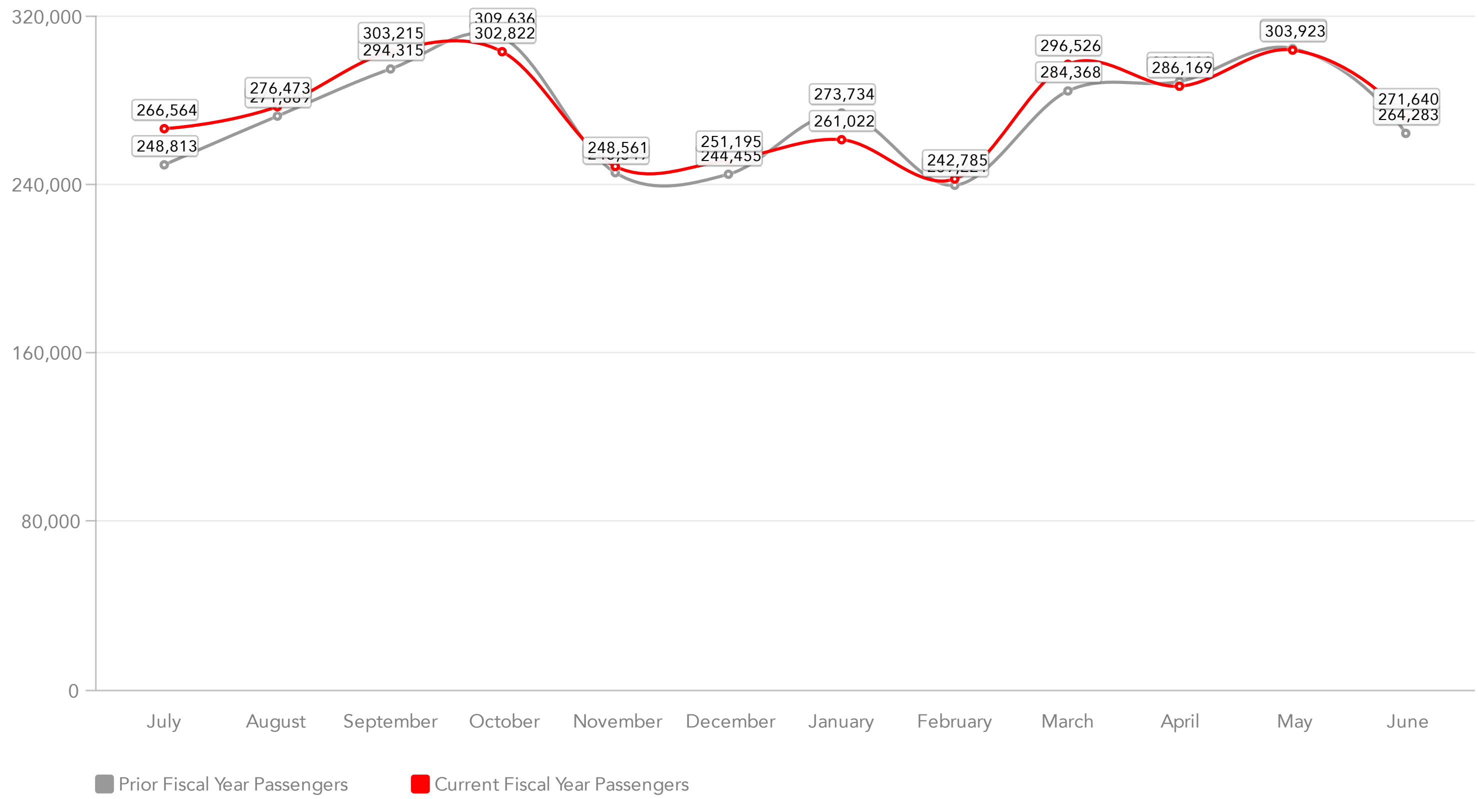
Attachment A

FISCAL YEAR: 2026

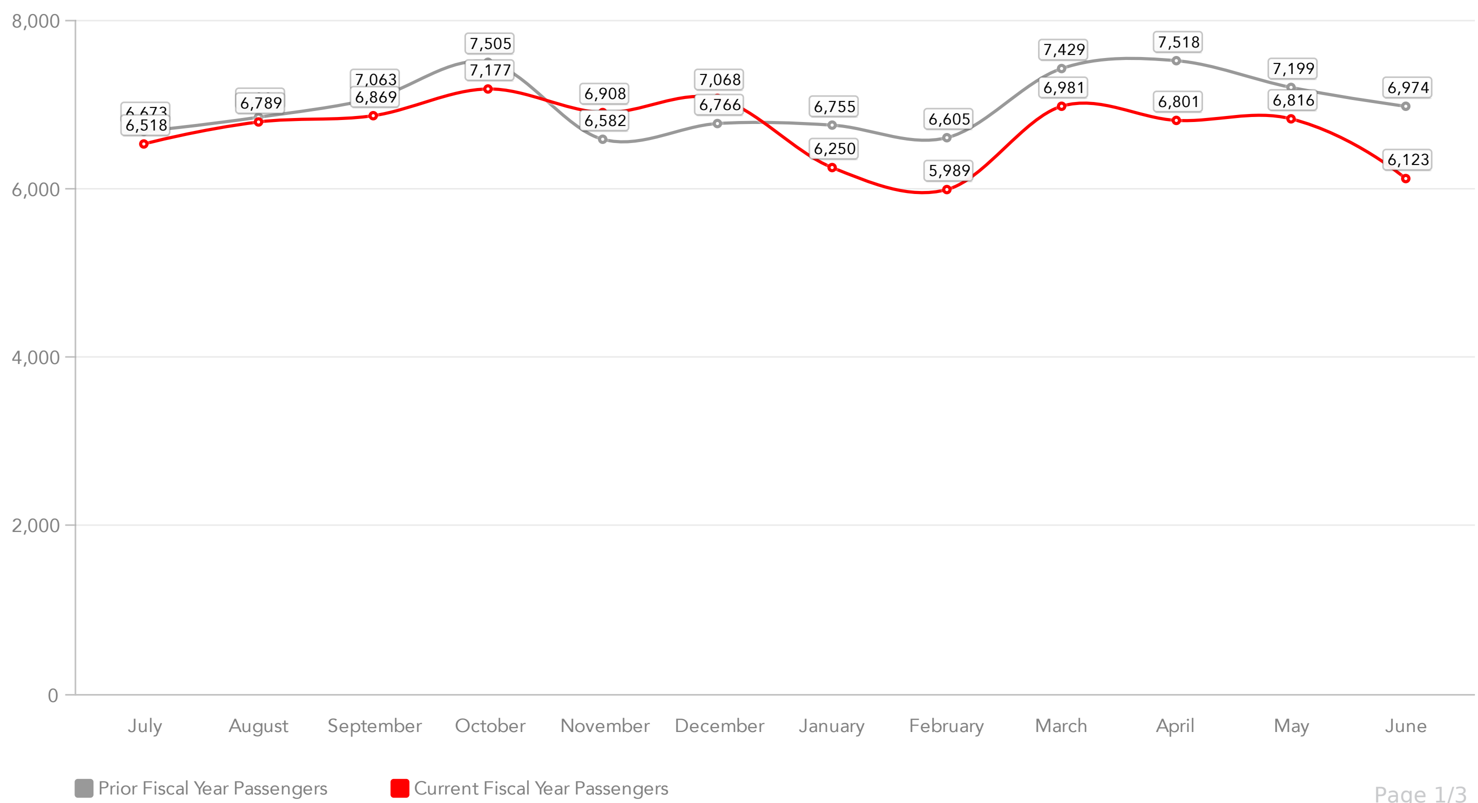
MONTH: All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month



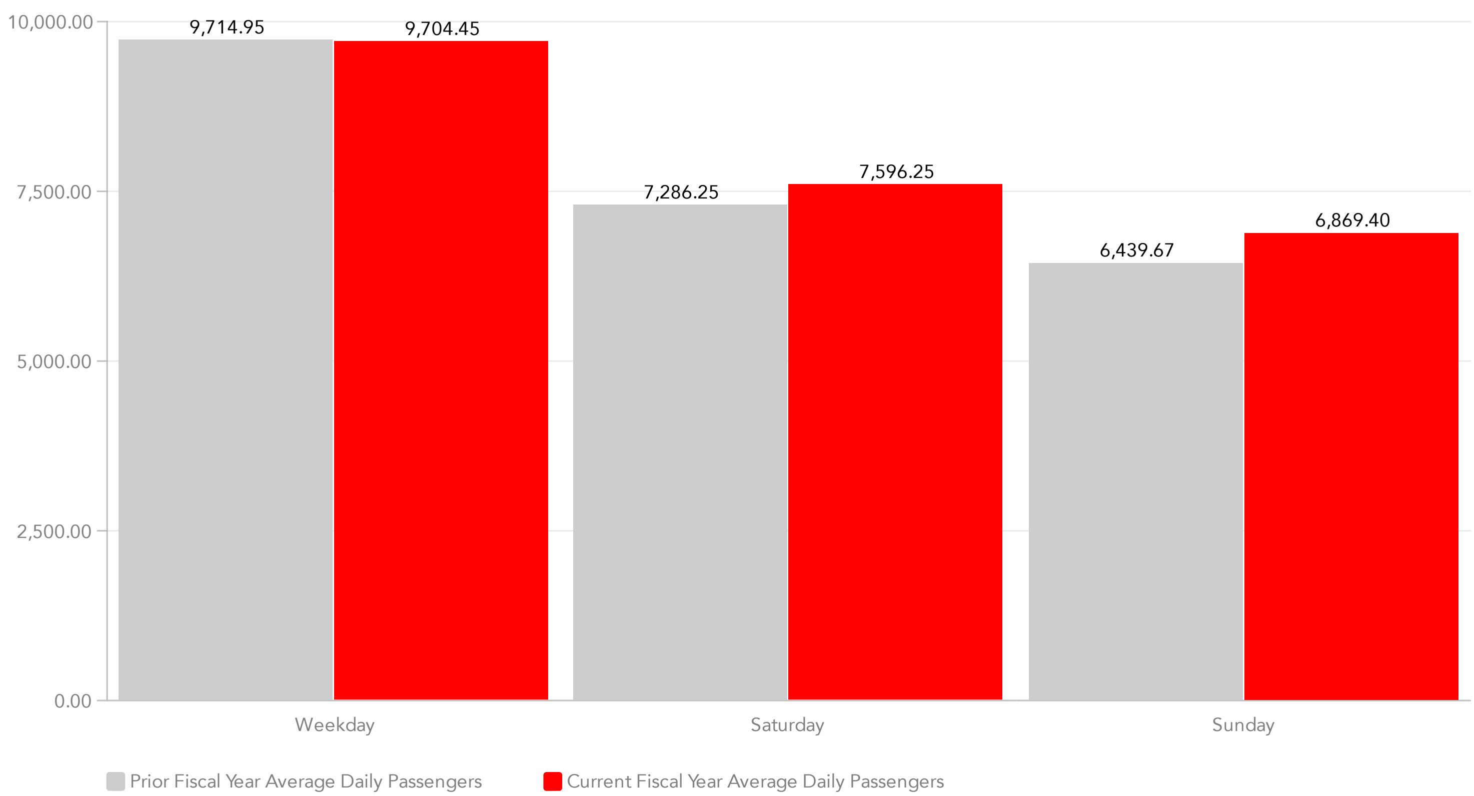
Item 3c

Attachment A

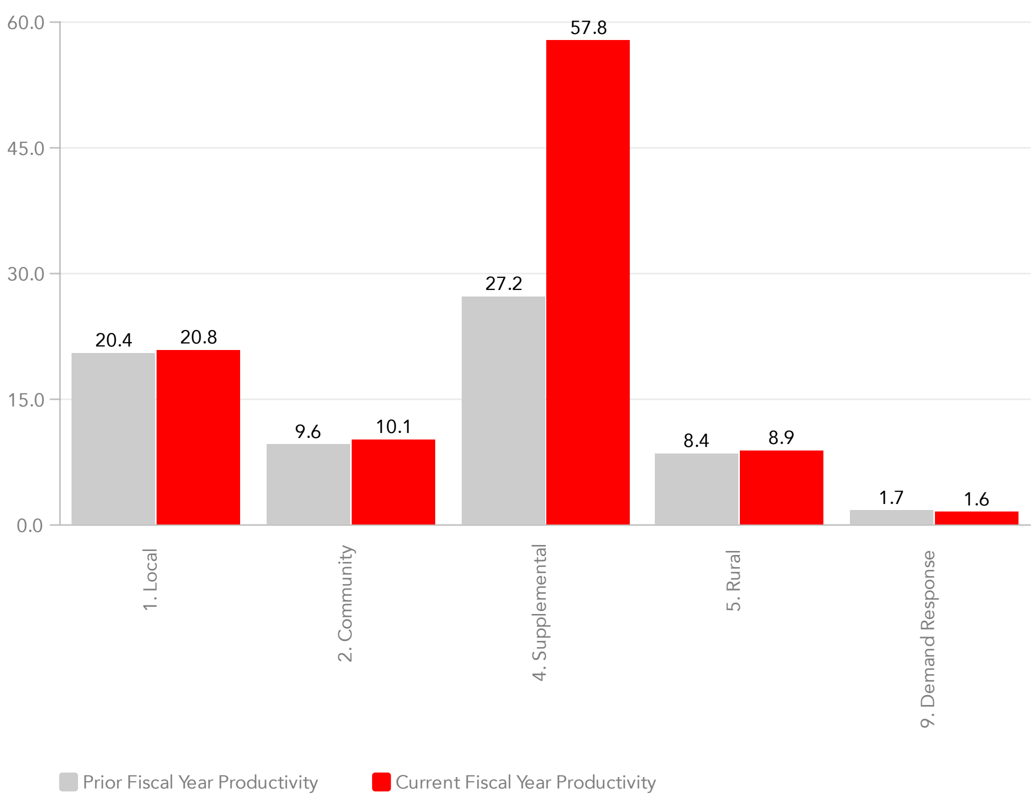
Monthly Comparison

MONTH
Jun

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

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4. Supplemental
   Routes 613, 619, 625, 629, 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, July 13, 2026 at 9:32 A.M.

Roll Call

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

Absent: **Director Llorens-Gulati, Director Lucan**

Board President Sackett opened the meeting at 9:32 A.M.

1. Open Time for Public Expression

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

2. Board of Directors' Matters

President Sackett reported that she appointed an Ad Hoc Future Service Delivery Committee consisting of herself, Director Colbert, and Vice President Casissa. The committee will meet immediately following the July 13, 2026, Board of Directors meeting.

3. General Manager's Report
   a. General Manager's Oral Report
   b. Monthly Monitoring Report: April 2026
      i. Item 3b – Staff Report

General Manager Robert Betts provided an update on the Clipper Next Generation system. He highlighted transit and fare promotions from the Marin County Fair. He reported on fixed route and demand response ridership from April 2026. Mr. Betts presented early ridership trends related to Marin-Sonoma Coordinated Transit Service (MASCOTS) plan implementation. He noted that Onward's State-funded wheelchair-accessible services are available in Marin County.

Second Vice President Bushey asked about opportunities to expand the MASCOTS plan.

Mr. Betts replied that early data related to the MASCOTS plan is under review. As the MASCOTS plan resulted in significant service changes, service should mature before the next adjustment. Adjustments will be considered in 2027.

Second Vice President Bushey asked about marketing efforts for Onward's wheelchair-accessible services.

Mr. Betts responded that information about Onward was included in the monthly newsletter and was provided directly to riders. He provided a link to Onward's website.

Director Moulton-Peters asked how many transit agencies MASCOTS involves.

Mr. Betts answered that MASCOTS involves six transit agencies, two transit authorities, and the Metropolitan Transportation Commission (MTC).

Director Moulton-Peters asked how frequently the MASCOTS transit agencies meet. She asked when there will be a more comprehensive analysis of the implementation of MASCOTS.

Mr. Betts replied that transit agency General Managers meet monthly. A staff-level technical working group meets regularly. A detailed ridership analysis will be presented at upcoming Sonoma-Marin Area Rail Transit (SMART) and Golden Gate Bridge, Highway and Transportation District (GGBHTD) meetings.

Director Moulton-Peters suggested that Directors receive a copy of the detailed ridership presentation. She suggested that information regarding Onward's wheelchair-accessible services be provided to additional agencies.

President Sackett requested that Directors receive a copy of the information regarding Onward that was distributed to Marin Access riders. She noted the importance of transportation services during the Marin County Fair. President Sackett asked how many paratransit riders utilized the free fare promotion for the Marin County Fair's Sensory Carnival.

Mr. Betts stated that he will follow up and provide data regarding paratransit ridership to the Sensory Carnival.

President Sackett requested that data regarding transportation service during the Marin County Fair be shared with the County of Marin's Cultural Services Department.

4. Consent Calendar

   a. Minutes for June 1, 2026 Board Meeting
   b. Federal Legislative Report
   c. Resolution #2026-07 of Local Support for Metropolitan Transportation Commission One Bay Area Grant 4 Program
   d. Authorize the General Manager to Negotiate and Approve Contract with Canal Alliance for Consulting and Community Engagement Services
   e. Marin Transit Safety Plan Annual Update
   f. Caltrans 5311 Authorizing Resolution

Recommended Action: Approve.

M/s: Vice President Casissa – Director Colbert

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

Noes: None

Absent: Director Llorens-Gulati, Director Lucan

Abstain: None

5. Set Public Hearing for Fare Policy Changes and Receive Title VI Analysis

Staff Report

{Director Lucan present at 9:50 AM}

Director of Planning Cathleen Sullivan reported on fare collection recommendations that the Board adopted in 2024. Ms. Sullivan provided an update regarding the Next Generation Clipper transition, noting marketing and education efforts. She presented the Fare Study implementation timeline. Ms. Sullivan reviewed the Fare Study recommendations, highlighting cash transfer and Youth Pass policy recommendations. Ms. Sullivan presented data and trends regarding fare payment methods. She described the final fare payment environment under the recommendations. Ms. Sullivan presented the timeline and Title VI analysis for the cash transfer and Youth Pass policy recommendations.

Director Moulton-Peters asked if riders may use cash to add value to their Clipper cards.

Ms. Sullivan confirmed riders can add cash value to their Clipper cards at kiosks at the San Rafael Transit Center and at local retailers. Kiosk location expansion is under consideration. With Next Generation Clipper, cash value is available immediately.

General Manager Robert Betts noted that riders paying fares with credit or debit cards will receive transfer discounts if they use the same payment card for each fare payment.

Director Lucan asked about the history of free youth fares during the summer.

Ms. Sullivan stated that the annual promotion first occurred in 2021 or 2022.

Director Lucan asked about fare revenue loss from the promotion.

Ms. Sullivan explained that the fiscal impact was estimated when the promotion was permanently adopted.

Director Lucan expressed interest in determining the total youth fare revenue.

Second Vice President Bushey asked if free Clipper cards will be provided to riders attempting to obtain cash transfers after the fare policy changes are implemented.

Ms. Sullivan replied that free Clipper cards will be provided to riders as the fare policy changes approach, and after implementation.

Second Vice President Bushey suggested that Clipper cards should be distributed on vehicles when riders attempt to obtain a cash transfer.

President Sackett commended the presentation regarding Automatic Passenger Counting (APCs). She requested that Directors receive a flyer regarding the Youth Pass transition.

Director Colbert commended the operational and marketing efforts regarding the fare policy changes.

Recommended Action:

- **Set public hearing for September 14, 2026 to receive public input on the following fare policy changes:**
  - **Elimination of cash transfers; and**
  - **Elimination of the paid Youth Pass (replaced by access to Clipper monthly fare maximums for youth riders)**
- **Receive Title VI analysis of fare policy changes**

M/s: Director Colbert – Director Lucan

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

Noes: None

Absent: Director Llorens-Gulati

Abstain: None

6. AB 2561 Vacancy Rate Reporting: Annual Informational Report and Public Hearing

Staff Report

President Sackett reported that agenda item 6 will include a public hearing.

General Manager Robert Betts summarized the requirements of AB 2561. He presented information regarding staffing vacancies, recruitment efforts, and retention efforts. Mr. Betts introduced the public hearing.

Director Rodoni asked what percentage of positions are vacant.

Mr. Betts replied that 15 percent of positions are vacant.

President Sackett opened the public hearing and called for public comment.

President Sackett closed the public hearing. She noted the cancellation of the Board of Directors meeting on August 3, 2026.

Recommended Action: Staff recommends that your Board hold a public hearing in accordance with AB 2561.

Adjourn President Sackett adjourned the meeting at 10:18 A.M.

SINE DIE

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PRESIDENT

ATTEST:

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CLERK

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

September 14, 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 reports for June and July 2026 provide 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 June 2026

Attachment B: Federal Update July 2026

CARPI & CLAY

Federal Update

June 30, 2026

Fiscal Year 2027 Appropriations Update

The House continued advancing FY27 spending bills in June, passing the Agriculture–Rural Development–FDA bill on the floor and advancing the Defense, Homeland Security, Interior–Environment, Labor–HHS–Education, and Transportation–HUD bills through the full Appropriations Committee. All twelve FY27 appropriations bills have now passed the House Appropriations Committee.

Progress on FY27 appropriations has stalled in the Senate as Chair Susan Collins (R-ME) postponed scheduled markups amid unified Democratic opposition and Republican absences. Collins and Ranking Member Patty Murray (D-WA) have not yet reached a bipartisan agreement on overall spending levels.

FY27 Appropriations Bill	House Subcommittee Allocation (in Billions)	House Subcommittee Markup	House Full Committee Markup	House Floor
Agriculture–Rural Development–FDA	$26.27	Passed on April 23 by a 10–7 vote	Passed on April 29 by a 35–25 vote	Passed on June 4 by a 213–210 vote
Commerce–Justice–Science	$77.341	Passed on April 30 by an 8–6 vote	Passed on May 13 by a 32–28 vote	
Defense		Passed on June 11 by a voice vote	Passed on June 24 by a 34–27 vote	
Energy–Water Development		Passed on May 15 by a voice vote	Passed on May 20 by a 34–25 vote	
Financial Services–General Government	$25.298	Passed on April 17 by a 9–6 vote	Passed on April 22 by a 34–28 vote	
Homeland Security		Passed on June 5 by a voice vote	Passed on June 10 by a 34–27 vote	

Interior–Environment		Passed on May 21 by a 7–5 vote	Passed on June 3 by a 35–27 vote	
Labor–HHS–Education		Passed on June 5 by an 11–7 vote	Passed on June 9 by a 34–28 vote	
Legislative Branch	$7.3	Passed on April 30 by a 5–4 vote	Passed on May 13 by a 34–28 vote	
Military Construction–VA	$157	Passed on April 17 by a voice vote	Passed on April 21 by a 58–0 vote	Passed on May 15 by a 400–15 vote
National Security–State	$47.32	Passed on April 23 by an 8–5 vote	Passed on April 28 by a 35–27 vote	
Transportation–HUD		Passed on May 21 by a 7–5 vote	Passed on June 3 by a 34–27 vote	

LEGISLATIVE ACTIVITY

Rep. Gallagher Sworn In Following CA-1 Special Election. On June 10, former Assemblymember James Gallagher (R-CA) was sworn in as a Member of the House of Representatives following his victory in the special election to fill the seat vacated by the death of Representative Doug LaMalfa in January. Rep. Gallagher's addition brings the House to 431 members, with 218 Republicans, 212 Democrats, and one independent who caucuses with Republicans.

Senate Committee Holds Hearing on OMB Nomination. On June 16, the Senate Budget Committee held a **hearing** to consider the nomination of Hal Duncan, to be the Deputy Director of the Office of Management and Budget (OMB). During the hearing, Senator Patty Murray (D-WA) pressed Duncan on whether the proposed OMB grants rule contains any guardrails to prevent cronyism or politically motivated grant terminations, warning that it could allow political appointees to terminate awards based on a President's personal or partisan preferences. Senator Alex Padilla (D-CA) argued that the rule would expand agency authority to suspend or terminate grants, elevate political appointees, and allow OMB to override congressional funding decisions; Duncan responded that the changes are about accountability and ensuring decisions are made by officials accountable to the President. Senator Chris Van Hollen (D-MD) echoed concerns raised by Murray and others, saying the proposal would further politicize the grantmaking process and is especially alarming in the context of this Administration's broader actions. Senator Mike Lee (R-UT) defended the proposal as a taxpayer-protection and anti-waste reform, and Duncan agreed, emphasizing political appointee review, restrictions on funding DEI, illegal immigration, and "radical gender ideologies," stronger fraud controls, and an E-Verify requirement for grant recipients and subrecipients.

House Committee Holds Hearing on FY27 DHS Budget Request. On June 3, the House Homeland Security Committee held a **hearing** to examine the Department of Homeland Security's (DHS) FY27 budget request, with Secretary Markwayne Mullin and Deputy Secretary Troy Edgar testifying. Key topics included the impact of the 76-day DHS funding lapse on agency operations and preparedness for the 2026 FIFA World Cup and 2028 Olympic Games, CISA staffing reductions and cybersecurity capacity, ICE enforcement standards and use of judicial warrants, conditions at immigration detention facilities, FEMA grant delays and disaster recovery programs, counter-drone capabilities, Coast Guard funding and Arctic operations, and border security and cartel enforcement.

House Subcommittee Holds Hearing on Federal Disaster Recovery Programs. On June 10, the House Financial Services Subcommittee on Housing held a **hearing** titled "Examining Local Needs in Disaster Recovery," examining the structure and effectiveness of HUD's Community Development Block Grant Disaster Recovery (CDBG-DR) program. Witnesses included representatives from the Congressional Research Service, Enterprise Community Partners, the Texas General Land Office, and the North Carolina Department of Commerce. Key topics included the program's lack of permanent statutory authorization, delays in fund allocation and disbursement, administrative complexity from varying requirements across supplemental appropriations, and challenges in oversight and fraud prevention. Members and witnesses debated whether to permanently authorize CDBG-DR, create a standalone disaster recovery program at HUD, or consolidate long-term recovery functions at FEMA.

Senate Subcommittee Holds Hearing on the Technological Advances Driving Transportation Innovation. On June 9, the Commerce, Science, and Transportation Subcommittee on Surface Transportation, Freight, Pipelines, and Safety held a **hearing** titled "The Need for Speed: How Technological Advances are Driving Transportation Innovation." Witnesses included representatives from the Association of American Railroads (AAR), the American Trucking Associations (ATA), ITS America, and the International Brotherhood of Teamsters. In his opening statement, Subcommittee Chair Todd Young (R-IN) emphasized that emerging transportation technologies can improve safety, efficiency, and U.S. economic competitiveness, but warned that outdated federal rules and regulatory red tape could slow innovation and allow other countries, including China, to move ahead. He pointed to DOT's recent waiver allowing cab-mounted warning beacons as a positive example of removing unnecessary barriers, while arguing that Congress should continue clearing obstacles that prevent the private sector from deploying safer and more effective transportation solutions.

House Subcommittee Holds Hearing on GPS Resilience and Complementary Positioning Technologies. On June 4, the House Energy and Commerce Subcommittee on Communications held a **hearing** titled "Where Are We?: Examining Positioning, Navigation, and Timing Capabilities in the United States." Witnesses included representatives from the GPS Innovation Alliance, the National Association of Broadcasters, NextNav, Public Knowledge, and the Consumer Technology Association. Key topics included GPS vulnerabilities to jamming and spoofing by foreign adversaries, the need for complementary and backup positioning, navigation, and timing (PNT) systems, GPS modernization, spectrum management and the FCC's role in evaluating alternative PNT proposals, and consumer privacy considerations. Much of the hearing focused on two specific technologies: the National

Association of Broadcasters' Broadcast Positioning System, which would leverage existing broadcast infrastructure, and NextNav's proposal to reconfigure the lower 900-megahertz band for a 5G-based PNT system. The latter drew opposition from witnesses and members over potential interference with existing users of the band, including ports, utilities, public safety agencies, agricultural sensors, and electronic tolling systems.

CONGRESSIONAL LETTERS

California Democrats Urge Removal of Rideshare Liability Provision from House Surface Transportation Reauthorization Bill. On June 12, Representatives Derek Tran (D-CA) and Zoe Lofgren (D-CA) led 34 members of the California congressional delegation in a letter to Speaker Johnson and Minority Leader Jeffries urging the removal of a provision in the *BUILD America 250 Act* (**H.R. 8870**) that would preempt state law and immunize rideshare companies from liability for injuries, sexual assaults, and fatalities occurring during rides. The provision was incorporated as an amendment offered by Representative Vince Fong (R-CA) during the May 22 House Transportation and Infrastructure Committee markup.

FEDERAL FUNDING OPPORTUNITIES

DOT Publishes INFRA Grants NOFO. On June 2, the Department of Transportation (DOT) published a **NOFO** for the availability of $626.7 million through the National Significant Multimodal Freight and Highway Projects (INFRA) grant program. The grants help to fund surface transportation infrastructure projects of national or regional significance that improve the safety, efficiency, and reliability of the movement of people and goods in addition to expanding safe, accessible public parking for commercial motor vehicles. Funding is administered through two distinct tracks: Track 1 utilizes FY23 and FY24 resources to support surface transportation projects of national and regional significance, while Track 2 is a dedicated carve-out of FY26 resources specifically for commercial motor vehicle parking projects of national or regional significance. Applicants must clearly identify their chosen track in the Project Information Form, as each track is subject to different selection priorities. Applications for Track 1 are due July 1, and applications for Track 2 are due July 15.

FEMA Publishes FY2026 Emergency Management Performance Grant Program NOFO. On June 15, the Federal Emergency Management Agency (FEMA) published a **NOFO** for the Emergency Management Performance Grant Program, making $337 million available to state, local, tribal, and territorial governments to bolster emergency management organizations. Eligible uses include hiring and training staff, purchasing equipment such as generators and mobile command vehicles, and establishing interoperable communications systems. Applications are due July 15.

FEMA Publishes FY2026 Emergency Operations Center Grant Program NOFO. On June 15, FEMA published a **NOFO** for the Emergency Operations Center Grant Program, making approximately $83 million available to state governments and federally recognized tribal governments to construct, upgrade, or equip emergency operations centers. The program focuses on improving the flexibility, security, and interoperability of facilities that serve as centralized coordination hubs during major disasters or emergencies. Applications are due July 15.

FHWA Publishes BIT3 Grants NOFO. On June 3, the Federal Highway Administration (FHWA) published a **NOFO** for the availability of $25 million through the Type 3 Bridge Replacement and Rehabilitation Competitive (BIT3) Grant Program. The purpose of the program is to fund the replacement or rehabilitation of county-owned bridges that are classified as Type 3 bridges by the U.S. Department of Interior's Bureau of Reclamation (USBR) and cross a water conveyance structure owned by USBR. Eligible applicants under the BIT3 Competitive Grant Program are counties which own a Type 3 bridge crossing a water conveyance structure owned by USBR. Applications will be accepted on a rolling basis until funds are expended.

FTA Publishes Rail Vehicle Replacement NOFO. The Federal Transit Administration (FTA) has published a **NOFO** for the availability of $166 million in grant funding through the Rail Vehicle Replacement Program. The program helps public transportation agencies replace rail rolling stock. Applications are due July 6.

FEDERAL FUNDING AWARDS

DOT Announces IFAC Grant Awards. DOT has **announced** nearly $47 million to 45 projects in 27 states through the Innovate Finance and Asset Concession (IFAC) grant program. The funding will help public entities scan their existing assets to unlock their value and explore innovative financing, alternative delivery, and public-private partnership opportunities.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

DOJ Files Amended Complaint Against California Vehicle Emissions Rules. On June 16, the Department of Justice filed an **amended complaint** in the U.S. District Court for the Eastern District of California challenging the California Air Resources Board's (CARB) vehicle emissions regulations. The federal government argues that California's regulations are preempted by the *Energy Policy and Conservation Act*, which grants the National Highway Traffic Safety Administration's (NHTSA) authority over fuel economy standards, and that CARB's rules interfere with NHTSA's efforts to set those standards. The amended complaint was filed after CARB permanently adopted an emergency rule on March 26 affirming that its vehicle emissions limits remain in effect. The underlying dispute stems from Congress's use of the *Congressional Review Act* to revoke Environmental Protection Agency waivers that had previously allowed California to enforce emissions standards stricter than federal requirements.

DOT Publishes Title VI Regulations Final Rule. On June 11, the Department of Transportation (DOT) published a **final rule** that amends its regulations implementing Title VI of the Civil Rights Act of 1964 ("Title VI") to eliminate disparate-impact liability. DOT has stated these amendments are intended to align regulations with Title VI's original public meaning, avoid constitutional concerns, reduce compliance costs, and implement changes directed in Executive Order 14281. These revisions also align with changes made by the U.S. Department of Justice (DOJ) to its Title VI Regulations at 28 CFR part 42, effective December 10, 2025. The rule is effective immediately.

FEMA Releases Updated Risk Assessment Software. On June 4, FEMA released **Hazus 7.2**, an updated version of its hazard risk assessment software used by emergency managers, planners, and researchers nationwide. The update adds the U.S. Geological Survey's ShakeMap model, which collects seismic data in real time and can estimate the potential impacts of earthquake events, restoring earthquake modeling capability that was lost when FEMA retired support for Hazus 6.1 in March 2026. The release also includes updates to result export features and user performance.

FTA Publishes Family Friendly Transit RFI. On June 4, the Federal Transit Administration (FTA) published a **request for information** (RFI) asking transit agencies and the public to share information about how to assess public transportation service quality across five areas: safety and security, cleanliness, universal accessibility, real time service data availability, and system reliability. FTA will use this information to develop tools to help the public, transit agencies, and all levels of government assess the quality of public transportation service in their communities more directly and identify actions necessary to improve family-friendly service. Comments are due August 3.

FTA Publishes Emergency Relief Final Rule. On June 4, FTA published a **final rule** amending its emergency relief regulation to reduce 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. The rule is effective July 6.

FTA Publishes Private Investment Project Procedures Final Rule. On June 4, FTA published a **final rule** amending its Private Investment Project Procedures regulation to reduce the regulatory burden on recipients subject to FTA's private investment procedures by removing an unnecessary reporting requirement. The rule is effective July 6.

FTA Publishes Project Management Oversight. On June 4, FTA published a **final rule** 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. The rule is effective July 6.

FTA Publishes PTSCTP Final Rule. On June 4, FTA published a **final rule** amending the reporting requirements for the Public Transportation Safety Certification Training Program (PTSCTP). This final rule reduces reporting burdens for rail transit agencies and State Safety Oversight Agencies. The rule is effective July 6.

FTA Publishes RWP Final Rule. On June 4, FTA published a **final rule** amending the Rail Transit Roadway Worker Protection (RWP) regulation. The final rule extends the time period for State Safety Oversight Agencies (SSOA) to report RWP programs to FTA and allows SSOAs to complete annual audits simultaneously with other required audits. The rule is effective July 6.

NHTSA Publishes Uniform Procedures for State Highway Safety Grant Programs Final Rule. On June 11, the National Highway Traffic Safety Administration (NHTSA) published a **final rule** that revises certain documentation requirements relating to public participation and engagement in the Uniform Procedures for State Highway Safety Grant Programs. The rule is effective July 13.

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CARPI & CLAY

Federal Update

August 3, 2026

Fiscal Year 2027 Appropriations Update

The House passed the National Security-State appropriations bill on the floor, but House GOP leadership struggled to advance additional FY27 spending bills, repeatedly running into trouble passing the procedural rules needed to bring bills up for consideration prior to departing for the August recess.

Instead, the House pivoted to passing a continuing resolution (**H.R. 9770**) by a 220–205 vote on July 17. The bill would extend federal government funding beyond the current September 30 deadline through December 4, beyond the midterm elections. The House is scheduled to return on August 31.

Senate Majority Leader John Thune indicated the House-passed continuing resolution omits several funding requests sought by the White House, and Senate Republicans are now working to craft their own version. Senate Appropriations Committee Vice Chair Patty Murray (D-WA) has indicated she has been working with Chair Susan Collins (R-ME) on a continuing resolution that would fund the government until December.

Although the text of the Senate's version of a continuing resolution has not yet been released, Thune took a procedural step on July 30 to advance a stopgap measure using an existing bill as a legislative vehicle. Thune said the measure is largely negotiated, with a handful of outstanding issues still under discussion between Senate leaders. He hopes to bring it to a vote the week of August 3, before the Senate departs for recess. One outstanding issue is whether to include a provision barring the use of funds to implement OMB's proposed rule overhauling federal grantmaking; Collins said she hopes to include such a provision, while Murray said Democrats are still pushing for that language. As is the case with most legislation, Senate rules require a three-fifths majority to advance consideration of appropriations bills, meaning bipartisan support will be necessary to pass any continuing resolution.

FY27 Appropriations Bill	House Subcommittee Allocation (in Billions)	House Subcommittee Markup	House Full Committee Markup	House Floor
Agriculture–Rural Development–FDA	$26.27	Passed on April 23 by a 10–7 vote	Passed on April 29 by a 35–25 vote	Passed on June 4 by a 213–210 vote

Commerce–Justice–Science	$77.341	Passed on April 30 by an 8–6 vote	Passed on May 13 by a 32–28 vote	
Defense		Passed on June 11 by a voice vote	Passed on June 24 by a 34–27 vote	
Energy–Water Development		Passed on May 15 by a voice vote	Passed on May 20 by a 34–25 vote	
Financial Services–General Government	$25.298	Passed on April 17 by a 9–6 vote	Passed on April 22 by a 34–28 vote	
Homeland Security		Passed on June 5 by a voice vote	Passed on June 10 by a 34–27 vote	
Interior–Environment		Passed on May 21 by a 7–5 vote	Passed on June 3 by a 35–27 vote	
Labor–HHS–Education		Passed on June 5 by an 11–7 vote	Passed on June 9 by a 34–28 vote	
Legislative Branch	$7.3	Passed on April 30 by a 5–4 vote	Passed on May 13 by a 34–28 vote	
Military Construction–VA	$157	Passed on April 17 by a voice vote	Passed on April 21 by a 58–0 vote	Passed on May 15 by a 400–15 vote
National Security–State	$47.32	Passed on April 23 by an 8–5 vote	Passed on April 28 by a 35–27 vote	Passed on July 15 by a 217–209 vote
Transportation–HUD		Passed on May 21 by a 7–5 vote	Passed on June 3 by a 34–27 vote	

LEGISLATIVE ACTIVITY

House Passes Budget Resolution for Third Reconciliation Bill. On July 22, the House passed H. Con. Res. 113, a budget resolution intended to provide for an approximately $95 billion "Reconciliation 3.0" package, by a 216–214 vote. The resolution carries reconciliation funding instructions for $60 billion through the Armed Services Committee, $13 billion through the Administration Committee, $12 billion through the Agriculture Committee, and $10 billion through the Intelligence Committee, with the funds intended for military and intelligence programs amid the conflict in Iran, farm aid, and election security grants tied to state voter-ID requirements. The resolution does not provide for revenue offset provisions. The Senate must adopt the same budget framework before a reconciliation bill can be drafted. Such a bill would require only a simple majority vote in the Senate.

Senate Committees Advance OMB Deputy Director Nomination. On July 22, the Senate Budget Committee and the Senate Homeland Security and Governmental Affairs Committee each voted along party lines to advance the nomination of Hal Duncan to be Deputy Director of the Office of Management and Budget. Duncan has been serving in the role on an acting basis while also serving as OMB's legislative liaison to Capitol Hill.

Senate Committee Advances FEMA Administrator Nomination. On July 22, the Senate Homeland Security and Governmental Affairs Committee advanced the nomination of Cameron Hamilton to lead the Federal Emergency Management Agency (FEMA) by an 8–4 vote. Hamilton served as Acting Administrator at the beginning of the second Trump administration. Then-Secretary Noem fired Hamilton after he testified on Capitol Hill that it would not be in the public interest to eliminate FEMA.

Senate Committee Advances Labor Secretary Nomination. On July 30, the Senate Health, Education, Labor, and Pensions Committee advanced the nomination of Keith Sonderling to serve as Secretary of Labor by a 12–11 party-line vote. Sonderling has led the Department on an acting basis since April, following the resignation of former Secretary Lori Chavez-DeRemer. He previously served as Deputy Secretary of Labor, a Commissioner at the Equal Employment Opportunity Commission, and in the Department's Wage and Hour Division during President Trump's first term.

CBO Estimates Highway Trust Fund and Revenue Effects of BUILD America 250 Act. On July 9, the Congressional Budget Office (CBO) released a cost estimate for selected provisions of the *BUILD America 250 Act* (**H.R. 8870**), as ordered reported by the House Transportation and Infrastructure Committee on May 22. CBO projects the bill's permitting changes and specified funding would increase the Highway Trust Fund's cumulative shortfall at the end of 2031 to $99.5 billion for the highway account and $48.2 billion for the transit account, up from baseline shortfalls of $86.0 billion and $45.2 billion, respectively. CBO also estimates that Section 1129, which would require states to collect registration fees on electric and plug-in hybrid vehicles through September 30, 2036, would raise $17 billion in gross fee collections, netting $12 billion in increased federal revenue after accounting for offsetting reductions in income and payroll tax receipts. CBO notes the bill does not actually require these fee revenues to be deposited into the Highway Trust Fund, despite a "sense of the Committee" provision stating that intent; CBO's estimates assume such a deposit would occur.

House Committee Holds Hearing on FEMA Reform. On July 15, the House Transportation and Infrastructure Committee held a **hearing** on reforming the Federal Emergency Management Agency (FEMA), examining the bipartisan *Fixing Emergency Management for Americans Act*, which the Committee reported favorably in September 2025. Witnesses, including former FEMA Administrator Craig Fugate, Jefferson Parish President Cynthia Lee Sheng, and National Rural Electric Cooperative Association (NRECA) CEO Jim Matheson testified in support of the bill's core reforms: shifting FEMA's Public Assistance Program from a reimbursement to an upfront grants model, a 120-day reimbursement timeline for emergency work, expanded permanent-repair authority for damaged homes, a formula-based pre-disaster mitigation program, and a universal disaster assistance application. Several members emphasized reducing bureucratic delay, fraud-prevention costs, and incentivizing state mitigation investment through a sliding federal cost-share scale. Some Democratic members raised concerns about FEMA staffing reductions, diversion of FEMA personnel and resources to immigration enforcement, and alleged politicization of disaster declarations.

House Committee Releases Energy Permitting Reform Package. On July 22, House Energy and Commerce Committee Chairman Brett Guthrie (R-KY) released a **discussion draft** of the *Permitting Our Way to an Energy Resurgence (POWER) Act*, which aims to expedite the energy permitting process and strengthening the electric grid. The discussion draft incorporates 19 previously introduced bills that have been moving independently through the Committee. This package was released amid continued efforts on Capitol Hill to forge a bicameral agreement on permitting reform. Senate negotiators are working on a bipartisan permitting overhaul measure that they hope to release before lawmakers leave for August recess. Multiple committees in both chambers have jurisdiction over the issue.

CONGRESSIONAL LETTERS

Comments on OMB Regulation for Federal Financial Assistance Rule. The comment period for the Office of Management and Budget's (OMB) **proposed regulation for federal financial assistance** closed on July 13. More than 500,000 comments were submitted. The proposal would constitute the largest overhaul of federal grants administration since 2013. OMB must now review comments before issuing a final rule, currently scheduled to go into effect on October 1.

- **Sen. Collins Asks OMB to Withdraw Portions of Rule, Extend Comment Period.** On July 6, Senate Appropriations Committee Chair Susan Collins (R-ME) sent a **letter** to OMB Director Russell Vought requesting a 90-day extension of the comment period for OMB's proposed rule on federal financial assistance and withdrawal of provisions that she argues would harm small and rural communities and undermine scientific and biomedical research. The letter raises concerns about a provision allowing agencies to terminate discretionary grants at any time without administrative hearing protections, a requirement that senior political appointees review merit-based awards for consistency with presidential policy priorities, and new administrative burdens on small recipients. She also argues the rule fails to address how consideration of presidential priorities would be reconciled with congressional intent.

- **Senate Democrats Urge OMB to Rescind Proposed Federal Financial Assistance Rule.** On July 1, Sens. Chuck Schumer (D-NY), Gary Peters (D-MI), Patty Murray (D-WA), and Jeff Merkley (D-OR) led all 47 Senate Democrats in sending a **letter** to OMB Director Vought urging rescission of OMB's proposed rule on federal financial assistance. The senators argue the proposal exceeds OMB's statutory authority under the *Chief Financial Officers Act*, which courts have held does not authorize OMB to pause or terminate grants indiscriminately. The letter contends the rule would allow the President to terminate or suspend any grant at any time for any reason without notice, empower political appointees to override expert peer review in grant award decisions, and impose undefined compliance terms that would create uncertainty for recipients and conflict with statutes requiring specific categories of federally funded research. The senators also argue the proposal removes the requirement that recipients follow GAO financial internal control standards mandated by the *Federal Managers' Financial Integrity Act of 1982*, undermining oversight of federal funds.

- **California Democrats Urge OMB to Rescind Proposed Federal Financial Assistance Regulation.** On July 8, Senator Adam Schiff (D-CA), Representative Zoe Lofgren (D-CA), Senator Alex Padilla (D-CA), and 37 California House Democrats sent a letter to OMB Director Vought urging OMB to rescind its proposed Regulation for Federal Financial Assistance. The lawmakers argue the rule would let political appointees control grant review processes across all federal agencies, undermining the merit-based, independent peer review historically used by many federal agencies. They also warn the rule threatens state and local governments by expanding officials' discretion to suspend or terminate active grants mid-cycle, tying grant eligibility to local enforcement of federal executive orders, and imposing new compliance and monitoring burdens on local governments that serve as pass-through entities for federal funds. Additional concerns include termination of active research grants based on broad "national interest" determinations, new E-Verify mandates burdening universities, farmers, and small businesses, disallowance of publication and open-access costs, and restrictions on research touching on race, sex, or disparate-impact topics. The letter cites prior cuts in federal research funding, which a federal judge found unconstitutional, as evidence of the risks of politicized grantmaking, and warns the rule would weaken U.S. competitiveness against China in scientific fields.

FEDERAL FUNDING OPPORTUNITIES

FTA Publishes Bus and Low-No Program NOFO. On July 27, the Federal Transit Administration (FTA) published a joint NOFO for the FY 2026 Grants for Buses and Bus Facilities Program and the Low or No Emission Grant Program, making approximately $21 million available for bus and facility capital projects and approximately $589 million for low- and zero-emission bus purchases and supporting infrastructure. Eligible applicants include designated recipients, states, local government entities, and federally recognized Indian tribes. Applications are due September 21.

FTA Publishes ICAM NOFO. FTA has published a NOFO for the availability of $11.95 million through the Innovative Coordinated Access and Mobility (ICAM) pilot program. Funds awarded will finance innovative capital projects for the transportation-disadvantaged, with the goal to improve the coordination of transportation services and non-emergency medical transportation services for older adults, people with disabilities, and people of low income. Applications are due September 9.

FEDERAL FUNDING AWARDS

DOT Announces BUILD Grant Awards. On July 7, DOT **announced** $1.73 billion to help fund 127 projects in 52 states and territories through the Better Utilizing Investments to Leverage Development (BUILD) grant program. BUILD grants allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

OMB Publishes Unified Agenda and Regulatory Plan. The White House Office of Management and Budget (OMB) **released** the 2026 Regulatory Plan and Unified Agenda of Federal Regulatory and Deregulatory Actions on July 3, an unusually late date for a document that is typically published twice a year. The delay means this single release effectively covers what would normally have been two separate editions, combining the Fall 2025 and Spring 2026 agendas into one, since the last edition came out in September 2025 as the "Spring 2025" agenda. It appears to be the only edition we should expect this year. The agenda lists expected regulatory actions and timelines across all federal departments.

Federal Court Rules OMB's Termination Clause Does Not Permit Grant Terminations Based on New Agency Priorities. On July 17, Judge Indira Talwani of the U.S. District Court for the District of Massachusetts **ruled** that the Termination Clause in 2 C.F.R. § 200.340 and parallel agency regulations do not allow agencies to terminate awarded grants based on program goals or priorities adopted after the grant was made. Twenty states, three governors, and D.C. brought the suit—filed in June 2025—after federal agencies terminated billions in grant funding. The court also rejected the government's standing, ripeness, and final-agency-action defenses, finding Plaintiffs' roughly 1,180 active grants totaling over $5.39 billion faced a real, non-speculative risk of termination.

CEQ Chair Katherine Scarlett Departs Administration. On July 7, White House Council on Environmental Quality Chair Katherine Scarlett announced she is leaving the administration, less than a year after her September 2025 Senate confirmation, for a new role in the private sector. Scarlett previously served as CEQ chief of staff for about nine months before her confirmation. During her tenure as chair, CEQ updated *National Environmental Policy Act* procedures across more than 60 federal agencies as part of the administration's permitting-reform efforts. CEQ Chief of Staff Rachael McNitt will perform the duties of chair on an interim basis.

DOT Transmits Surface Transportation Reauthorization Priorities to Congress. On July 22, Transportation Secretary Duffy sent a **letter** to Senate committee leaders outlining the Department's priorities for surface transportation reauthorization. As the 2021 *Infrastructure Investment and Jobs Act* (IIJA) is slated to expire on September 30, the proposals include granting the Federal Transit Administration authority to withhold up to 100 percent of federal formula funds from transit agencies that fail to reduce crime and fare evasion; establishing a voluntary automated vehicle pilot program with preemptive federal authority, lifting the 2,500-vehicle annual cap on AV deployment exemptions, and directing NHTSA to develop new

Federal Motor Vehicle Safety Standards for driverless vehicles; codifying Railway Safety Act provisions in response to the East Palestine, Ohio derailment; creating new competitive grant programs for Interstate System completion, freight bottlenecks, and digital infrastructure; and eliminating the Highway Trust Fund's Mass Transit Account to consolidate fuel tax revenues into the Highway Account. Additional priorities include $1 billion for New York Penn Station redesign, restrictions on non-domiciled commercial driver's licenses, a prohibition on wireless-data or automated-driving mandates for vehicles, and reduced funding support for bicycle lane infrastructure. The letter also recommends eliminating or modifying 15 existing IIJA programs, including those funding EV charging infrastructure, the Carbon Reduction Program, and several programs focused on environmental or equity-related initiatives.

EPA Ordered by Federal Judge to Administer $2.8 Billion Environmental and Climate Justice Block Grant Program. On July 22, Judge Richard Gergel of the U.S. District Court for the District of South Carolina **ordered** the Environmental Protection Agency (EPA) to administer the $2.8 billion Environmental and Climate Justice Block Grant Program, finding that the agency had failed to comply with the court's June 11 order vacating EPA guidance that terminated the program. In the June ruling, the court held that EPA's termination of the program was arbitrary and capricious and that the *One Big Beautiful Bill Act* rescinded only unobligated funds at the time of passage, rejecting the EPA's argument that the legislation eliminated the program entirely. In the July 22 order, the court held that EPA could not refuse to implement the program based on a legal argument the court had already rejected and ordered that program funds be made available through September 30, 2026.

EPA Proposes Relaxing Warranty and Useful Life Requirements for Heavy-Duty Trucks. On July 14, EPA published a **proposed rule** that would amend compliance provisions for model year 2027 and later heavy-duty highway engines, including scaling back emission-related warranty periods and useful life extensions adopted under a January 2023 rule. The 2023 rule extended the useful life for the heaviest trucks from 435,000 miles or 10 years to 650,000 miles or 11 years, and extended warranty periods from 100,000 miles or 5 years to 450,000 miles or 10 years. The proposal would also replace mandatory engine derates and vehicle speed reductions for diesel engines with low diesel exhaust fluid with audible or visible notifications, and would make nonconformance penalties available to manufacturers of medium and heavy heavy-duty engines beginning in model year 2027. Comments are due August 29.

FTA Launches Online Data Tool. FTA has launched an online data tool called **Transit Moves America**. The new tool uses National Transit Database information to provide transit systems' safety and security, accessibility, and system reliability.

FTA Issues Cybersecurity Safety Bulletin. FTA has issued **Safety Bulletin 26-02** to raise awareness of a joint cybersecurity advisory from the Cybersecurity and Infrastructure Security Agency and the Federal Bureau of Investigation. FTA encourages transit agencies to review the information, assess if it applies to their systems, and take the necessary steps to mitigate potential vulnerabilities.

FTA Publishes Fact Sheet for Reducing Assaults on Transit Workers. FTA has published a **fact sheet** that discusses the four most used strategies transit agencies reported using to reduce assaults on transit workers: de-escalation training, operator area barriers, policies and procedures, and patrols strategies. Within the fact sheet, there are separate sections covering the challenges and effectiveness of each strategy.

FTA Publishes Bus Testing NPRM. FTA has published a **notice of proposed rulemaking** (NPRM) that amends its Bus Testing Program rules by creating a 10-year expiration date for full and partial bus testing reports, requiring retesting for older models, and revising reliability and testing standards. The proposal also would clarify program procedures, including use of FTA's Bus Testing Portal, fee rules for retesting buses that were previously withdrawn, and flexibility to adapt testing protocols for emerging bus technologies. Comments are due by August 25.

FWS and NMFS Finalize Rule Rescinding Regulatory Definition of "Harm" Under ESA. On July 14, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service published a **final rule** rescinding the regulatory definition of "harm" from their respective *Endangered Species Act* (ESA) regulations, effective September 14. Since 1975, the regulatory definition had expanded the statutory prohibition on "take" of listed species to include significant habitat modification or degradation that actually kills or injures wildlife by significantly impairing essential behavioral patterns such as breeding, feeding, or sheltering. The agencies concluded that this definition does not reflect the single best reading of the statutory text, adopting the reasoning of Justice Scalia's dissent in *Babbitt v. Sweet Home Chapter of Communities for a Great Oregon* (1995) and citing the Supreme Court's 2024 decision in *Loper Bright Enterprises v. Raimondo*, which eliminated Chevron deference. The agencies stated that habitat-related impacts will continue to be addressed through other ESA mechanisms, including Section 7 consultations, critical habitat designations, Section 5 land acquisition, and voluntary conservation programs, and that previously issued permits and incidental take statements will not be required to be reevaluated as a result of the rule. The rule does not alter any species classifications or critical habitat designations.

FWS Finalizes Changes to ESA Regulations. On July 17, the U.S. Fish and Wildlife Service (FWS) finalized **two revisions** to its regulations implementing the *Endangered Species Act*. First, the rule eliminates the "blanket rule" option under Section 4(d), which had automatically extended to threatened species the same protections applicable to endangered species unless a species-specific rule was issued; under the revised regulation, threatened species will be treated as threatened rather than endangered by default, and the Service may issue tailored species-specific rules. Second, the rule revises the critical habitat designation process under Section 4(b)(2) to require consideration of economic, national security, and other relevant impacts following any critical habitat designation, and to permit exclusion of an area from critical habitat if that exclusion would not cause the extinction of the species.

GAO Publishes Report on the Funding Status of IIJA and IRA. On July 22, the Government Accountability Office (GAO) published a **report** titled "Funding Status: Infrastructure Investment and Jobs Act and Inflation Reduction Act." The report examines the status of *Infrastructure Investment and Jobs Act* (IIJA) and *Inflation Reduction Act* (IRA) funding administered by DOT, EPA, the Department of the Interior, and the National Telecommunications and Information Administration. The agencies had obligated approximately 76 percent of their $574.7 billion in IIJA funding and 72 percent of their $53.7 billion in IRA funding for fiscal years 2022 through 2025. Following executive orders issued beginning in January 2025, the agencies reviewed thousands of awards for consistency with administration priorities, approving approximately 9,500 awards totaling $128 billion, canceling about 800 totaling $17.8 billion, and leaving more than 2,500 totaling $33.6 billion pending as of varying reporting dates.

GAO Publishes Report on Pedestrian and Cyclist Safety. On July 21, GAO published a **report** titled "Pedestrian and Cyclist Safety: DOT Should Take Steps to Address Risks Related to Limited Driver Visibility." The report examines how vehicle size and design affect driver visibility and pedestrian and cyclist safety, finding that larger vehicles, certain design features, and turning maneuvers may increase risks. GAO found that, among fatal pedestrian crashes, larger vehicles had higher odds than cars of being involved in a turning crash rather than a straight-ahead crash, with heavy-duty trucks having at least 12 times the odds. DOT has recognized visibility-related risks and begun conducting research and collecting data, but GAO found that it has not established a consistent method for measuring blind zones or fully analyzed and addressed specific risks. GAO recommends that DOT develop methods to measure driver visibility and fully analyze and respond to the resulting safety risks.

GAO Publishes Report on DOT Office Space Consolidation. On July 15, GAO published a **report** titled "Federal Real Property: Further Consolidating DOT Office Space Could Save Hundreds of Millions of Dollars." The report found that 89 percent of DOT's 189 office buildings, including the DOT and FAA headquarters complexes, were underutilized during the period reviewed, costing hundreds of millions of dollars annually to lease, operate, and maintain. Although DOT had reinstated full-time in-office requirements for most employees, GAO found that office utilization remained low; it also noted that an earlier consolidation study excluded more than 2,000 remote employees and therefore no longer fully reflected current return-to-office requirements, workforce levels, or space needs. DOT's planned consolidation of FAA offices remains incomplete because the department has not finalized relocation plans for approximately 950 employees or developed detailed savings estimates, and DOT has not established a broader strategy for consolidating other underused offices. GAO recommended that DOT complete its FAA headquarters consolidation plan and develop a department-wide consolidation strategy incorporating measures such as shared workspaces and desk-reservation systems.

##

marin transit

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September 14, 2026

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 2025/26**

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 2025/26.

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 2025/26 Q4

Attachment B: FY 2025/26 Q4 (April – June) Marin Transit Outreach and Travel Training

Quarterly Performance Report for FY 2025/26 Q4

This report summarizes the operational performance of Marin Transit services for the fourth quarter of FY 2025/26 from April 1, 2026 through June 30, 2026. 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.

Route performance is presented relative to typology-based targets. The current targets were adopted by the Board in September 2024. These typology-based targets aim to match routes and service levels to the markets they are intended to serve. All performance and financial data are consistent with the District's reporting for the National Transit Database. The tables at the end of this report provide a breakdown of all route-level statistics.

Systemwide Performance Summary

The District continues to experience strong ridership. In the fourth quarter of FY 2025/26, Marin Transit carried a total of 881,472 passengers systemwide. This is roughly the same as the fourth quarter of the previous fiscal year (878,951) and is 4% higher than pre-pandemic ridership (Q4 FY 2018/19).

On fixed route services, the rapid ridership growth the District has seen for the past several years appears to be tapering off. Fixed route ridership exceeded pre-COVID by 11% in the fourth quarter of FY 2025/26, but the growth from FY 2024/25 was less than 1%, which is significantly less than in previous years. However, despite the lack of ridership growth, productivity (passengers per revenue hour) did improve by 2% this quarter compared to last year due to a slight reduction in revenue hours. It is too early to say whether this is a new or temporary trend, but this is the fourth consecutive quarter for which this has been the case.

On April 12, 2026, the Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan service change went into effect. Regionally, this plan included several major changes, in particular on Sonoma-Marin Area Rail Transit (SMART) and Golden Gate Transit. On Marin Transit, the changes were relatively minor, but some adjustments were included, most significantly the cancellation of Route 29 and the introduction of its replacement, Route 629. Where relevant, this report will consider MASCOTS changes when discussing performance this quarter. Overall, Marin Transit did not see significant changes in ridership patterns due to MASCOTS, but Golden Gate Transit and SMART appear to have seen a significant increase in ridership, which is discussed further in the External Trends and Factors section.

Marin Access services were at 46% of pre-COVID ridership levels this quarter, with total ridership 9% lower than the prior year. In 2022-2023, Marin Access ridership plateaued at around 40-45% of pre-pandemic levels. After the programs were restructured in 2023, ridership began growing again in FY 2023/24; however, ridership has plateaued again. Marin Transit staff believes this is due to larger systemwide and national trends, not due to the program change that took place at the start of the current fiscal year. The new Mobility Wallet program saw a slight dip in ridership this quarter compared to the Catch-A-Ride program in the previous year, but that is expected with the stricter eligibility requirements for the current program compared to the old Catch-A-Ride program. Staff believes that the reduction in ridership on paratransit, the largest Marin Access program, can still be attributed to the increased utility of the mobility wallet program for riders who remain eligible.

Performance Goals

Performance goals at the route level are measured in both productivity (unlinked passengers per hour and per trip) and cost-effectiveness (subsidy per unlinked passenger trip). Due to the year-end close practices for the District's finances, cost-effectiveness data is not available for the Q4 report. Table 1 below summarizes route level performance goals by typology. Note that there are no productivity or cost-effectiveness goals identified for the Yellow Bus, Muir Woods Shuttle, Volunteer Driver, and Mobility Wallet programs.

Table 1: Productivity and Subsidy Goals 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	$11.26
Community	29, 57, 219, 228, 233, 245	8	$19.71
Supplemental	613, 619, 625, 654	20 per trip	$16.89
Rural	61, 68	6	$30.97
Demand Response	Local Paratransit, Marin Access Shuttles	2	$112.61

Note: Subsidy targets reflect an escalation of 3.5% from the prior year, in accordance with the Transportation Services Consumer Price Index 12-month increase at the start of the fiscal year.

Performance by Typology

Fixed Route

On fixed route transit services, Marin Transit carried 812,536 riders. This is roughly the same as the fourth quarter of FY 2024/25, with a 2% increase in productivity.

Local (Routes 17, 22, 23, 30, 35, 36, 49, and 71)

In the fourth quarter of FY 2025/26, Local routes carried 659,961 passengers. This is roughly the same as the fourth quarter of the prior fiscal year. The Local typology carried 21 passengers per revenue hour, meeting the goal of 18 or higher. Local service accounted for 69% of fixed route service in revenue hours and 81% of fixed route ridership in the fourth quarter of FY 2025/26.

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

During the fourth quarter of the fiscal year, Community routes carried 101,969 total passengers. This represents a decrease of 5% from the fourth quarter of the last fiscal year. Roughly 60% of this decrease in ridership can be attributed to the cancellation of Route 29. The Community typology carried 11 passengers per revenue hour, meeting the goal of 8 or higher. Note that, despite the reduction in ridership, productivity on Community routes increased by 2% from the prior year, largely due to the reduction in revenue hours from the cancellation of Route 29, as well as strong ridership growth on Route 228. Community services accounted for 21% of fixed route service in revenue hours and provided 13% of fixed route ridership in the fourth quarter of FY 2025/26.

Supplemental School (Routes 613, 619, 625, 629, and 654)

Supplemental School routes carried 17,406 passengers in the fourth quarter of FY 2025/26. This represents a 46% increase from the fourth quarter of the prior fiscal year. Roughly half of that ridership increase can be attributed to the introduction of Route 629. The Supplemental typology carried 34 passengers per trip, meeting the goal of 20 or higher. Supplemental service accounted for 1% of fixed route service in revenue hours and provided 2% of fixed route ridership in the fourth quarter of FY 2025/26.

Rural (West Marin Stagecoach Routes 61 and 68)

In the fourth quarter of the fiscal year, the two Stagecoach routes carried 33,200 passengers. This represents a 2% increase from the fourth quarter of the prior fiscal year. The Rural typology carried 8 passengers per revenue hour, meeting the goal of 6 or higher. 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 FY2025/26.

Marin Access

In the fourth quarter of FY 2025/26, Marin Access continued to offer a variety of programs to enhance mobility for enrolled community members. Offerings included ADA Paratransit, Same Day Paratransit, Marin Access Shuttles, the volunteer driver reimbursement program, and the Intro to Mobility and Marin Access Fare Assistance programs, both of which offer access to the mobility wallet.

Marin Access services carried 19,740 passenger trips on demand response and mobility management programs. This reflects a decrease of 9% compared to the fourth quarter of the last fiscal year.

Demand Response

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, Same Day Paratransit service, and the Marin Access Shuttles program. In the fourth quarter of FY 2025/26, Demand Response services carried 11,460 passengers, a decrease of 7% from the prior year. Staff believes that this decrease is due, in part, to passengers electing to use mobility wallet providers instead. The service productivity average of 1.7 passengers per revenue hour did not meet the 2.0 standard.

Mobility Programs

The mobility programs do not have established performance targets.

The Volunteer Driver Program completed 2,007 trips in the fourth quarter of FY 2025/26. This represents an 8% decrease compared to the previous fiscal year.

Enrolled riders using the mobility wallet were provided 7,123 one-way trips. This represents a decrease of 12% compared to the Catch-A-Ride program in the prior year. Trips taken using the mobility wallet saw strong growth in the first half of FY 2025/26, but appears to be stabilizing. Eligibility changes that went into effect on January 1, 2026 are likely curbing participation growth in this program, a trend that will be monitored as part of the forthcoming program evaluation.

Other Programs

In addition to fixed route and Marin Access services, the District also operates a shuttle to the Muir Woods National Monument (Muir Woods Shuttle) and the yellow school bus system for the Ross Valley School District (Yellow Bus). These programs do not have established performance targets.

Muir Woods Shuttle

The Muir Woods Shuttle carried 20,630 one-way passenger trips in the fourth quarter of FY 2025/26. This represents an increase of 39% compared to the fourth quarter of the prior year. Note that, due to the new schedule, the Shuttle also operated 21% more service than the prior year, including replacing Monday-Thursday service during the peak period starting in mid-June with consistent Friday service throughout the season (consistent weekend and holiday service occurred both years).

Yellow Bus

In the fourth quarter of FY 2025/26, the Ross Valley School District yellow bus service carried 28,566 passengers. This is roughly the same as the fourth quarter of the prior year.

External Trends and Factors

This quarter, Marin Transit experienced comparable ridership growth to the national average. According to the National Transit Database, in the fourth quarter of FY 2025/26, nationwide bus ridership was roughly the same as the prior year (an increase of less than 0.5%), which is also what Marin Transit's fixed route ridership saw this quarter.

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 84%). Compared to other North Bay transit agencies, Marin Transit fixed route services saw lower year-over-year growth, but performs well when comparing to pre-COVID numbers. In the fourth quarter of FY 2025/26, Golden Gate Transit carried 468,176 passengers on its fixed route bus service, representing just over half of Marin Transit's fixed route ridership (812,536), while SMART carried 431,957 passengers. Golden Gate Transit experienced a 19% increase in fixed route bus ridership in this quarter compared to the fourth quarter of FY2024/25, bringing overall recovery to 59% of pre-COVID ridership. SMART experienced a 31% increase in ridership compared to the fourth quarter of last year, bringing overall recovery to more than double (240% of) pre-COVID ridership. The strong ridership growth on both Golden Gate Transit and SMART can likely be attributed to the implementation of MASCOTS.

Other Bay Area transit agencies that provide local transit service experienced varied ridership growth trends in the fourth quarter of FY 2025/26. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE) and SamTrans, experienced a 3% and -21% increase in ridership, respectively, relative to the fourth quarter of FY 2024/25, bringing their ridership relative to pre-COVID to 49% and 78%, respectively. Note that County Connection and Solano County Transit (SolTrans), which are normally included in this comparison, missed their reporting deadline for June 2026, and therefore data is not available for these agencies.

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

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2024/25 Q4	FY 2025/26 Q4	Impact
Days Operated	Weekdays	63	63	--
	School Days	48	46	▼
	Weekends & Holidays	28	28	--
	Muir Woods Shuttle	33	40	▲
Service Disruptions (cancelled/missed service)		51	71	▼
Rainfall (inches)		0.5	4.8	▼▼
Average Gas Prices		$4.69	$5.86	▲▲

Community Engagement

Staff engage the community on an ongoing basis to share information about Marin Transit and Marin Access programs and services. Events were held in multiple formats, at several locations, and on different days and times to meet the needs of the community. 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 2025/26, staff completed eight events, including four community events where an informational resource table was staffed and four Marin Access Satellite Hours events. Nearly all events had Spanish translation services available. In total, staff reached over 300 community members.

Digital outreach continues to be an effective tool for engaging and educating those who currently use Marin Transit programs and services and informing those who may be considering trying transit. In Q4 of FY2025/26 staff distributed three e-newsletters and created 62 social media posts across Marin Transit social media channels.

Staff expect outreach efforts to grow throughout the remainder of 2026 due to ongoing and planned initiatives related to the proposed operations and maintenance facility and the implementation of Next Generation Clipper.

Attachment A

Quarterly Report - Summary

08/28/2026

QUARTER

Q4 FY26

Systemwide Performance Statistics

Typology	Route	Passengers	%Δ Passengers*	Revenue Hours	Operating Cost	Passengers per Revenue Hou	Subsidy per Passenger	Farebox Recovery
1. Local	17	61,298	▲3.8%	4,094	$845,334	15.0		
	22	49,765	▲9.5%	3,331	$712,552	14.9		
	23	92,286	▲8.0%	3,629	$729,581	25.4		
	30	32,415		985	$34,898	32.9		
	35	117,097	▼24.6%	4,090	$816,171	28.6		
	36	84,752	▲0.6%	3,471	$714,219	24.4		
	49	88,455	▼13.4%	4,846	$1,239,302	18.3		
	71	133,893	▲2.5%	6,332	$399,988	21.1		
	Rollup	**659,961**	**▼0.3%**	**30,777**	**$5,492,044**	**21.4**		
2. Community	219	9,210	▼4.9%	1,259	$316,524	7.3		
	228	24,691	▲15.2%	2,340	$583,663	10.6		
	233	9,698	▼6.6%	1,073	$267,969	9.0		
	245	13,081	▲2.9%	1,087	$275,372	12.0		
	29	344	▼90.1%	56	$12,629	6.1		
	57	44,945	▼8.9%	3,561	$904,621	12.6		
	Rollup	**101,969**	**▼4.7%**	**9,376**	**$2,360,778**	**10.9**		
4. Supplemental	613	4,746	▲16.9%	64	$26,904	74.3		
	619	5,363	▲42.7%	100	$44,377	53.5		
	625	2,487	▲3.1%	63	$25,026	39.6		
	629	2,865		40	$15,511	72.4		
	654	1,945	▲15.5%	47	$17,667	41.1		
	Rollup	**17,406**	**▲46.1%**	**314**	**$129,484**	**55.4**		
5. Rural	61	14,268	▲12.4%	1,736	$342,288	8.2		
	68	18,932	▼5.1%	2,213	$435,597	8.6		
	Rollup	**33,200**	**▲1.7%**	**3,949**	**$777,885**	**8.4**		
7. Yellow Bus	Hdn Valley	4,232	▼5.2%	115	$37,801	36.9		
	White Hill	24,334	▲0.5%	631	$209,386	38.6		
	Rollup	**28,566**	**▼0.4%**	**746**	**$247,187**	**38.3**		
8. Recreational	66	20,630	▲39.4%	2,080	$571,382	9.9		
	Rollup	**20,630**	**▲39.4%**	**2,080**	**$571,382**	**9.9**		
9. Demand Response	Local Para	11,198	▼7.4%	6,466	$1,390,102	1.7		
	MA Shuttle	262	▼11.2%	202	$56,317	1.3		
	Rollup	**11,460**	**▼7.5%**	**6,668**	**$1,446,418**	**1.7**		
Mobility Wallet	CAR Trans	0		0	$0			
	Intro Mob	77		0	$1,375			
	MAFA Mob W	6,196		0	$113,379			
	Rollup	**6,273**		**0**	**$114,753**			
Volunteer Driver	VolDrvr	1,650	▼14.8%		$17,121			
	VolDvrWM	357	▲45.1%		$4,249			
	Rollup	**2,007**	**▼8.0%**		**$21,370**			
Rollup		**881,472**	**▲1.1%**	**53,909**	**$11,161,301**	**16.4**		

* Change in passengers compared to same quarter of prior year

Item 4c

FY 2026 Q4 (April - June) Marin Transit Community Engagement

Reporting Month: April 2026

Date(s)	Event	Description	Contacts
4/7/2026	Marin Housing Authority Service Fair at Homestead Terrace	MCTD Staff hosted a resource table during the Marin Housing Authority's Service Fair at Homestead Terrace. Information was distributed in English and in Spanish.	5
4/14/2026	Marin Access Satellite Hours at Canal Alliance	MCTD staff held Satellite Hours at the Canal Alliance Food Pantry at the 91 Larkspur location in San Rafael. Information was distributed in English and in Spanish.	15
4/14/2026	Marin Access Satellite Hours at Margaret Todd Senior Center	MCTD staff held satellite hours at the Margaret Todd Senior Center. Information was distributed in English and in Spanish.	8

FY 2026 Q4 (April - June) Marin Transit Community Engagement

Reporting Month: May 2026

Date(s)	Event	Description	Contacts
5/5/2026	Marin Access Satellite Hours at Canal Alliance	MCTD staff held Satellite Hours at the Canal Alliance Food Pantry at the 91 Larkspur location in San Rafael. Information was distributed in English and in Spanish.	15
5/16/2026	Rotary Epic Day of Service for Older Adults at Children's Island	MCTD Staff held a resource table during the Rotary Epic Day of Service for Older Adults. Information was presented in English and in Spanish.	100
5/20/2026	Novato Senior Health & Resource Fair	MCTD Staff held a resource table during the Novato Senior Health & Resource Fair. Information was presented in English and in Spanish.	150

FY 2026 Q4 (April - June) Marin Transit Community Engagement

Reporting Month: June 2026

Date(s)	Event	Description	Contacts
6/2/2026	Marin Access Satellite Hours at Canal Alliance	MCTD staff held Satellite Hours at the Canal Alliance Food Pantry at the 91 Larkspur location in San Rafael. Information was distributed in English and in Spanish.	12
6/2/2026	Marin Housing Authority Service Fair at Casa Nova	MCTD Staff hosted a resource table during the Marin Housing Authority's Service Fair at Casa Nova. Information was distributed in English and in Spanish.	17

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September 14, 2026

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

Subject: **Update on FY 2025/26 Contract Awards and FY 2026/27 Contracting Opportunities**

Dear Board Members:

Recommendation

Information only.

Summary

Staff reports to your Board twice a year on the status of contract awards and opportunities. The last update was provided at your January 5, 2026, Board of Directors meeting and included contract awards for the first half of FY 2025/26. This report provides an update and lists all contracts awarded in FY 2025/26. This report also includes anticipated solicitations for FY 2026/27.

FY 2025/26 Contract Awards

During the period July 1, 2025 - June 30, 2026, Marin Transit recorded 64 agreements. These agreements include 13 revenue agreements, three non-financial agreements, and three extensions for time only agreements. The remaining 45 contracts total $39,320,067.96 in awarded value (Attachment A). Your Board awarded 15 contracts for a total value of $38,040,981.71. The General Manager has the authority to approve contracts up to $150,000 and approved a total of 30 contracts with a combined total value of $1,279,086.25.

The largest new contract approved by your Board was the First Amendment of the 2022 Operations and Maintenance (O&M) of Fixed Route Services for $13,336,500 with Golden Gate Bridge, Highway and Transportation District. The second largest new contract was for the Purchase of Four (4) Diesel and Five (5) Hybrid Diesel-Electric Buses for $8,112,326 with Gillig, LLC. The third largest new contract was for the Facility Design Services for 1075 E. Francisco Boulevard, San Rafael for $6,094,633 with HDR Engineering, Inc. Other smaller, but notable contracts include the Third Amendment for Operations and Maintenance (O&M) of Marin Access Services, the Third Amendment for Operations and Maintenance (O&M) of Muir Woods Shuttle Services, and the Surcharge Grading for 1075 E. Francisco Boulevard, San Rafael (Attachment A).

FY 2026/27 Contracting Opportunities

Your Board adopted the FY 2026/27 annual budget on June 1, 2026. Marin Transit staff anticipated the contract opportunities required to deliver the service and projects outlined in the Budget. These are listed in **Table 1** below. These opportunities are also listed on the Marin Transit website.

Table 1: FY2026/27 Contracting Opportunities

Product or Service	Procurement Type	Procurement Method	Anticipated Release Date/Status	Contract Value over or under $1 Million	Federal
On-Call General Engineering Services (GES)	Professional Services	RFP	In Progress	Over	Yes
Operation and Maintenance of Paratransit Services, Demand Response Accessible Services, and Fixed Route Shuttle Services	Operations & Maintenance	RFP	In Progress	Over	Yes
Computer Network and Information Technology (IT) Support Services	Professional Services	RFP	FY 2026/27 Q2	Under	No
600 Rush Landing Road - Building Renovation	Construction	RFP	FY 2026/27 Q3	Over	No
600 Rush Landing Road - Parking Lot Rehabilitation	Construction	RFP	FY 2026/27 Q3	Over	No
3000 Kerner Blvd - Building Renovation (Break Room)	Construction	RFP	FY 2026/27 Q3	Under	No
Enterprise Data Management	Software Services	RFP	FY 2026/27 Q4	Under	No
Storm Water Control Services	Professional Services	RFP	FY 2026/27 Q4	Under	No

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Javier Peraza
Senior Procurement & Contracts Analyst

Attachment A: FY 2025/26 Contract Awards

Attachment A

Attachment A: FY2025/26 Contract Awards

NO.	CONTRACT TITLE	APPROVAL DATE	VENDOR	BOARD APPROVAL	BOARD AWARDS	OTHER AWARDS
1318	FY26 License Agreement for YB Parking Los Gamos	16 Jul 2025	County of Marin	No		$107,580.96
1319	Four (4) Diesel and Five (5) Hybrid Diesel-Electric Buses	07 Jul 2025	Gillig, LLC	Yes	$8,112,326.00	
1320	Revenue Agreement	13 Aug 2025				
1321	Revenue Agreement	01 Aug 2025				
1322	Revenue Agreement	01 Aug 2025				
1323	Two (2) E-Vans - CalACT Vehicle Purchase	05 May 2025	A-Z Bus Sales	Yes	$250,000.00	
1324	Revenue Agreement	23 Sep 2025				
1325	Bus Stop Guidelines and Prioritization Services	06 Oct 2025	Fehr & Peers	Yes	$139,940.00	
1326	Executive Recruitment Services	08 Oct 2025	Krauthamer and Associates	No		$50,000.00
1327	Fareboxes and Secure Vaulting Systems	08 Sep 2025	TAG Canada	Yes	$434,150.00	
1328	3010/2020 Kerner Construction #1286 - Change Order #1	17 Jul 2025	Ghilotti Bros. Inc	No		-$75,884.69
1329	3010/2020 Kerner Construction #1286 - Change Order #2	30 Oct 2025	Ghilotti Bros. Inc	Yes	$232,510.71	
1330	Bid Alternate for 3010/2020 Kerner Construction #1287 - Change Order #1	09 Jul 2025	Ghilotti Bros. Inc	No		$45,314.63
1331	Human Resources Consulting Services	24 Oct 2025	The Hive Consulting	No		$28,000.00
1332	2022 O&M Fixed Route Services #1143 - Amendment 1	02 Mar 2026	Golden Gate Transit (GGT)	Yes	$13,336,500.00	
1333	Copier Lease / Base Term	21 Nov 2025	Kyocera Document Solutions	No		$24,480.00
1334	Revenue Agreement	07 Apr 2025				
1335	Revenue Agreement	07 Apr 2025				
1336	Revenue Agreement	07 Apr 2025				
1337	Revenue Agreement	07 Apr 2025				
1338	Revenue Agreement	07 Apr 2025				
1339	Financial Audit Services - Amendment 1	08 Dec 2025	Maze & Associates	No		$80,694.00
1340	Outside Legal Services - Amendment 1, Time Only	08 Dec 2025	Thompson Coburn	No	$0.00	
1341	Computer Network and ITS Services - Amendment 2	05 Jan 2026	SPTJ Consulting	Yes	$68,430.00	
1342	3010/2020 Kerner Construction #1286 - Change Order #3	15 Dec 2025	Ghilotti Bros. Inc	No		$54,448.42
1343	CM for ADA Bus Stop Improvements - Amendment 1	17 Dec 2025	Park Engineering Inc	No	$15,000.00	
1344	INIT SIRI Feed Configuration Services MOU	01 Oct 2025	Golden Gate Transit (GGT)	No		$58,552.11
1345	Non-Financial Agreement	05 Jan 2026				

Attachment A

marin transit

NO.	CONTRACT TITLE	APPROVAL DATE	VENDOR	BOARD APPROVAL	BOARD AWARDS	OTHER AWARDS
1346	3010/2020 Kerner Construction #1286 Change Order #4	07 Jan 2026	Ghilotti Bros., Inc.	No		$3,630.21
1347	Strategic Planning, Staff Development & Executive Coaching	13 Jan 2026	Delia and Associates	No		$25,000.00
1348	Recruitment Services	16 Jan 2026	Krauthamer and Associates	No		$50,000.00
1349	Non-Financial Agreement	08 Jan 2026				
1350	Non-Financial Agreement	21 Jan 2026				
1351	New Kerner CM - Amendment 2	31 Mar 2026	Roebbelen Contracting, Inc.	No		$36,336.30
1352	Supplemental AVL Extension - Amendment 1	10 Feb 2026	Swiftly, Inc.	No		$54,275.40
1353	Revenue Agreement	10 Feb 2026				
1354	Facility Renovation Design Services	02 Mar 2026	Interactive Resources	Yes	$357,125.00	
1355	MWS Amendment 3, Option Year 2	02 Mar 2026	Bauer's Intelligent Transportation	Yes	$1,150,000.00	
1356	O&M Marin Access Services - Amendment 3 / Option Year 2	02 Mar 2026	Transdev Services, Inc.	Yes	$5,745,237.00	
1357	1075 Francisco Boulevard Surcharge Grading	04 May 2026	Maggiora & Ghilotti, Inc.	Yes	$1,130,130.00	
1358	Grants Services	13 Mar 2026	NWC Partners, Inc.	No		$49,300.00
1359	On-Call Planning Services, Amendment 1, Time Only	13 Mar 2026	Kimley-Horn and Associates	No	$0.00	
1360	Federal Legislative Advocacy Services – Amendment 1	21 Mar 2026	Carpi & Clay	No		$149,000.00
1361	Contract Negotiations Assistance	24 Mar 2026	Menzies & McCrossan LLC	No		$25,000.00
1362	Pupil Transportation Agreement - Amendment 1	04 May 2026	Bauer's Intelligent Transportation	Yes	$875,000.00	
1363	Bus Stop Improvements Change Order #1	12 May 2026	Coastside Concrete	No		$50,885.60
1364	Treatment of Tribal Cultural Resources and Tribal Monitoring	12 May 2026	Federated Indians of Graton Rancheria (FIGR)	No		$20,000.00
1365	Clipper Unit Install	15 May 2026	Cubic Transportation Systems	No		$26,147.00
1366	Surcharge Plan Modification Services	20 May 2026	HDR Engineering, Inc.	No		$40,212.69
1367	O&M Facility Design Services	01 Jun 2026	HDR Engineering, Inc.	Yes	$6,094,633.00	
1368	FIGR Archeological Services	21 May 2026	Alta Archaeological Consulting, LLC	No		$26,772.00
1369	Fleet Inspection & Maintenance Audit Services	01 Jun 2026	TRC Engineering Services, LLC	Yes	$100,000.00	
1370	HR Consulting Services	26 May 2026	RS Squared, LLC DBA The Hive Consulting	No		$67,000.00

Attachment A

NO.	CONTRACT TITLE	APPROVAL DATE	VENDOR	BOARD APPROVAL	BOARD AWARDS	OTHER AWARDS
1371	CAD/AVL Amendment 1	28 May 2026	Equans	No		$32,651.00
1372	Automated Passenger Counters (APC) Amendment 2	02 Jun 2026	Urban Transportation Associates Inc	No		$14,676.00
1373	Annual Software Support, Annual Renewal	03 Jun 2026	GFI Genfare	No		$14,506.00
1374	Facility Renovation Design Services, Amendment 1	03 Jun 2026	Interactive Resources, Inc.	No		$13,730.00
1375	Transtrack FY26/27 Extension - Amendment 29	29 May 2026	TransTrack Solutions	No		$86,847.00
1376	TripSpark FY27 - Amendment 6	08 Jun 2026	TripSpark Technologies	No		$107,137.00
1377	3010/2020 Kerner Construction #1286 Change Order #5	09 Jun 2026	Ghilotti Bros., Inc.	No		$12,794.62
1378	Revenue Agreement	12 Jun 2026				
1379	Revenue Agreement	03 Jun 2026				
1380	Revenue Agreement	25 Jun 2026				
1381	Mobility Wallet Support Amendment 1, Time Only	24 Jun 2026	Prepaid Expense Card Solutions, Inc.	No		$0.00
	Subtotal Value By Type				$38,040,981.71	$1,279,086.25
	Total Value Awarded				**$39,320,067.96**	

marin transit

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September 14, 2026

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

Subject: Budget Amendment for Upcoming Gillig Diesel and Hybrid Diesel-Electric Buses, and Associated Equipment

Dear Board Members:

Recommendation

Approve budget amendment 2027-03 to add $175,000 to the "LF" project budget for the purchase of four (4) 30-foot diesel vehicles and five (5) 40-foot hybrid vehicles; and add $440,800 to the "LG" project budget for the purchase of five (5) 30-foot diesel vehicles and six (6) 40-foot hybrid vehicles.

Summary

The District, like the broader transit industry, continues to face challenges in purchasing new and replacement transit vehicles. The contraction of bus manufacturers since the pandemic, combined with unpredictable market conditions related to new tariffs, has significantly increased both vehicle production times and the complexity of purchasing new equipment. Lead times for heavy-duty transit vehicles have, in some cases, nearly doubled from 12–15 months to 18–24 months. Manufacturers are also either including contingencies in their price quotes or making pricing adjustments later in the process to account for uncertainty related to tariffs and other cost increases.

To reduce the impact of longer vehicle production schedules, staff has worked to secure the necessary funding approvals to reserve production slots as early as possible. While this approach has helped minimize further production delays, it has also created greater variability between the initial estimated price and final production pricing. The approximately 24-month period between initial Board approval and final production provides substantial time for the cost of parts and labor to change due to tariffs and other market conditions.

The District currently has 24 vehicles authorized by the Board for production, consisting of diesel, diesel-hybrid, and battery-electric vehicles. The first four of these vehicles arrived in May 2026 and are now in service. The next five vehicles are scheduled to enter production in December 2026, and the remaining 15 vehicles are expected to arrive in summer 2028. The Board approved these vehicle purchases in July 2025 and May 2026.

In July 2026, Marin Transit received updated pricing for vehicles that have not yet entered production. The revised pricing exceeded both the original quotes and the amounts previously authorized by the Board. The increases are attributable to several factors, as shown in Table 1 below, including:

- A new EPA-mandated engine model for diesel and hybrid vehicles, increasing the cost by approximately $35,000 per vehicle, $380,000 total.
- A new not to exceed (NTE) tariff contingency estimated at up to 4% of the vehicle cost; total of an estimated $398,500 for both fleets. The new tariff contingency is capped at the actual difference in costs between the date of the original quote and the vehicle production date and will not exceed 4% of the vehicle's value.
- Increases in parts and labor associated with onboard equipment by approximately $332,300.

Table 1: Increase Report for Project LF and LG

Cost Escalators	Project "LF"	Project "LG"	Total
EPA-mandated New Engines	-	+$380,000	+$380,000
4% Cap on Tariff Impact	-	+$398,500	+$398,500
Onboard Equipment	+$175,000	+$157,300	+$332,300
Total:	**+ $175,000**	**+ $935,800**	**+ $1,110,800**

In total, these additional costs increased the production cost of the first nine vehicles by $175,000, or 2% of the total production cost. The cost of the remaining 11 vehicles is expected to increase by up to $935,800, or 8% of the total production cost. Marin Transit originally anticipated rising costs and budgeted an additional $495,000 contingency for project LG, as shown in Table 2 below. However, the magnitude of such increases exceeded staff expectations; therefore, an approval of an additional $440,800 is required to cover the vehicle costs per the manufacturer's quote recently received.

Table 2: Budgeted Costs Increase

Cost Escalators	Project "LF"	Project "LG"	Total
Total Cost Escalators	$175,000	$935,800	$1,110,800
Existing Budget Contingency	-	($495,000)	($495,000)
Budget Amendment:	**$175,000**	**$440,800**	**$615,800**

Staff recommend that the Board approve Budget Amendment 2027-03 to add $175,000 to Project LF and $440,800 to Project LG. The additional funding will cover the cost increases associated with the new EPA-mandated engines, the tariff contingency included in purchasing agreement used (CalACT's contract) with the vehicle manufacturer, and additional vehicle and onboard equipment costs. These costs include factory vehicle inspections, replacement of aging bike racks, installation of next Generation Clipper equipment, onboard tracking technology (AVL), automated passenger counters (APC) equipment, and modifications to accommodate the new fareboxes.

Fiscal/Staffing Impact

These projects are included in the FY 2026/27 budget as Project LG and LF. Budget amendment 2027-03 adds $615,800 and will be funded through capital reserves.

Respectfully Submitted,

Robert Betts
General Manager

Attachment A: 2027-03 Budget Amendment

2027-03 Budget Amendment

Add $615,800 in budget and associated revenue to bus purchases through Gillig to account for increased costs and anticipated tariffs.

Function	Project	Project Code	GL	Original	Change	Final
Capital	LF - purchase of four (4) 30-foot diesel vehicles and five (5) 40-foot hybrid vehicles	LF	5230101 Vehicles	$8,186,912	+$175,000	$8,361,912
		LF	4700011 Property Tax	$0	+$175,000	$175,000
	LG - purchase of five (5) 30-foot diesel vehicles and six (6) 40-foot hybrid vehicles	LG	5230101 Vehicles	$10,424,908	+$440,800	$10,865,708
		LG	4700011 Property Tax	$0	+$440,800	$440,800
Total Net Change for 2027-03					+$615,800	

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September 14, 2026

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

Subject: **Public Hearing: Fare Policy**

Dear Board Members:

Recommendation

Receive public comment and close the public comment period on the proposed changes to Marin Transit's fare policy, including:

- Discontinuation of free transfers for cash-paying riders; and
- Discontinuation of the paid Youth Pass product.

Summary

Staff is asking your Board to receive public comments and feedback on the proposed changes to Marin Transit's fare policy, as outlined below. Comment from today's public hearing will be used to inform your Board's final consideration of fare policy changes on October 5, 2026. If approved, the proposed fare policy changs will be implemented by January 2027.

Background

In February 2024, your Board approved the recommendations of the Fare Collection Study, which were: 1) transition to Automated Passenger Counters (APCs) for official ridership counts, 2) replace Genfare Odyssey validating fareboxes (GFI) with mechanical drop fareboxes, and 3) promote Clipper as our primary fare collection method. The February 5, 2024, staff report is available at marintransit.gov/meetings. Since that time, the District has made measurable progress toward completing these recommendations. APCs were implemented in January 2025, the Clipper transition to the Next Generation System (led by the Metropolitan Transportation Commission) and associated upgrades for Marin Transit riders were initiated in December of 2026, and the new mechanical drop fareboxes are scheduled for installation by the end of the calendar year.

The next phase includes advancement and implementation of the fare payment and policy updates that were envisioned as part of the Fare Study. In July 2026, your Board received an update outlining the forthcoming fare payment changes and associated policy updates. The July 13, 2026, staff report is available at marintransit.gov/meetings. These changes are needed to encourage and incentivize the shift to Clipper and align with operational needs. Attachment B is the Draft Fare Policy document.

The proposed policy updates include the following:

1. **Discontinue free transfers for cash-paying riders:** If adopted, riders paying their fare in cash will no longer receive a free transfer.
2. **Discontinue the paid Youth Pass product:** If adopted, youth riders will no longer be able to purchase an annual youth pass.

The discontinuation of free transfers for cash-paying riders and the paid youth pass constitute fare increases and require both a public hearing per the District's Public Hearing Policy and a Fare Equity Analysis per Federal Transit Administration (FTA) regulation under Title VI of the Civil Rights Act of 1964. Attachment C is the Fare Equity Analysis as required under Title VI. The Fare Equity Analysis found no disparate impact nor disproportionate burden.

Outreach & Education Efforts

Following the action by your Board to set the public hearing in July, staff has engaged in efforts to share information about the proposed fare policy updates, provided an opportunity to comment, and distributed information on the benefits of using Clipper with riders and community members.

To provide notice of the proposed changes and public hearing, Staff shared information via the Marin Transit website, through the August and September editions of the District's monthly e-newsletter, across the District's social media platforms, and notices in the Marin Independent Journal. Additional rider notices were posted at key transit hubs and at high ridership stops.

A comprehensive marketing and education campaign to encourage and incentivize riders to transition to Clipper is now underway. Staff will continue to document all outreach and education efforts and provide a summary of activities to your Board as the project progresses.

Comments Received

To date, staff have received 17 comments. Comments received to date, as of the time this letter was finalized, are summarized in Attachment D. Eleven comments were received from community members who use Marin Transit local bus service and Clipper; two were received from community members who use Marin Transit local bus service and pay the fare via cash, and one comment was received from a community member who does not use Marin Transit local bus service but uses Clipper when using other transit options in the North Bay. Three comments were posted in response to a notice about the public hearing on the District's Instagram account; whether the commenter uses Marin Transit and their preferred fare payment method are unknown. Comments were primarily received through the online comment form, but others were provided via phone and/or Marin Transit's social media platforms.

Comments on the proposed fare policy change indicated concerns with equity for riders with income barriers, riders who are unbanked, and riders without internet access. Suggestions included expanding the Clipper retail network, expanding customer service hours at San Rafael Transit Center, and engaging in a comprehensive campaign to distribute Clipper cards.

Additional comments that are submitted in the week between the development of this letter and the time of the public hearing on September 14, 2026, including comments received at the public hearing, will be summarized and presented prior to asking your Board to adopt a final fare change proposal on

October 5, 2026. Should your Board approve the proposed changes, implementation is planned to occur by the end of the 2026 calendar year, aligning with the installation of new fare boxes. Staff will continue to engage the community and educate riders to ensure they are familiar with the proposed changes and have a wide variety of options to learn about and consider adopting Clipper as their preferred method of fare payment.

Fiscal/Staffing Impact

There are no fiscal or staffing impacts associated with this item. Costs associated with conducting the public hearing were outlined at the time the Board approved setting the hearing (July 2026) and costs associated with implementing the fare policy change will be outlined prior to approval in October 2026.

Respectfully Submitted,

Robert Betts
General Manager

Attachment A: Fare Policy Public Hearing Presentation

Attachment B: Draft Fare Policy Document

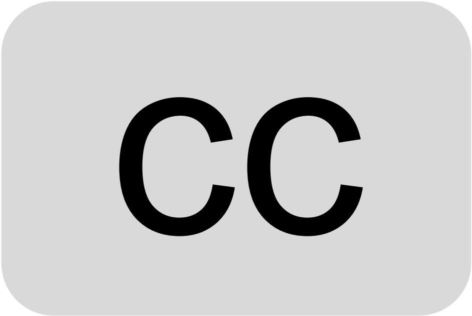
Attachment C: Fare Equity Analysis

Attachment D: Summary of Public Comment

To listen to today's meeting in Spanish, please click the interpretation icon on your screen and select the Spanish language channel.

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

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.

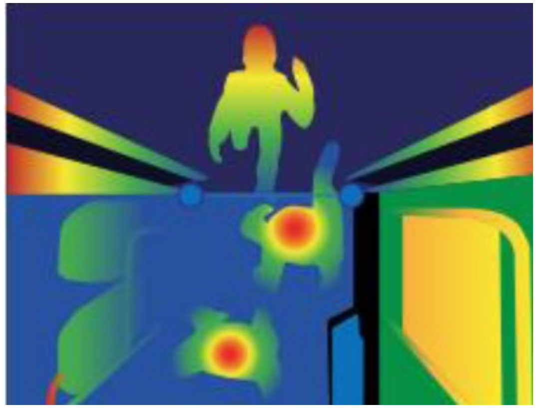
Attachment A

Public Hearing: Fare Policy Changes

September 14, 2026

marintransit.gov

Background: Fare Collection Study 2024



Transition Complete!

Automatic Passenger Counting (APCs)

- Official passenger counting systems via automated passenger counters

Marin Transit cards transitioned

Clipper

- The future of fares on Marin Transit is Clipper!

Implementation in late December 2026

Drop Farebox

- Simple mechanical boxes dedicated to cash collection

Marin Transit is considering two changes to its fare policy.

1. **Discontinue free transfers for cash-paying riders:** If adopted, riders paying their fare in cash will no longer receive a free transfer to another Marin Transit bus.
2. **Discontinue the paid Youth Pass product:** If adopted, youth riders will no longer be able to purchase an annual youth pass.

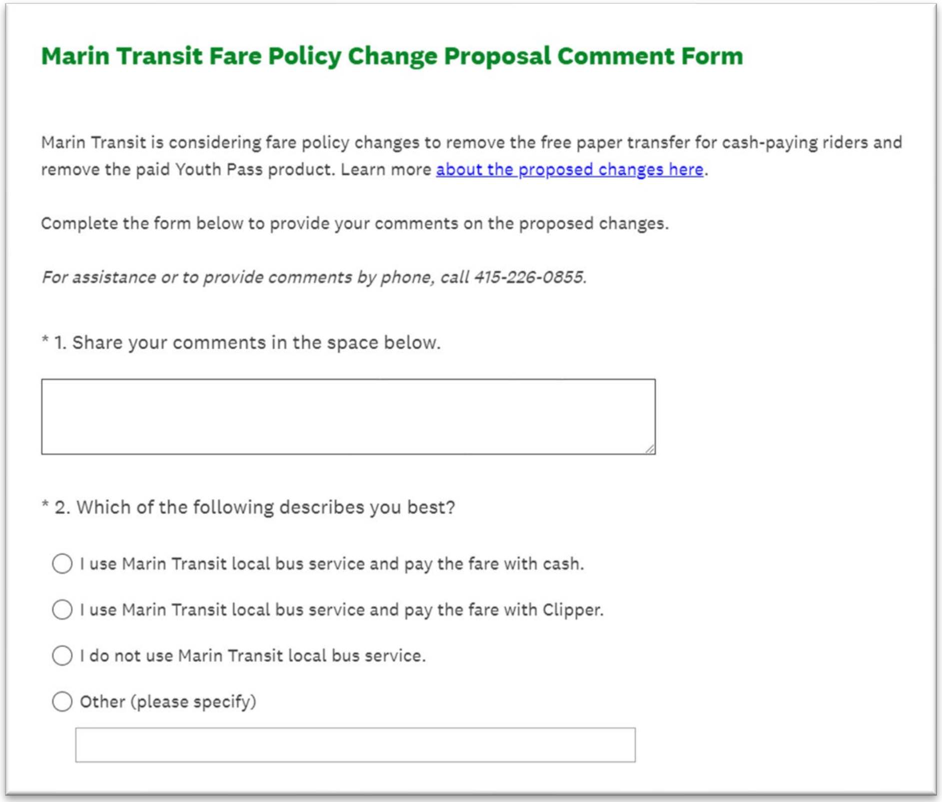
Notes:

- Marin Transit is not changing the fare we charge to ride the bus, and cash will continue to be an option for fare payment.
- These changes reflect a minor fare change, which requires a public hearing under our Public Hearing Policy and a Fare Equity Analysis under Title VI
  - The Fare Equity Analysis found no disparate impact nor disproportionate burden

Rider Education & Outreach

Information about proposal & how to provide comment published via:

- Marin Transit website at marintransit.gov/farepolicyproposal2026
- News item on Marin Transit website
- Notices in Marin Independent Journal on August 11, 2026 and September 7, 2026
- Various Posts across Marin Transit social media channels (Facebook, Instagram, NextDoor)
- Information included Marin Transit e-newsletter on August 6, 2026 and September 2, 2026
- Bus stop notices at high ridership locations



Marin Transit Fare Policy Change Proposal Comment Form

Marin Transit is considering fare policy changes to remove the free paper transfer for cash-paying riders and remove the paid Youth Pass product. Learn more about the proposed changes here.

Complete the form below to provide your comments on the proposed changes.

For assistance or to provide comments by phone, call 415-226-0855.

* 1. Share your comments in the space below.

* 2. Which of the following describes you best?

- ○ I use Marin Transit local bus service and pay the fare with cash.
- ○ I use Marin Transit local bus service and pay the fare with Clipper.
- ○ I do not use Marin Transit local bus service.
- ○ Other (please specify)

Comments Received

- Seventeen (17) comments received via online comment form / phone / social media
    - Eleven (11) from community members that use Marin Transit Local Bus Service & pay fare with Clipper
    - Two (2) from community members that use Marin Transit Local Bus Service & pay fare with cash
    - One (1) from community member that does not use Marin Transit Local Bus Service but does pay transit fares with Clipper
    - Three (3) from commenters on the District's Instagram account
- Comments indicated concerns with equity for riders with income barriers, riders who are unbanked, and riders without internet access.
- Suggestions included expanding Clipper retail network, expanding customer service hours at San Rafael Transit Center, and engaging in a major campaign to distribute Clipper cards.

Public Hearing Participation Instructions

- The meeting is being simultaneously interpreted and broadcasted in Spanish.
  - Virtual attendees should click on 'Interpretation' in the meeting controls and select the Spanish language channel.
  - In Person attendees should request a headset for translation; be sure to return the headset to the desk near the door.
- In-person comments will be heard before virtual comments.
- All commenters will have two minutes to speak.
- If you are joining via Zoom and would like to comment, use the ‘raise hand’ icon located on your screen. If you are participating by phone call, please press *9 to raise your hand. When it is your turn to speak, your name will be called, and you will be prompted to unmute your device. You will then have 2 minutes to speak.

PUBLIC HEARING

marin transit

Timeline

September 2026:
Public Hearing

October 2026:
Board Action

→ *If approved, Youth Pass change effectively immediately*

January 2027:

Full Implementation

→ *If approved, remove transfers for cash paying riders*

Outreach & Education Campaign

Thank you

CONTACT

Robert Betts

General Manager

rbetts@marintransit.gov

marin transit

MARIN TRANSIT FARE POLICY

Formatted: Centered

Policy #:	AD-08
Subject:	Fare Policy
Effective Date:	July 7, 2025
Revision Date:	~~n/a~~July 13, 2026

Fare Policy

Background/Purpose

Marin County Transit District (the District) strives to keep bus fares affordable to ensure access to our services by riders of all abilities and incomes, and to maximize the benefit of the service to the community. Many riders face income barriers and keeping fares affordable is critical to maintaining and increasing the mobility of community members.

Discounted and free fare programs encourage transit ridership and also represent a loss of revenue to Marin Transit. The District's fare policy strives to balance this loss with community needs. Marin Transit's fare policy approach is to keep the base fare low and target deeper discounts to the highest need populations; this ensures access by the most vulnerable individuals (e.g., older adults, youth, people with disabilities, and individuals with income barriers) while collecting fares from those individuals who can pay in order to provide the best possible service to the community.

Federal Requirements

Marin Transit, as a federally subsidized transit provider, is required by the Federal Transit Act to provide discounted fares to seniors, people with disabilities, and Medicare cardholders – the District may not charge more than half of the peak fare for fixed route transit during off-peak hours for these populations.

Current Fares and Discounts

Marin Transit has kept the base fare low, at $2.00, for over 20 years. In addition, for decades, Marin Transit has gone beyond the required discount to offer 50% off for these populations at all times (peak and off-peak), as well as 50% off for youth 18 and under and free fares to low-income seniors (age 65+) and low-income youth. The region has also created the Clipper START program, which Marin Transit elected to participate in, to offer 50% off single rides to low-income adults on all transit providers region wide. Finally, Marin Transit offers discounts for frequent riders through day passes and monthly passes. These discounts are summarized in Table 1.

Table 1: Summary of Existing Fare Discounts

Rider Category	Discounts	Additional Discounts for Low-Income Riders
Adults	• Discounts for frequent riders via fare maximums (daily and monthly) and ~~day passes and~~ 31-day ~~monthly~~ passes • 10% off Clipper single ride	• 50% off single ride with Clipper START card
Senior/ ADA	• 50% discount on single rides, fare maximums (daily and monthly), and 31-day ~~day passes, monthly~~ passes	• Marin Access Fare Assistance (MAFA) program • Free annual bus pass • Subsidized Marin Access fares
Youth	• 50% discount on single rides and ~~day passes~~daily fare maximums	• Free annual bus pass

The regional Clipper program is the foundation of our fare payment system and the best way for riders to access fare discounts including free transfers within the Marin Transit system and discounted transfers to/from other Bay Area transit systems. The Clipper readers also accept open loop payment (i.e. credit/debit card or digital wallet) that also offers access to free/discounted transfers. As of January 1, 2027, riders using cash will not have access to free transfers within the Marin Transit system, nor discounted transfers to/from any other transit agency.

Promotional Fares

"Promotional fares" include modifications to fare structures that are established on a short-term basis for the specific purpose of promoting service, encouraging increased ridership, and/or addressing equity. Each year the Board approves a set of fare-free days and periods, such as free summer youth, free fares during the Marin County Fair, and free fares on election day.

Other Discounts

Marin Transit offers discounts for organizations who want to purchase single ride tickets in bulk (Policy AD-09). The District also has a long-standing program that provides free single-use tickets to some community organizations to distribute to high-need populations such as individuals transitioning out of homelessness; the District otherwise does not offer free fare media. Marin Transit does not offer discounts on bulk purchase of monthly or day passes.

Fare Changes

Ample rider communications and education should be conducted prior to, during and after any fare change or change to fare media/payment methods.

Per the Marin Transit Public Hearing (Policy #AD-02), all fare increases require a public hearing prior to adoption by the Board. This includes any increases in the charges and fees assessed for use of District public transit services including cash fares, ticket fares, pass fares, transfer fares, or amendments to eligibility criteria for fare categories, or major changes to fare media or types of fare products that has the potential to negatively impact riders. Promotional fares are not subject to public hearings.

In addition, any fare change requires an equity analysis to determine if the proposed change may have unequal impact. The District's federal Title VI Program includes a Policy for Establishing Disparate Impact or Disproportionate Burden (CR-02) which sets thresholds for determining when the impact of a proposed change constitutes a disparate impact on minority populations or a disproportionate burden on low-income populations. Marin Transit must present the findings of the equity analysis prior to Board adoption of the changes.

Fare Equity Analysis: Discontinuation of Cash Transfers and Paid Youth Pass

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Introduction

This report is intended to serve as the fare equity analysis for the Marin County Transit District (Marin Transit) as it considers two fare changes: (1) the discontinuation of free transfers for cash-paying riders , and (2) the discontinuation of the paid youth pass. As a federal grant recipient, Marin Transit is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI of the Civil Rights Act of 1964 (Title VI), which prohibits discrimination by recipients of federal financial assistance. The FTA further requires that some recipients of FTA financial assistance, including Marin Transit, conduct a Fare Equity Analysis on all fare changes to assess the impacts of those changes on low-income and minority populations.

Marin Transit is currently considering two fare changes:

1. Marin Transit's fare policy allows riders unlimited free transfers within a 2-hour window of paying a single-ride fare. For riders who pay their fare electronically (via a Clipper card or open loop, i.e. credit/debit/mobile wallet card with tap-to-pay functionality), the transfer is digitally associated with their electronic payment method. For riders who pay with cash, they can request a paper transfer which will allow them to board on other buses for free for the 2-hour window. The District is considering the discontinuation of paper transfers for cash-paying single riders. Transfers would still be available via the electronic payment methods described above, which includes the ability to store cash value on a Clipper card.
2. Marin Transit offers youth passes to school-aged riders (K-12), which cost $325 and are valid for the entire school year. For low-income youth, the fee is waived and riders receive the pass for free. The District is considering the discontinuation of the paid youth pass program; low-income youth would still be able to receive the youth pass for no cost, but for youth that are not income-qualified, they would need to use other fare products, such as single-ride fares, 31-day passes, and the daily and/or monthly fare maximums via a Clipper card.

The proposed changes would constitute a fare change requiring a Fare Equity Analysis under the FTA's Title VI regulations. **The following analysis concludes that the proposed changes would create neither a disparate impact based on race nor a disproportionate burden on low-income individuals for Marin Transit riders.**

Title VI Policies

In October 2012, the FTA released Circular 4702.1B (Circular), which provides guidelines for compliance with Title VI. Under the Circular, transit operators are required to study proposed fare changes and "major service changes" before the changes are adopted to ensure that they do not have a discriminatory effect based on race, color, national origin or low-income status of affected populations. As a first step, public transit providers must adopt their own "Major Service Change," "Disparate Impact," and "Disproportionate Burden" policies. Marin Transit's Board of Directors originally adopted these policies in April 2014, and adopted the most recent update to these policies in April 2023 (policies included here: https://marintransit.gov/titlevi). The adopted Disparate Impact and Disproportionate Burden policies, which apply to Fare Equity Analyses, are described below.

Disparate Impact Policy

The Disparate Impact Policy establishes a threshold for determining whether proposed fare or major service changes have a disproportionately adverse effect on minority populations relative to non-minority populations on the basis of race, ethnicity or national origin. Per the Marin Transit Policy for Establishing Disparate Impact or Disproportionate Burden:

> Fare or major service change proposals are determined to have a Disparate Impact on minority populations if, cumulatively, the benefits of the changes accrue to minority populations 20% less than to non-minority populations, or the adverse effects of the changes accrue to minority populations 20% more than to non-minority populations.

In summary, the Disparate Impact threshold is 20%.

Disproportionate Burden

The Disproportionate Burden Policy establishes a threshold for determining whether proposed fare or major service changes have a disproportionately adverse effect on low-income populations relative to non-low-income populations. Per the Marin Transit Policy for Establishing Disparate Impact or Disproportionate Burden:

> Fare or major service change proposals are determined to have a Disproportionate Burden on low-income populations if, cumulatively, the benefits of the changes accrue to low-income populations 20% less than to non-low-income populations, or the adverse effects of the changes accrue to low-income populations 20% more than to non-low-income populations.

In summary, the Disproportionate Burden threshold is 20%. The policy also includes the following definition of low-income: “For the purposes of this policy, definition of low-income should adhere to regional definition of low-income, which is 200% of the Federal Poverty Guidelines at time of writing per MTC Clipper START policy.”

Public Outreach to Establish Title VI Policies

As required under Title VI, this section summarizes the public outreach activities that were undertaken before adopting Marin Transit’s Title VI policies.

These policies were initially developed in 2013 as part of the District’s Title VI plan. In April 2013, the Marin Transit Board of Directors considered proposed analysis tools and methods for the Disparate Impact Policy and Disproportionate Burden policy. As part of this process, the Board set a public hearing and initiated a 45-day public comment period. These policies were revised and presented for Board consideration at their June meeting.

Additionally, Marin Transit held four public meetings in advance of the public hearing. The meetings were held in various areas across the County. To encourage participation, Staff sent out media announcements and distributed posters in Spanish and English. The policies were made available and presented at the public meetings. Following the public meetings and hearing, the policies were then updated to reflect public input prior to approval by the Marin Transit Board of Directors.

In 2023, an administrative update was made to extract the Disparate Impact and Disproportionate Burden policies from the Title VI plan as two new stand-alone policies with official policy numbers for ease of reference and to ensure these appear within the official policy framework of the agency. The update was presented to and approved by the Marin Transit Board of Director's in April 2023. During the Board meeting, members of the Board and members of the public had an opportunity to provide feedback and request clarification on the policies.

Discontinuation of Cash Transfers

Marin Transit's fare policy allows riders unlimited transfers within a 2-hour window of paying a single-ride fare. For riders who pay their fare electronically (via a Clipper card or credit/debit/mobile wallet card with tap-to-pay functionality), the transfer is digitally associated with their electronic payment method. For riders who pay with cash, they can currently request a paper transfer which will allow them boarding on other buses for the 2-hour window. The District is considering the discontinuation of paper transfers for cash-paying single riders. Transfers would still be available via the electronic payment methods described above, which includes the ability to store cash value on a Clipper card.

The impetus for this proposed change is technological constraint. The fareboxes currently in use on Marin Transit buses are reaching the end of their useful life and need to be replaced. In February 2023, the Marin Transit Board of Directors approved a recommendation, born out of an in depth Fare Collection Study, to replace the current validating fareboxes with simplified mechanical drop fareboxes. In addition to being less expensive to acquire, the mechanical drop fareboxes are also cheaper to maintain and last longer than validating fareboxes.

The mechanical drop fareboxes cannot support paper transfers for cash-paying single-riders. The District did research other technology solutions to provide transfers for cash-paying single-riders but was unable to find one that would work within the constraints of the District's existing operations contracts.

Current and Proposed Single-Ride Fares

Under the proposed fare change, single rides would still be eligible for free transfers. However, riders would need to use an electronic payment method in order to transfer without paying again. To make this transition easier for riders, Marin Transit has created a Fare Transitions Marketing Plan included in Attachment C of the associated July 2026 Board Letter.

For a full breakdown of Marin Transit fares currently and under the proposed changes, including the ridership associated with each fare type, see Table 1 in the section below.

Discontinuation of Paid Youth Pass

Marin Transit offers youth passes to school-aged riders (K-12), which cost $325 and are valid for the entire school year. For low-income youth, the fee is waived and riders receive the pass for free. The District is considering the discontinuation of the paid youth pass program; low-income youth would still be able to receive the youth pass for no cost, but for youth that are not income-qualified, they would need to use other fare products, such as single-ride fares, 31-day passes, and the daily and/or monthly fare maximums.

The youth pass program is very popular among Marin Transit's youth riders: In FY 2025/26, over 1,200 passes were distributed. However, 96% of those youth passes were distributed for free. FY 2025/26 was not an anomaly; in FY 2024/25, paid youth passes accounted for only 2% of the youth passes distributed. The low number of paid youth passes means that the staff time necessary to collect payments for passes is extremely high on a per-pass basis.

The impetus for the proposed discontinuing of the paid youth pass is twofold. First, it would significantly reduce staff time to administer the program, while affecting a minimal number of riders. Second, with the new daily and monthly fare maximums available via the Next Gen Clipper system, the paid youth pass does not provide significant financial savings to most riders.

The Bay Area region is in the process of upgrading its electronic fare payment system, Clipper, to the new Next Gen Clipper system. One of the major changes coming to Marin Transit as part of this upgrade is the introduction of fare maximums. Under Next Gen Clipper, riders have a maximum fare they would have to pay in any given amount of time. This effectively amounts to a pass, but instead of needing to pay the full cost upfront, riders can pay as they go until they reach the fare maximum. For youth riders, each individual ride is $1.00. The daily fare maximum is $2.50, and the monthly fare maximum is $40.00.

Most youth pass riders do not ride often enough to reach the fare maximum every month due to school holidays and breaks. For these riders, putting $325 on a Clipper card at the start of the school year will get them through the year via a combination of single-ride fares and fare maximums, potentially with some value left over. For heavy riders who do reach the fare maximum every month, the most they would pay during the school year is $40 per month times 9 months (youth ride free during the 3 summer months), which totals $360 (compared to the current youth pass cost of $325).

Current and Proposed Youth Fares

Under the proposed fare change, all youth would be eligible for single-ride fares, 31-day passes, and the fare maximums described above. Low-income youth would remain eligible for the youth pass as well. For a full breakdown of Marin Transit fares currently and under the proposed changes, including the ridership associated with each fare type, see Table 1 in the section below.

Equity Analysis

Although most riders will be able to change their method fare payment to avoid paying more, this analysis conservatively treats the proposed fare changes (described above) as a fare increase. The purpose of the analysis is to examine whether the burden of that increase would disproportionately accrue to minority and/or low-income riders. To answer the question, this report uses an average fare analysis methodology, described further in the Impact Assessment section below. Table 1 below breaks down every possible fare type on Marin Transit services, the existing and proposed fare for each type, the annual ridership for each fare type, and the percentage of minority and low-income riders for each fare type. Using this data, Table 2 and Table 3 calculate the average fare paid by minority, non-minority, low-income, and non-low-income riders, both currently and under the proposed fare changes. The changed fares are highlighted in the tables.

Table 1: Breakdown of Current and Proposed Fare Types, Average Fares, and Usage

Fare Type	Existing Average Fare	Proposed Average Fare	% Change	Annual Ridership	% Total Ridership	% Minority	% Non-Minority	% Low-Income	% Non-Low-Income
Cash - ADA	$1.00	$1.00	0%	34,594	1%	44%	56%	69%	31%
Cash - Adult	$2.00	$2.00	0%	529,669	18%	81%	19%	51%	49%
Cash - Senior	$1.00	$1.00	0%	155,115	5%	54%	46%	55%	45%
Cash - Youth	$1.00	$1.00	0%	120,346	4%	72%	28%	47%	53%
Clipper - ADA (RTC)	$1.00	$1.00	0%	10,175	0%	30%	70%	100%	0%
Clipper - ADA (RTC) - Transfer	$0.00	$0.00	0%	4,588	0%	0%	100%	100%	0%
Clipper - Adult	$1.80	$1.80	0%	185,827	6%	62%	38%	33%	67%
Clipper - Adult - Transfer	$0.00	$0.00	0%	76,876	3%	67%	33%	41%	59%
Clipper - Low Income (START)	$1.00	$1.00	0%	7,702	0%	81%	19%	100%	0%
Clipper - Low Income (START) - Transfer	$0.00	$0.00	0%	4,345	0%	85%	15%	100%	0%
Clipper - Senior	$1.00	$1.00	0%	24,809	1%	43%	57%	48%	52%
Clipper - Senior - Transfer	$0.00	$0.00	0%	12,885	0%	52%	48%	51%	49%
Clipper - SMART Transfer	$0.00	$0.00	0%	7,841	0%	30%	70%	25%	75%
Clipper - Youth	$1.00	$1.00	0%	5,576	0%	69%	31%	30%	70%
Clipper - Youth - Transfer	$0.00	$0.00	0%	1,010	0%	78%	22%	19%	81%
COM Pass	$0.00	$0.00	0%	180,303	6%	66%	34%	54%	46%
Comp - Child	$0.00	$0.00	0%	53,823	2%	73%	27%	49%	51%
Comp - Clipper Error	$0.00	$0.00	0%	6,526	0%	59%	41%	40%	60%
Comp - Employee	$0.00	$0.00	0%	2,383	0%	35%	65%	52%	48%
Comp - Homeward Bound	$0.00	$0.00	0%	61,848	2%	80%	20%	100%	0%
Comp - Other	$0.00	$0.00	0%	146,340	5%	73%	27%	49%	51%
Comp - Promo	$0.00	$0.00	0%	72,526	2%	73%	27%	49%	51%
Day Pass - Adult	$1.77	$1.77	0%	1,421	0%	75%	25%	48%	52%

Fare Type	Existing Average Fare	Proposed Average Fare	% Change	Annual Ridership	% Total Ridership	% Minority	% Non-Minority	% Low-Income	% Non-Low-Income
Day Pass - Senior ADA	$0.77	$0.77	0%	973	0%	46%	54%	59%	41%
Day Pass - Youth	$0.92	$0.92	0%	114	0%	100%	0%	0%	100%
MAFA Pass	$0.00	$0.00	0%	19,542	1%	50%	50%	100%	0%
Monthly Pass - Adult	$0.69	$0.69	0%	248,420	8%	75%	25%	48%	52%
Monthly Pass - Senior ADA	$0.39	$0.39	0%	114,478	4%	46%	54%	59%	41%
Transfer - ADA	$0.00	$1.00	100%	6,331	0%	42%	58%	78%	22%
Transfer - Adult	$0.00	$2.00	100%	207,670	7%	85%	15%	58%	42%
Transfer - Other	$0.00	$1.63	100%	43,484	1%	80%	20%	59%	41%
Transfer - Senior	$0.00	$1.00	100%	60,522	2%	62%	38%	75%	25%
Transfer - Youth	$0.00	$1.00	100%	21,804	1%	59%	41%	39%	61%
Underpayment	$1.50	$1.50	0%	67,294	2%	73%	27%	49%	51%
Youth Pass - Full Price	$0.49	$0.75	54%	31,458	1%	86%	14%	0%	100%
Youth Pass - Reduced Price	$0.00	$0.00	0%	458,036	15%	95%	5%	100%	0%
Total				**2,986,653**		**74%**	**26%**	**60%**	**40%**

Notes:
Annual Ridership represents only ridership for which fare type data is available.
Transfer – Other represents riders who forgot to ask for a transfer when they paid their fares, and the "proposed" fare is estimated using the average cash fare.
The proposed fare for Youth Pass – Full Price represents three quarters of the full youth fare, since youth ride free during the summer (3 months per year).
The following fare types were not tracked in the rider survey: Comp – Other, Comp – Promo, and Underpayment. Therefore, they assume the survey-wide demographics.
This analysis conservatively assumes a $0 fare for Underpayment fares; actual fares for this fare type vary.
The fares listed for pass products (i.e. Monthly Passes, Day Passes, and Youth Pass – Full Price) represent estimated average fares based on the cost of the pass and average ridership per pass. Individual users' average fares will vary.

Table 2: Calculation of Average Fares and Proposed Fare Change for Minority and Non-Minority Riders

Fare Type	Minority Riders	Non-Minority Riders	Minority Average Fares Before Change	Minority Average Fares After Change	Non-Minority Average Fares Before Change	Non-Minority Average Fares After Change
Cash - ADA	15,392	19,202	$15,392	$15,392	$19,202	$19,202
Cash - Adult	428,845	100,824	$857,689	$857,689	$201,649	$201,649
Cash - Senior	84,464	70,651	$84,464	$84,464	$70,651	$70,651
Cash - Youth	86,309	34,037	$86,309	$86,309	$34,037	$34,037
Clipper - ADA (RTC)	3,016	7,158	$3,016	$3,016	$7,158	$7,158
Clipper - ADA (RTC) - Transfer	0	4,588	$0	$0	$0	$0
Clipper - Adult	115,233	70,594	$207,420	$207,420	$127,069	$127,069
Clipper - Adult - Transfer	51,250	25,626	$0	$0	$0	$0
Clipper - Low Income (START)	6,239	1,463	$6,239	$6,239	$1,463	$1,463
Clipper - Low Income (START) - Transfer	3,695	650	$0	$0	$0	$0
Clipper - Senior	10,611	14,198	$10,611	$10,611	$14,198	$14,198
Clipper - Senior - Transfer	6,745	6,141	$0	$0	$0	$0
Clipper - SMART Transfer	2,352	5,489	$0	$0	$0	$0
Clipper - Youth	3,862	1,714	$3,862	$3,862	$1,714	$1,714
Clipper - Youth - Transfer	786	224	$0	$0	$0	$0
COM Pass	119,420	60,883	$0	$0	$0	$0
Comp - Child	39,441	14,382	$0	$0	$0	$0
Comp - Clipper Error	3,868	2,658	$0	$0	$0	$0
Comp - Employee	840	1,543	$0	$0	$0	$0
Comp - Homeward Bound	49,781	12,067	$0	$0	$0	$0
Comp - Other	107,237	39,103	$0	$0	$0	$0
Comp - Promo	53,147	19,379	$0	$0	$0	$0
Day Pass - Adult	1,066	355	$1,883	$1,883	$628	$628

Fare Type	Minority Riders	Non-Minority Riders	Minority Average Fares Before Change	Minority Average Fares After Change	Non-Minority Average Fares Before Change	Non-Minority Average Fares After Change
Day Pass - Senior ADA	449	524	$348	$348	$406	$406
Day Pass - Youth	114	0	$105	$105	$0	$0
MAFA Pass	9,771	9,771	$0	$0	$0	$0
Monthly Pass - Adult	186,275	62,145	$129,358	$129,358	$43,156	$43,156
Monthly Pass - Senior ADA	52,848	61,630	$20,666	$20,666	$24,100	$24,100
Transfer - ADA	2,657	3,674	$0	$2,657	$0	$3,674
Transfer - Adult	175,980	31,690	$0	$351,959	$0	$63,381
Transfer - Other	34,733	8,751	$0	$56,642	$0	$14,270
Transfer - Senior	37,746	22,776	$0	$37,746	$0	$22,776
Transfer - Youth	12,828	8,976	$0	$12,828	$0	$8,976
Underpayment	49,313	17,981	$73,969	$73,969	$26,972	$26,972
Youth Pass - Full Price	26,980	4,478	$13,101	$20,235	$2,174	$3,359
Youth Pass - Reduced Price	434,500	23,536	$0	$0	$0	$0
Total	**2,217,793**	**768,860**	**$1,514,432**	**$1,983,399**	**$574,579**	**$688,839**
Average Fare			**$0.68**	**$0.89**	**$0.75**	**$0.90**

Table 3: Calculation of Average Fares and Proposed Fare Change for Low-Income and Non-Low-Income Riders

Fare Type	Low-Income Riders	Non-Low-Income Riders	Low-Income Average Fares Before Change	Low-Income Average Fares After Change	Non-Low-Income Average Fares Before Change	Non-Low-Income Average Fares After Change
Cash - ADA	23,775	10,819	$23,775	$23,775	$10,819	$10,819
Cash - Adult	269,997	259,672	$539,993	$539,993	$519,345	$519,345
Cash - Senior	84,918	70,197	$84,918	$84,918	$70,197	$70,197
Cash - Youth	56,401	63,945	$56,401	$56,401	$63,945	$63,945
Clipper - ADA (RTC)	10,175	0	$10,175	$10,175	$0	$0
Clipper - ADA (RTC) - Transfer	4,588	0	$0	$0	$0	$0
Clipper - Adult	62,006	123,822	$111,610	$111,610	$222,879	$222,879
Clipper - Adult - Transfer	31,734	45,142	$0	$0	$0	$0
Clipper - Low Income (START)	7,702	0	$7,702	$7,702	$0	$0
Clipper - Low Income (START) - Transfer	4,345	0	$0	$0	$0	$0
Clipper - Senior	11,846	12,963	$11,846	$11,846	$12,963	$12,963
Clipper - Senior - Transfer	6,633	6,252	$0	$0	$0	$0
Clipper - SMART Transfer	1,960	5,881	$0	$0	$0	$0
Clipper - Youth	1,671	3,905	$1,671	$1,671	$3,905	$3,905
Clipper - Youth - Transfer	196	814	$0	$0	$0	$0
COM Pass	97,711	82,592	$0	$0	$0	$0
Comp - Child	26,593	27,230	$0	$0	$0	$0
Comp - Clipper Error	2,600	3,926	$0	$0	$0	$0
Comp - Employee	1,240	1,143	$0	$0	$0	$0
Comp - Homeward Bound	61,848	0	$0	$0	$0	$0
Comp - Other	72,304	74,036	$0	$0	$0	$0
Comp - Promo	35,834	36,692	$0	$0	$0	$0
Day Pass - Adult	687	734	$1,213	$1,213	$1,298	$1,298

Fare Type	Low-Income Riders	Non-Low-Income Riders	Low-Income Average Fares Before Change	Low-Income Average Fares After Change	Non-Low-Income Average Fares Before Change	Non-Low-Income Average Fares After Change
Day Pass - Senior ADA	574	399	$445	$445	$309	$309
Day Pass - Youth	0	114	$0	$0	$105	$105
MAFA Pass	19,542	0	$0	$0	$0	$0
Monthly Pass - Adult	120,045	128,375	$83,365	$83,365	$89,150	$89,150
Monthly Pass - Senior ADA	67,535	46,943	$26,410	$26,410	$18,357	$18,357
Transfer - ADA	4,928	1,403	$0	$4,928	$0	$1,403
Transfer - Adult	120,886	86,784	$0	$241,771	$0	$173,569
Transfer - Other	25,663	17,821	$0	$41,850	$0	$29,063
Transfer - Senior	45,172	15,350	$0	$45,172	$0	$15,350
Transfer - Youth	8,579	13,225	$0	$8,579	$0	$13,225
Underpayment	33,249	34,045	$49,873	$49,873	$51,068	$51,068
Youth Pass - Full Price	0	31,458	$0	$0	$15,275	$23,593
Youth Pass - Reduced Price	458,036	0	$0	$0	$0	$0
Total	**1,780,971**	**1,205,682**	**$1,009,397**	**$1,351,696**	**$1,079,614**	**$1,320,542**
Average Fare			**$0.57**	**$0.76**	**$0.90**	**$1.10**

Data Sources

The data in the above tables come from two main sources: Marin Transit's fare data and the Marin Transit on-board rider survey, which was conducted in 2017. The fare data was used to determine the number of passenger trips using each fare type. The on-board rider surveys were used to determine the percentage of riders that are minority and low-income[1] for each fare type[2].

Impact Assessment

The purpose of this impact assessment is to determine whether the burden of the fare increase associated with the proposed fare changes would disproportionately affect minority or low-income riders. To answer that question, this assessment looks at the average fare paid by minority, non-minority, low-income, and non-low-income riders, as calculated in the tables above. Table 4 below takes those average fares, calculates the percent change under the proposal, and then examines whether the difference in percent changes between minority and non-minority riders, or between low-income and non-low-income riders, represents a disparate impact or disproportionate burden.

Note that this analysis conservatively assumes that riders do not change their behaviors after the proposed changes go into effect. As described above, the District has plans to do outreach which would encourage riders to use Clipper to pay their fares, which would negate the fare increase associated with the discontinuation of cash transfers. Table 4 below illustrates a "worst case scenario" in terms of rider impacts.

Table 4: Average Fare Change and Impact Analysis

	Minority Riders	Non-Minority Riders	Low-Income Riders	Non-Low-Income Riders
Current Average Fare	$0.68	$0.75	$0.57	$0.90
Average Fare Under Proposed Change	$0.89	$0.90	$0.76	$1.10
% Change in Average Fare	31.0%	19.9%	33.9%	22.3%
Difference in Percent Change Between Minority/Low-Income and Non-Minority/Non-Low-Income Riders	11.1%		11.6%	
Disparate Impact/Disproportionate Burden Threshold	20%		20%	
Results	No Disparate Impact		No Disproportionate Burden	

As demonstrated in Table 4, the differences in burden to minority and low-income riders under the proposed fare changes fall below Marin Transit's established disparate impact and disproportionate burden thresholds. Therefore, the proposed fare changes would result in neither a disparate impact on minority riders nor a disproportionate burden on low-income riders.

[1] Some fare types are income qualified (such as Clipper START and the reduced-price youth pass). For these fare types, the on-board rider survey was only used to determine the percentage of minority riders.

[2] The SMART transfer demographic data comes from the SMART on-board rider survey, as SMART was not in service yet at the time of the 2017 Marin Transit on-board rider survey.

Public Outreach and Implementation Timeline

In accordance with Marin Transit policy, a public hearing will be held on the proposed fare changes before the Board of Directors votes on adoption. If adopted, cash transfers would be discontinued as of January 1, 2027 and paid youth passes would be discontinued after Board adoption of the fare policy change.

Attachment D: Summary of Public Comment

Date:	8/6/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94947
Comment:	I'd still give out free transfers to riders paying cash as that will allow them to travel continuously without forcing them to pay again on an onward trip. However, if you will consider following SMART's lead in accepting Clipper and NFC-activated debit and credit cards, you will then need to add more Clipper reloading stations throughout Marin County to allow riders to reload their cards without having to go to San Rafael Transit Center, Sausalito Ferry Terminal, Larkspur Ferry Terminal, or any SMART station to check their Clipper balance and reload their cards. If possible, install Clipper reloading machines at places of high demand, like Redwood & Grant Transit Hub in Novato, Marin City Hub, somewhere in the Canal District, both College of Marin campuses in Kentfield and Indian Valley, and retail stores like Whole Foods, Target, Safeway, Grocery Outlet, etc. And place a Clipper reloading machine in every community where feasible, like at least one each for Mill Valley, San Anselmo, Fairfax, and places under county jurisdiction like Marinwood. Further afield like Stinson Beach and Point Reyes Station, install them next to their libraries for ease of access and proximity to transit lines.

Date:	8/6/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94941
Comment:	Apparently, you would like everyone to use a Clipper card. I don't think you should penalize cash-paying riders by discontinuing free transfers and thereby pressuring them to buy a Clipper card.

Date:	8/6/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	Declined to State
Comment:	At first I thought the proposal was radical, but then I remembered seeing people pay with dollar bills that were wrinkled and the machine continuously rejecting the cash; delaying myself, the bus driver, and other passengers. The transfer cards themselves also appear to be discarded frequently and become litter across Marin County, so their removal would be a positive one. Implementing more clipper card machines across the county would help get more cash payers on board and removing the free transfers would encourage them to pay for the physical card instead. As for the youth pass, I have no comment.

Date:	8/6/2026
Source:	Voicemail
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Cash
Zip Code:	Declined to State
Comment:	Commenter reports concerns about eliminating cash transfers. They feel it is discriminatory against cash-paying customers, including seniors and lower-income riders who are more likely to use cash. It is also ill-timed due to the problems that arose with the rollout of Next Generation Clipper. Generally, it is poor policy as one should make it easier to use transit and have more options available rather than less.

Date:	8/7/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94960
Comment:	The elimination of free paper transfers for cash-paying riders is discriminatory. Low-income riders are more likely to rely strictly on cash and take longer, multi-destination bus trips requiring transfers. Requiring electronic cards, like a Clipper card, to secure transfer discounts locks out people without bank accounts or credit cards. Cash users end up paying significantly more per month compared to digital or pass-holding riders for the exact same transit access. As a public transportation system, payment equity should be a priority, as the system is meant to serve people of all income levels.

Date:	8/7/2026
Source:	Social Media Comment
Rider Type:	Unknown
Fare Payment Method:	Unknown
Zip Code:	Unknown
Comment:	Hi, so this is inaccessible to the community the community Marin Transit mainly are serving, who most if not often carry cash and do not have bank accounts!

Date:	8/7/2026
Source:	Social Media Comment
Rider Type:	Unknown
Fare Payment Method:	Unknown
Zip Code:	Unknown
Comment:	Who does it benefit to remove free transfer for cash-payers???? Most of the bus users in Marin use that option

Date:	8/7/2026
Source:	Social Media Comment
Rider Type:	Unknown
Fare Payment Method:	Unknown
Zip Code:	Unknown
Comment:	Handling cash is more expensive than just making everyone use Clipper cards of contactless if possible. Paper transfers and passes are also expensive to print. Several agencies in California like LA Metro have already eliminated them. But imo if they want to go ahead with this, they need to add more Clipper reloading machines around the system other than just San Rafael Transit Center and SMART stations.

Date:	8/7/2026
Source:	Online Comment Form
Rider Type:	SMART Train, Golden Gate Ferry
Fare Payment Method:	Clipper
Zip Code:	94903
Comment:	Hello, we are seniors and we love riding for free. We take the SMART train ALL the time to Santa Rosa and to Petaluma (and now to Windsor!) There are lots of us riding the trains! However, if you have to change your fare policy, why not charge us and let the kids continue to ride for free. Just give seniors a discount.

Date:	8/7/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94965
Comment:	If Marin Transit hopes to move more riders to using Clipper instead of cash as payment, then there need to be more physical locations where Clipper cards can be purchased and where cash can be loaded onto the Clipper cards. Many riders do not have credit cards or prefer not to use credit cards (or do not have access to the internet) so it is very important that additional locations are established for riders to add value to Clipper cards. Otherwise, the whole proposal discriminates unnecessarily against those who rely on cash and/or do not wish to use credit cards. It would be helpful, for example, if the San Rafael Transit Center office (staffed with real people) could also be open on the weekends or later during weekdays for this purpose. Thank you for your time and consideration.

Date:	8/8/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94947
Comment:	I’m in favor of the youth pass and free transfer.

Date:	8/10/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	Declined to State
Comment:	I support the proposed changes.

Date:	8/12/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94965
Comment:	The free transfer system is a great option, it feels unfair to take away a great feature to promote clipper.

Date:	8/15/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service / MAFA Bus Pass
Fare Payment Method:	Clipper
Zip Code:	94941
Comment:	We need a speedy SF/Marin through 101 corridor not a local tourist bus especially for disabled seniors

Date:	8/24/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94933
Comment:	This is outright discriminatory against people without access to a credit or debit card, which tends to be the people who can least afford a fare increase. Anyone who is unbanked for any reason will have to either hope they live close enough to someplace with a Clipper machine or would have to pay extra. Why are you asking the most vulnerable members of our society to pay more for their transit?

Date:	8/24/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Cash
Zip Code:	94903
Comment:	Our community is strongest when we look out for one another, especially for the people who rely on public services every day. Our community is strongest when we look out for one another, especially for the people who rely on public services every day. I believe we should maintain both free bus transfers and the youth program. Many people in the community rely on Marin Transit to get to work, school, medical appointments...the list is endless. Keeping the transfers for cash payers and the youth program helps make transportation accessible and affordable for everyone.

Date:	9/2/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94901
Comment:	I expect that discontinuance of the cash fare free transfer will have a harmful impact on low-income communities, if not mitigated. I suggest that, at least two months before free transfers are stopped, a major campaign to distribute Clipper cards be undertaken. Every effort should be made to make Clipper the payment mode of choice.

Date:	9/8/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94930
Comment:	Marin Transit needs to rethink both of these proposals. First, eliminating the free transfer for cash riders could mean that each trip is twice to three times the cost--becoming prohibitive for many people in the region who do not qualify for the reduced fare/free riding options. Due to cost of living in this area, and challenges around finding employment, there is a large group of residents who make enough to not be

	considered low income for the free/reduced fare riding programs, but are in fact living under tight budgets. Making public transit even more expensive makes getting to jobs or school difficult to impossible. Affordable public transit is essential, especially for those living in the more rural areas the buses run. The same is true for the Youth Fare. Buses should be free to all youth under 19 (because high school seniors still need to get to school). The Youth pass was a less expensive (yet still not affordable) option for those families that make more than the cut off for "free" rider passes, but who rely heavily on the bus lines to make their daily lives function. Again, removing this pass and having students have to maintain a Clipper card adds to family stress and may not be feasible for all of the families involved. Please consider holding off on both of these proposed changes. With so much new construction coming to the region, there is bound to be greater numbers in ridership and these changes may be offset by those increases. Please do not make life harder for the families that are already trying to stay afloat in this very expensive part of the world to live.

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September 14, 2026

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 September 2025, staff brought an update to your Board outlining updates to community engagement strategies and an overview of 2026 engagement campaigns. This letter and the attached presentation provide an update on efforts completed in FY 2025/26 and a summary of efforts underway and planned for FY 2026/27.

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.

Community engagement efforts are crucial to expanding transit use and allow Staff to extend their reach in the community and educate riders about all programs and services offered.

FY 2025/26 Community Engagement Efforts

In FY 2025/26, community engagement campaigns included general outreach on 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 riders and community partners, staffing resource tables at community events, hosting satellite hours at locations across the County, offering virtual drop-in info sessions, electronic communication methods, and more. Key tactics used for community engagement are detailed below.

Navigating Transit Presentations

Staff regularly receive requests for "Navigating Transit" presentations for consumers or community partners. These presentations are aimed at providing information to participants about all the options that are available to them through Marin Transit and Marin Access programs and services. In FY 2025/26, staff continued to improve 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 riders, 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 FY 2025/26, staff provided a total of seven Navigating Transit presentations.

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 FY 2025/26, staff participated in a variety of community events including senior resource fairs, a series of service fairs in partnership with the Marin Housing Authority, the Rotary "Epic Day of Service" for Older Adults event, a pop-up event in partnership with the Marin Disability Coalition in San Geronimo Valley Community Center, a Facebook Live event to detail MASCOTS service changes, and the What About Age Transportation Fair. 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 Marin Transit Zero Emission Bus Operation and Maintenance Facility, the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) service planning efforts, and changes related to Next-Gen Clipper. In FY 2025/26, Marin transit participated in 27 community events, reaching more than 5,500 participants.

Satellite Hours

In FY 2025/26, Marin Transit held 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 already at, and in the places that they 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. The number of satellite hours sessions were reduced in FY 2025/26 and will be discontinued in FY 2026/27 in favor of more impactful outreach efforts. Staff held 22 satellite hours events and reached a total of 343 community members in FY 2025/26.

Virtual Drop-in Info Sessions

In FY 2025/26, staff utilized a series of virtual drop-in info sessions to provide community members with an opportunity to receive information and ask questions about Marin Access. During the info sessions, staff made a short presentation and then allowed time for participants to ask questions about how to use programs and services; staff were able to review rider enrollment information about could assist riders in real time. In FY 2025/26, there were a total of nine virtual drop-in info sessions scheduled, four of which were attended by Marin Access riders or stakeholders allowing staff to assist a total of five program participants. Staff found that this effort does not reach a large about of riders but was effective in providing dedicated support to those that needed it and providing 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.

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 FY 2025/26, staff held two focus groups / rider interviews to collect feedback related to MASCOTS service changes with a total of 10 participants.

In-Person Outreach

Staff performed periodic in-person outreach at transit hubs to communicate with riders directly to collect feedback to inform service planning efforts, inform them of an upcoming event or fare promotion, or to simply show appreciation for riders. In FY 2025/26 there were eight in-person outreach events; during these events staff interacted with a total of 522 riders.

Electronic Communications – E-Newsletters

Marin Transit sends out three different e-newsletters at various 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 are distributed 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.

Marin Transit staff continued to develop and share outreach toolkits with community partners via the community partner e-newsletter. 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.

In FY 2025/26, Marin Transit issued 12 e-newsletters, two Community Partner e-newsletters, and one Marin Access e-newsletter.

Electronic Communication - Social Media

In FY 2025/26, staff continued to use social media to communicate directly with riders, collect feedback, and direct riders to resources or rider tools. 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 continued to be utilized to build rider interest and engagement over a short period of time; these included a short series of posts detailing bus stop improvements and a people-centered arc detailing how District staff use transit and other active modes of transportation during their commute to work and workday. Staff found that rider engagement increases when there is a series of posts that contain content centered around a theme or event.

Partnerships and Collaborations

In FY 2025/26, the District engaged in a variety of partnerships and collaborations both large and small to expand the ability to inform and educate riders. These included partnering with Marin Housing Authority to staff information tables at every Marin Housing Authority property in the County, partnering with the Canal Alliance on a Facebook Live event to share information about proposed service changes, partnering with North Bay transit agencies on a video for Transit Month, and partnering with the What About Age team and transit and transportation providers across Marin to offer the What About Age Transportation fair and field trips on transit. Additionally, the District partnered with the Canal Alliance to offer a series of capacity building workshops to educate community leaders in the Canal about the transit planning process, share information about upcoming Marin Transit initiatives, and skill building opportunities focused on how to engage with the District staff and decision makers at Marin Transit and beyond. These partnerships and collaborations allowed staff to leverage the knowledge, community trust, and reach of partner organizations to better education and inform riders.

Outcome Summary

Table 1 summarizes community engagement efforts completed in FY 2025/26 by audience and engagement type (not including electronic communications). In FY 2025/26, staff participated in 75 events resulting in direct engagement with nearly 6,000 community members.

Table 1: FY 2025/26 Summary of Community Engagement (Number of Activities by Program)

Engagement Type	Marin Transit	Marin Access	Total
Navigating Transit Presentations	-	7	**7**
Community Events	14	13	**27**
Satellite Hours	-	22	**22**
Virtual Drop-in Info Sessions	-	9	**9**
Focus Groups / Rider Interviews	2	-	**2**
In Person Outreach	8	-	**8**

Engagement Type	Marin Transit	Marin Access	Total
		Total:	75

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. In FY 2026/27, staff will expand these to provide dedicated support for those with questions about Clipper, to provide basic travel training, and other topics.
- Utilizing people-centered campaign arcs on social media platforms is an effective method of engaging riders, collecting feedback, and enticing them to attend events than simply using one-time or repeat posts. In FY 2026/27, staff will continue these efforts and explore use of video to better engage riders.
- Partnerships and collaborations allow staff to leverage the knowledge, community trust, and reach of partner organizations to better education and inform riders. In FY 2026/27, staff will explore additional creative opportunities via partnerships and collaborations.
- Satellite hours can be 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. In FY 2026/27, satellite hours will be discontinued in favor of focusing efforts on planned and more broadly promoted events at locations across the County to reach new community members.

FY 2026/27 Community Engagement Campaigns

Table 2 details major community engagement campaigns currently underway or planned for FY 2026/27. This list is not exhaustive and is continuously evolving as new opportunities or needs arise.

Table 2: Anticipated Community Engagement Campaigns in FY 2026/27

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
Electric Bus Charging and Maintenance Facility	Input into Plans and Projects	Ongoing
September 2026 Service Changes	Service Changes	July – September 2026
Next Gen Clipper	Rider Engagement and Education	Fall / Winter 2026
January 2027 Service Changes	Service Changes	Fall / Winter 2026
Fare Collection Changes	Rider Engagement and Education	Winter 2026 / Spring 2027

Campaign	Campaign Category	Timeframe
Short Range Transit Plan	Input into Plans and Projects	Winter 2026 / Spring 2027
Youth Ride Free for Summer	Promotional	May – August 2027
Fare Free at the Fair	Promotional	June – July 2027

Fiscal/Staffing Impact

None

Respectfully Submitted,

Joanna Huitt
Program & Policy Manager

Attachment A: Community Engagement Update Presentation

Attachment A

Community Engagement Update

September 14, 2026

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Agenda

01 Community Engagement Overview

02 FY 2025/26 Efforts & Lessons Learned

03 FY 2026/27 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
- Community Partners
- Peer Agencies
- Local Governments

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FY 2025/26 Outreach Efforts, by Engagement Type

Engagement Type	Local Bus Service	Marin Access	Total
Navigating Transit Presentation	-	7	**7**
Community Event	14	13	**27**
Satellite Hours	-	22	**22**
Virtual Drop-in Info Session	-	9	**9**
Focus Groups / Rider Interviews	2	-	**2**
In-Person Outreach	8	-	**8**
		Total	**75**

Lessons Learned in FY 2025/26

- Offer **flexible options** for rider education and collection of feedback
- Utilize **people-centered campaign** arcs on social media
- Explore and utilize **creative partnerships** and collaborations
- **Discontinue Satellite Hours** in favor of more effective methods of rider engagement

FY 2026/27 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
Electric Bus Charging and Maintenance Facility	Input into Plans and Projects	Ongoing
September 2026 Service Changes	Service Changes	July – September 2026
Next Gen Clipper	Rider Engagement and Education	Fall / Winter 2026
January 2027 Service Changes	Service Changes	Fall / Winter 2026
Fare Collection Changes	Rider Engagement and Education	Winter 2026 / Spring 2027
Short Range Transit Plan	Input into Plans and Projects	Winter 2026 / Spring 2027
Youth Ride Free for Summer	Promotional	May – August 2027
Fare Free at the Fair	Promotional	June – July 2027

Thank you

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