



Marin County Transit District Board of Directors

Monday, October 5, 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, October 4, 2026** to facilitate timely distribution to the Board of Directors. Include the agenda item number you are addressing, your name, and address. Your comments will be forwarded to the Board of Directors and will be included in the written public record.
- Public comment is limited to two minutes per speaker unless a different time limit is announced. The Board President may limit the length of comments during public meetings due to the number of persons wishing to speak or if comments become repetitious.
- Participating on Zoom or teleconference: Ensure that you are in a quiet environment with no background noise. To raise your hand on Zoom press ***9** and wait to be called upon by the President or the Clerk to speak. You will be notified that your device has been unmuted when it is your turn to speak. You will be warned prior to your allotted time being over. Your comments will be included in the public record.

General Meeting Information

- Late agenda material can be inspected at the office of Marin Transit, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday.
- In case of Zoom outage, dial 515-604-9094; meeting ID: 142-334-233
- All Marin Transit public meetings are held in accessible locations. Documents are available in additional languages and accessible formats by request. Requests for translation and disability-related accommodations or modifications for this meeting may be made to the District Secretary at 415-226-0855 or 711 (California Relay Service) no less than five business days before the meeting.
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- Nếu bạn cần thông dịch hoặc các hỗ trợ khác, hãy gọi (415) 226-0855 hoặc 711. Để truy cập các hướng dẫn này bằng tiếng Việt, [hãy nhấp vào đây](#).

9:30 a.m. Convene as the Marin County Transit District Board of Directors**1. Open Time for Public Expression**

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

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

- a. General Manager's Oral Report
- b. [Monthly Monitoring Report: July 2026](#)

4. Consent Calendar

- a. [Minutes for September 14, 2026 Board Meeting](#)
- b. [Federal Legislative Report](#)
- c. [Resolution 2026-02 for Application for Low Carbon Transit Operations Program \(LCTOP\)](#)

Recommended Action: Approve.

5. [Fare Policy Changes](#)

Recommended Action: Approve the staff recommendation and adopt 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. [2026 Rider Survey & Demographic Update](#)

Recommended Action: Discussion item.

Adjourn



711 Grand Ave, #110
San Rafael, CA 94901
ph: 415.226.0855
[marintransit.gov](https://marintransit.org)

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Maika Llorens Gulati

Alternate
City of San Rafael

October 5, 2026

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

Subject: General Manager Report – Monthly Report: July 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 July 31, 2026. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced stable **systemwide ridership** in July 2026. Total ridership was 2% lower than the previous year (July 2025) and less than 1% below pre-COVID (July 2019).

Matching the systemwide trend, **fixed route ridership** was stable this month, with ridership being less than 1% below the previous year (July 2025) and 11% higher than pre-COVID (July 2019).

The **Muir Woods Shuttle** ridership increased by 30% this month when comparing Friday - Sunday ridership in July 2025 to July of this year. However, this increase only considers comparable service; last year, the Shuttle ran daily in July, whereas this year, it only ran Fridays, Saturdays and Sundays. Total ridership reduced by 23% from last year because of the additional service offered in July 2025.

Yellow Bus service did not operate in July.

Marin Access ridership was stable this month, with ridership being 2% lower than the previous year (July 2025).

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

Fiscal/Staffing Impact

None.



Respectfully Submitted,

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

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

Month:		July 2026						
Category	Program							Total
	Fixed-Route Local	Fixed-Route Community	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	
Commendation	5	0	1	0	35	0	5	46
Service Delivery Complaint	28	9	9	0	9	0	3	58
Accessibility	0	0	0	0	1	0	0	1
Driver Conduct Complaint	6	4	2	0	6	0	2	20
Driving Complaint	14	0	3	0	0	0	0	17
Early Trip	2	0	2	0	0	0	0	4
Equipment Issue	0	0	0	0	0	0	0	0
Farebox	0	0	0	0	0	0	0	0
Late Trip	1	2	0	0	0	0	1	4
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	0	0	0	1	0	0	1
No-Show	0	1	0	0	1	0	0	2
Off-Route	0	0	0	0	0	0	0	0
Pass-Up Complaint	5	2	2	0	0	0	0	9
Service Structure Complaint	11	1	2	0	2	0	1	17
Bus Stop Improvement Request	2	0	0	0	0	0	0	2
Fares	0	0	0	0	1	0	0	1
Other Complaint	1	0	2	0	1	0	1	5
Scheduling Complaint	1	0	0	0	0	0	0	1
Service Improvement Suggestion	7	1	0	0	0	0	0	8
Safety Complaint	0	0	0	0	0	0	0	0
Total Service Hours	10,590	3,186	1,352	0	2,265	0	17,394	17,394
Commendations per 1,000 Hours	0.5	0.0	0.7	-	15.5	-	0.3	2.6
Complaints per 1,000 Hours	3.7	3.1	8.1	-	4.9	-	0.2	4.3
Total Passengers	211,877	29,265	11,712	0	3,948	2,436	268,407	268,407
Commendations per 1,000 Passenger:	0.0	0.0	0.1	-	8.9	0.0	0.0	0.2
Complaints per 1,000 Passengers	0.2	0.3	0.9	-	2.8	0.0	0.0	0.3

Attachment A

Monthly Monitoring Report

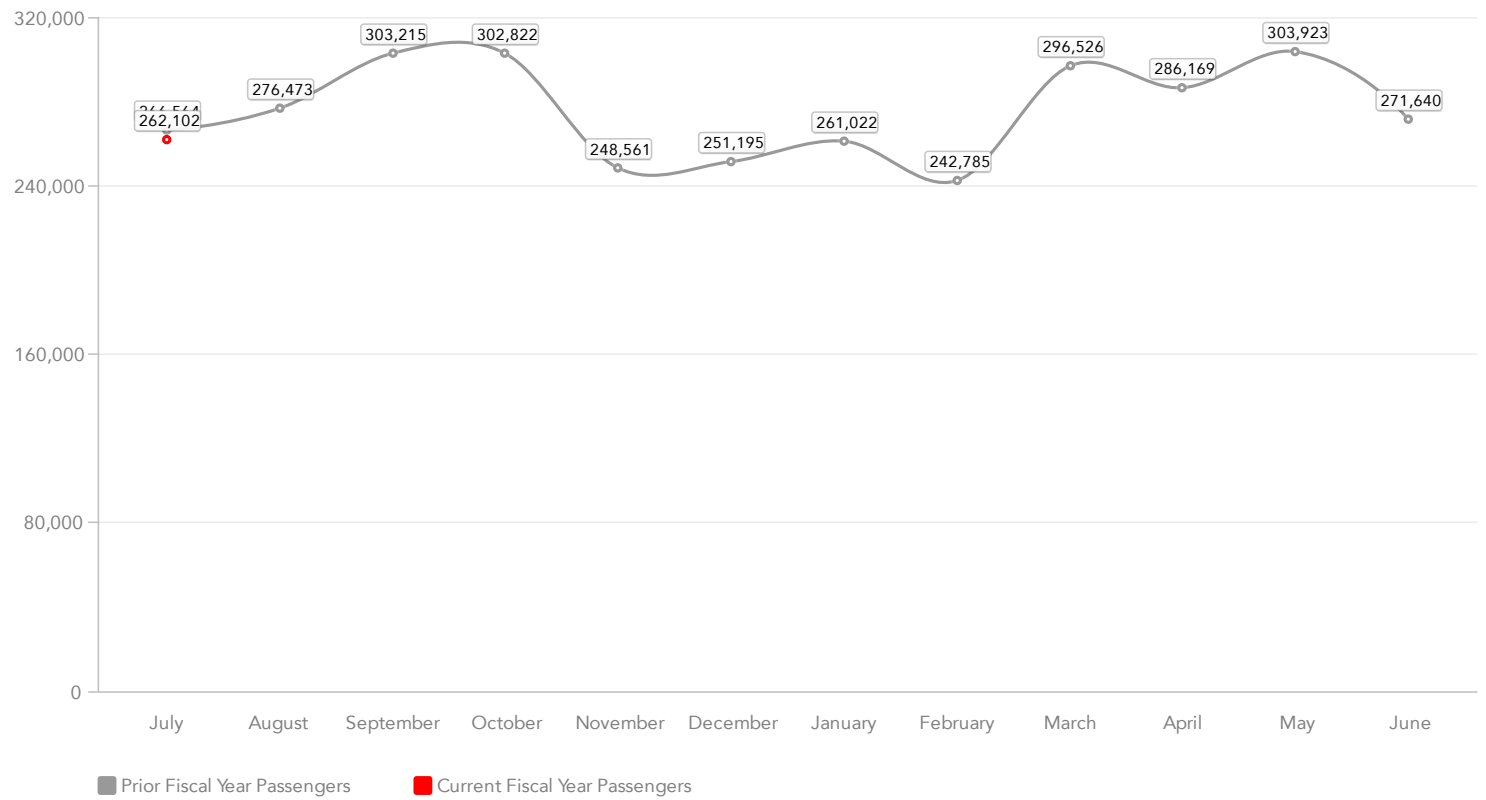
09/28/2026

FISCAL YEAR MONTH

2027 All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

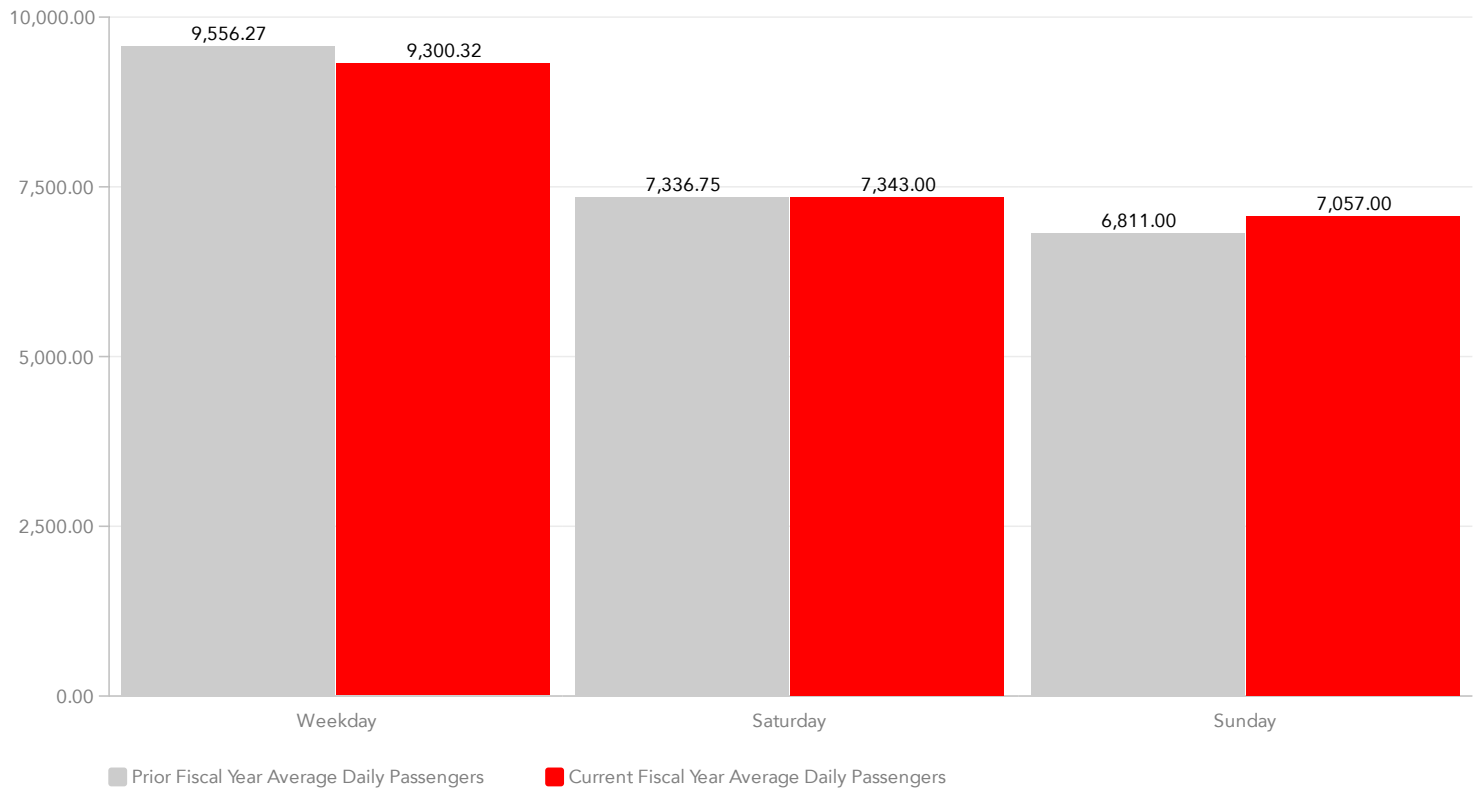


Monthly Comparison

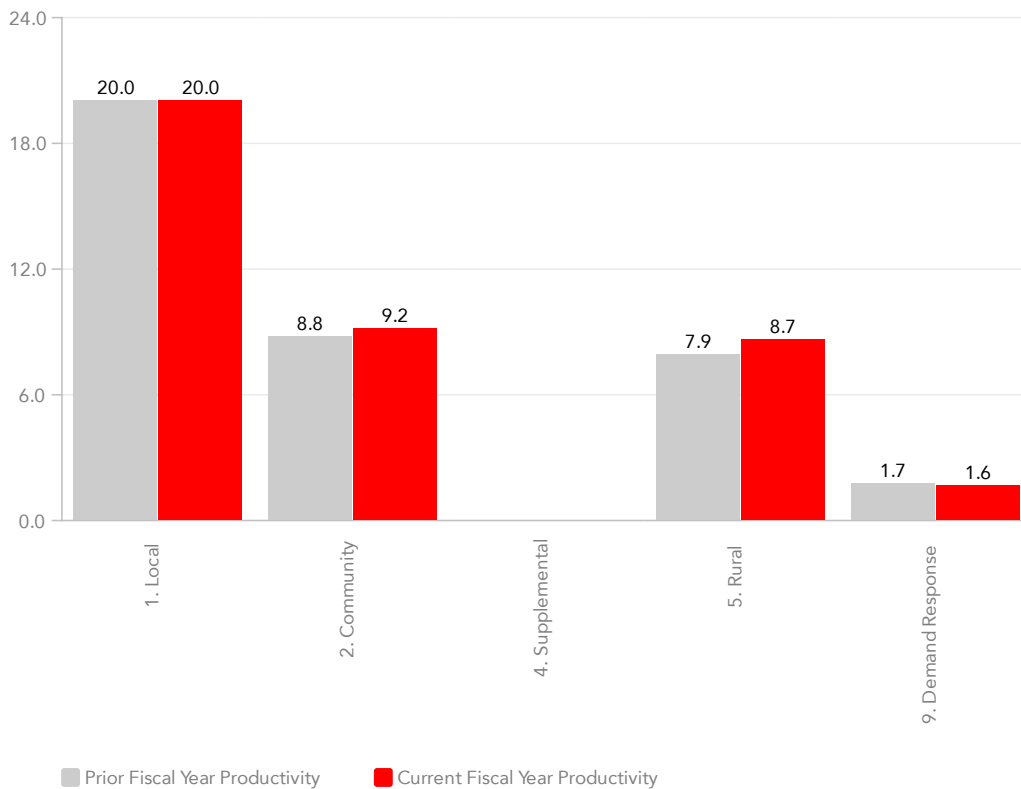
MONTH

Jul

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

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, September 14, 2026 at 9:30 A.M.

Roll Call

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

Absent: **Director Moulton-Peters**

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

Board President Sackett opened the meeting at 9:30 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 asked if any member of the Board wished to speak. Seeing none, she called for the General Manager's report.

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

- a. [General Manager's Oral Report](#)
- b. [Monthly Monitoring Report: May 2026](#)
 - i. [Item 3b – Staff Report](#)
- c. [Monthly Monitoring Report: June 2026](#)
 - i. [Item 3b – Staff Report](#)

General Manager Robert Betts introduced the District's new Director of Finance, Mandy Kellogg. Mr. Betts summarized fixed route service changes that occurred on September 13, 2026. He reported on community partnerships involving Public Safety Power Shutoffs (PSPS) and Streets to Creeks bus stop graphics. He provided information about Transit Month. Mr. Betts listed upcoming community events and free fare promotions. He highlighted Clipper card features, summarized Clipper outreach and education efforts, and

presented Clipper adoption data. He reported on fixed route and demand response ridership from May and June 2026.

Director Llorens Gulati commended the Clipper outreach efforts. She asked about Clipper outreach at food pantries, community clinics, and community spaces.

Mr. Betts replied that outreach will occur at transit stops, community events, and virtual information sessions.

President Sackett welcomed Ms. Kellogg.

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.

M/s: Director Lucan – Director Llorens Gulati

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

Noes: None

Absent: Director Moulton-Peters

Abstain: None

5. [Public Hearing: Fare Policy](#)

[Staff Report](#)

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

General Manager Robert Betts reported on fare collection recommendations that the Board adopted in 2024. He reviewed proposed fare policy changes regarding cash transfers and paid Youth Passes. Mr. Betts noted that under the proposed changes, base fares will not change, and cash will still be a fare payment option. He reported on the Title VI analysis for the proposed changes. He summarized comments received regarding the proposed changes, as well as rider education and outreach efforts. He introduced the agenda item's public hearing.

President Sackett asked about differences between the paid Youth Pass and the free Youth Pass.

Mr. Betts replied that the proposed changes will not affect the free Youth Pass. 95 to 98 percent of Youth Pass recipients receive the pass for free. Students who receive free or reduced lunch automatically qualify for the free Youth Pass. Mr. Betts stated that the paid Youth Pass costs \$325.00 per year, and some riders may not find it cost-effective. He noted administrative difficulties caused by the paid Youth Pass program. Mr. Betts detailed outreach efforts regarding the proposed removal of the paid Youth Pass. He explained the timeline of the Youth Pass transition under the proposed changes.

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

James Holmes expressed concerns regarding the proposed discontinuation of free cash transfers. He detailed how he believes the proposed change may impact vulnerable populations. He explained why he thinks using Clipper may be difficult for some riders. Mr. Holmes noted how recent service changes and the removal of highway boardings along Route 22 affected him.

President Sackett asked Mr. Betts to reply to the public comments received before and during the public hearing.

Mr. Betts explained that outreach efforts are focused on Clipper card distribution and discount Clipper card application assistance. Mr. Betts reviewed discount fare programs and options.

President Sackett asked if Clipper enrollment assistance will be offered at the 2026 Marin Senior Fair.

Mr. Betts confirmed it will.

President Sackett emphasized the importance of in-person Clipper enrollment assistance.

Director Bushey asked about the anticipated experience for riders accustomed to cash transfers after the proposed changes are implemented.

Mr. Betts explained that outreach efforts will aim to reach riders before implementation. He added that cash-paying riders will likely have a penalty-free grace period and the new fareboxes may help emphasize the changes. Clipper outreach efforts will continue after implementation. Mr. Betts suggested that Clipper readers' open-loop capabilities may help riders transition away from free cash transfers.

Director Bushey suggested that there should be a specific outreach plan for cash-paying riders who are unaware of the new cash transfer policy after it is implemented, as cash-paying riders may place cash in the new fareboxes without knowing they will not receive a free transfer.

Mr. Betts stated that additional detail on how the team will do outreach for cash paying riders will be presented as part of the requested approval action at the Board of Directors meeting on October 5, 2026.

President Sackett closed the public hearing.

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](#)

[Staff Report](#)

Program and Policy Manager Joanna Huitt reported on community engagement goals, strategies, and audiences. Ms. Huitt summarized outreach efforts and lessons learned in FY 2025/26. In FY 2025/26, outreach was performed at 75 total events and reached nearly six thousand community members. Ms. Huitt listed outreach campaigns for FY 2026/27.

Recommended Action: Discussion item.

[Adjourn](#) President Sackett adjourned the meeting at 10:12 A.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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

Board of Directors

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Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
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Stephanie

Moulton-Peters

Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

October 5, 2026

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

Subject: Federal Legislative Report

Dear Board Members:

Marin Transit contracts for federal advocacy services with Carpi & Clay who provide a monthly Federal Update. The attached monthly report for August 2026 provides an appropriations update, legislative activity, federal funding opportunities, and federal agency actions and personnel changes.

Respectfully Submitted,

Robert Betts
General Manager

Attachment A: Federal Update August 2026

Federal Update

September 1, 2026

Fiscal Year 2027 Appropriations Update

On August 8, the Senate passed a continuing resolution ([H.R. 6500](#)) by a 90–6 vote, setting aside the version the House passed last month. The bill would extend federal government funding at FY26 levels beyond the September 30 deadline through December 11. The Senate bill includes a number of program extensions, including surface transportation authorities, the national flood insurance program, and extending the availability of housing voucher and homelessness assistance funding. The bill would also delay the implementation of OMB's proposed rule overhauling the Uniform Guidance governing federal grant administration published on May 29. The bill sets aside the separate continuing resolution passed by the House last month. It also does not include supplemental funding for the Iran war or voter identification provisions the White House had sought. Notably, passage of the CR is the only appropriations action the Senate has taken. The Senate has not considered a single FY27 appropriations bill in committee, however it is possible that Senate Appropriations Chair Collins (R-ME) will schedule markups in September.

The Senate adjourned for its traditional recess after passage of the bill and is scheduled to return on September 14. The House will reconvene on August 31 and is expected to take up consideration of the Senate-passed continuing resolution before breaking again for the Labor Day recess.

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	

Trump Administration Appointments

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

<u>Department/Agency</u>	<u>Position</u>	<u>Appointee</u>
Federal Communications Commission	Member	Danielle Thumann Severs
Interior	Inspector General	Dennis Kirk
Occupational Safety and Health Review Commission	Member	Michael Doyle
Transportation	Assistant Secretary, Governmental Affairs	Leslie Becera

LEGISLATIVE ACTIVITY

Senate Confirms Slate of Trump Administration Nominees. On August 7, 2026, the Senate confirmed 74 nominees by an en bloc vote of 51–47, including Cameron Hamilton as Administrator of Federal Emergency Management Agency (FEMA); Kevin Lilly as Assistant Secretary of the Interior for Fish and Wildlife; William Hague as an Assistant Secretary of the Interior; and Kaveh Farzad as an Assistant Secretary of Energy for International Affairs. The Senate has used a rules change allowing certain nominations to advance en bloc, a procedure that has enabled nearly 600 confirmations during the second Trump administration. Separately, the Senate confirmed Todd Blanche as Attorney General on August 8 by a vote of 50–49, and Erica Schwartz as Director of the Centers for Disease Control and Prevention on August 5 by a vote of 51–44.

Senate Passes Disaster Tax Relief Bill. On August 7, the Senate passed the *Doug LaMalfa Federal Disaster Tax Relief Certainty Act* ([H.R. 5366](#)) by unanimous consent, sending it to the President for signature. The bill would codify and extend rules allowing individuals to claim personal casualty losses from federally declared major disasters occurring between December 28, 2019, and January 1, 2027, including a reduced 10 percent adjusted gross income threshold for qualified disaster losses and availability of the deduction to non-itemizers. The bill also would create a new Internal Revenue Code section excluding from gross income compensation received for losses, expenses, or damages resulting from federally declared wildfire disasters occurring between December 31, 2014, and January 1, 2027, including compensation for additional living expenses, lost wages, personal injury, death, or emotional distress, to the extent not otherwise compensated by insurance. The bill passed the House by a voice vote in April.

Joint Resolutions Introduced to Overturn California Maritime Emissions Waivers. On August 6, 2026, Representative Vince Fong (R-CA) and Senators Dan Sullivan (R-AK) and Bernie Moreno (R-OH) introduced joint resolutions ([H. J. Res. 210](#), [S. J. Res. 209](#), and [S. J. Res. 210](#)) under the *Congressional Review Act* (CRA) to overturn two Environmental Protection Agency (EPA) decisions from 2023 and 2025 that authorized California's *Clean Air Act* waivers for stricter diesel emissions standards on ocean-going vessels at berth and commercial harbor craft. In July, EPA submitted the underlying 2023 and 2025 actions to Congress, triggering the window for lawmakers to seek disapproval under the CRA. Congress previously used the CRA in 2025 to invalidate three separate EPA waivers for California's vehicle emissions programs, which President Trump signed on June 12, 2025.

Bipartisan Bill Introduced to Extend FEMA Wage Reimbursement Window for Disaster Rebuilding. On August 6, Senators Adam Schiff (D-CA) and Joni Ernst (R-IA) introduced the *Reducing Red Tape for Rebuilding Act* ([S. 5276](#)), which would extend the period during which recipients may use FEMA funds for base and overtime wages tied to substantial damage determinations and building code implementation and enforcement. Under current law, wage eligibility for these activities is tied to a 180-day window following a disaster declaration; the bill would extend this to a period of up to two years, with the recipient permitted to select the date from which that two-year period begins.

Bill Introduced to Standardize AV Protocol During Emergencies. On August 3, Rep. Kevin Mullin (D-CA) introduced the *AV Emergency Response Coordination Act* ([H.R. 10033](#)), which would direct the National Highway Traffic Safety Administration (NHTSA) to establish minimum national standards for how autonomous vehicle (AV) operators coordinate with emergency responders. The bill would require AV companies to submit standardized emergency response guides to NHTSA and local agencies, maintain a 24/7 emergency hotline, and comply with “geofence notices” allowing officials to direct AVs to avoid an area for up to 72 hours during an emergency. NHTSA would be required to issue final implementing standards within two years of enactment. The bill follows reported incidents of AVs obstructing emergency responders.

CONGRESSIONAL LETTERS

House T&I Democrats Press DOT on Grant Terminations. On August 12, House Transportation and Infrastructure (T&I) Committee Ranking Member Rick Larsen led all Committee Democrats in sending a [letter](#) to Transportation Secretary Sean Duffy citing recent court filings and news reporting indicating the administration terminated or withheld grants based on the political leanings of recipient states. The letter cites a *New York Times* report that the administration canceled more than \$7.5 billion in grants to states that did not vote for President Trump in 2024, a Department of Energy court filing stating grants were rescinded “based solely on the political identity of the grant recipient’s state,” and a DOT admission that it rescinded University Transportation Center grants because they “expressed, or were presumed to express” disfavored views. The lawmakers cite examples including a court ruling that DOT’s withholding of \$15 billion from the Gateway Development Commission was “flagrantly illegal,” as well as rescinded or withheld funding for rail projects in Colorado and California and bike lane and transit projects in Connecticut, New Mexico, Illinois, and Colorado. The letter requests, within three weeks, a spreadsheet of all grants terminated or rescinded since January 20, 2025, a spreadsheet of announced but unsigned grant agreements from before that date, and for each terminated or rescinded grant, the stated basis for termination and whether the recipient’s political identity was considered as a factor.

Democrats Urge Action on Capital Investment Grants Projects. On August 11, House Transportation and Infrastructure Committee Ranking Member Rick Larsen (D-WA) and Senate Banking, Housing, and Urban Affairs Committee Ranking Member Elizabeth Warren (D-MA) led more than 40 lawmakers in sending a [letter](#) to OMB Director Russell Vought and FTA Acting Deputy Administrator Matthew Cahill raising concerns over delays advancing transit projects in the Capital Investment Grants (CIG) pipeline. The letter states that the Boston Green Line Transformation and Los Angeles Southeast Gateway Line projects remain stalled in entering the CIG Engineering phase despite qualifying project ratings, even as FTA advanced Salt Lake City’s Frontrunner 2X project last week. The lawmakers note FTA has more than \$1.9 billion in unobligated CIG funds available and cite reporting that no new CIG grant agreement has been signed since President Trump took office. The letter requests a timeline for advancing the Boston and Los Angeles projects, and calls for expeditious approval of 11 other CIG projects anticipating grant agreements this year.

Lawmakers Urge CPSC to Establish Comprehensive Safety Standards for E-Bikes and E-Motos. Representatives Dave Min (D-CA), Michael Lawler (R-NY), Jared Huffman (D-CA), and Brian Fitzpatrick (R-PA) sent a [letter](#) to Acting Consumer Product Safety Commission (CPSC) Chairman Peter Feldman urging the Commission to develop comprehensive safety standards for electric bicycles and electric motorcycles beyond its current focus on lithium-ion battery fire hazards. The letter cites CPSC injury surveillance data showing e-bike and e-moto-related injuries rose nearly tenfold between 2019 and 2022, and notes the Commission has not substantively updated e-bike safety standards since 2002 and has never adopted standards for off-road e-motos. The lawmakers call on CPSC to establish minimum manufacturer labeling requirements disclosing maximum speed, motor power, and minimum age recommendations; update the e-bike definition to create distinct product classifications that separate e-bikes from higher-speed e-motos; and support local governments with data collection and public education resources.

FEDERAL FUNDING OPPORTUNITIES

FHWA Publishes PROTECT Competitive Grant Program NOFO. On August 27, the Federal Highway Administration published a [notice of funding opportunity](#) (NOFO) for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Competitive Grant Program, making available up to \$787 million in combined FYs 2024 through 2026 funding. Funding is divided among four categories: \$79 million for Planning Grants, \$551 million for Resilience Improvement Grants, \$79 million for Community Resilience and Evacuation Route Grants, and \$79 million for At-Risk Coastal Infrastructure Grants. Eligible applicants include states, metropolitan planning organizations, local governments, federally recognized Indian Tribes, public transportation agencies, port authorities, and Federal Land Managing Agencies applying jointly with a state. This NOFO consolidates what was previously a multi-year application process into a single application period, and applicants who applied under the prior NOFO issued in October 2024 must reapply. Applications are due October 9.

FHWA Publishes Stopping Threats on Pedestrian Grant NOFO. FHWA has published a [NOFO](#) for the availability of \$5 million through the Stopping Threats on Pedestrian Competitive Grant Program or Bollards Program. The purpose of this program is to provide funding for bollard installation projects designed to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians. Eligible applicants under the Bollards Program are State departments of transportation (DOTs) and local government entities. The program allows for the federal share of the project to be 100 percent. Applications are due September 9.

FHWA Publishes ADCMS NOFO. FHWA has published a [NOFO](#) for the availability of \$34 million through the Advanced Digital Construction Management Systems (ADCMS) grant program. The program helps provide funding for eligible applicants to promote, implement, deploy, demonstrate, showcase, support, and document the application of new technology in construction projects at a program level. Eligible applicants under the ADCMS Competitive Grant Program are State DOTs, including the District of Columbia and the Commonwealth of Puerto Rico. State DOTs are permitted to submit joint applications with other State DOTs and non-State DOTs, including local governments, Tribes, and private industry. For projects

involving partnerships, FHWA expects one State DOT to serve as the lead entity and to be the grant recipient. Applications are due September 16.

FTA Publishes Bus Safety, Accessibility, and Innovation NOFO. The Federal Transit Administration (FTA) has published a [NOFO](#) for the availability of \$10 million under the Bus Safety, Accessibility, and Innovation Research Program. Funds will be awarded competitively to up to two projects to develop and prototype innovative and widely deployable concepts that are intended to make existing and new buses safer for their operators and vulnerable road users, and safer and more accessible for their passengers. Applications are due September 28.

NHTSA Publishes ITSE NOFO. The National Highway Traffic Safety Administration (NHTSA) published a [NOFO](#) for the availability of \$20 million through the Innovative Traffic Safety Enforcement (ITSE) grant program. The grants help to develop innovative traffic safety enforcement programs that demonstrate effectiveness by reducing the number of motor vehicle crashes due to risky driving behaviors and ensuring the traffic safety enforcement programs are repeatable and scalable for use by law enforcement throughout the United States. Applications will be evaluated in three phases: Phase 1 applications are due no later than September 3, 2026; Phase 2 applications are due no later than March 1, 2027; and Phase 3 are due no later than September 1, 2027.

FEDERAL FUNDING AWARDS

FRA Announces NRPP Grant Awards. FRA has [announced](#) \$5.3 billion to 41 projects across the country through the National Railroad Partnership Program (fka Federal-State Partnership for Intercity Passenger Rail Program) for Projects not located along the Northeast Corridor. The grants help fund projects that enhance safety, reduce the State of Good Repair backlog, improve performance, or expand or establish new intercity passenger rail service.

FTA Announces Ferry Grant Program Awards. FTA has [announced](#) \$664.8 million to 24 projects across 13 states and territories through the Ferry Grant Program. The grants will fund ferry infrastructure projects, including terminal modernization, vessel replacement and electrification, and rural ferry operating assistance.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

DOT Releases Updated NRSS. The Department of Transportation (DOT) has released its updated [National Roadway Safety Strategy](#) (NRSS), a plan to help reduce traffic fatalities and injuries on our nation's roadways. It prioritizes enforcement against impaired, speeding, and unsafe commercial drivers; assistance for rural and Tribal communities; improved emergency response and post-crash care; safer roadway design, intersections, work zones, and traffic management; expanded truck parking; and wider deployment of vehicle safety technologies and automated vehicles. The strategy is organized around "Safer People, Safer Roads, and Safer Vehicles," with key actions planned through December 2028 and an emphasis on preventing crashes and reducing their severity when they occur. It specifically

calls for incorporating advanced crash-test dummies into federal vehicle safety standards and the New Car Assessment Program to generate better data and improve crash protection for both male and female occupants. It also highlights pedestrian-detecting automatic emergency braking and improved nighttime visibility, FTA safety oversight, transit-worker safety, and commercial and transit enforcement.

DOT Releases AGCC Initiative RFI. On August 18, DOT's Build America Bureau published a [Request for Information](#) (RFI) seeking public comment on its America's Great Corridors of Commerce (AGCC) initiative. AGCC is a voluntary, applicant-driven public-private partnership program that would allow highway and rail right-of-way owners to generate revenue by leasing space to utility and telecommunications companies for colocated infrastructure—such as electric transmission lines, water and gas pipelines, and fiber optic cable—within transportation corridors. Under the model, a private “Corridor Manager” would design, build, finance, and operate underground utility tunnels or above-ground infrastructure along a corridor for a term of 30 to 50 years, in exchange for negotiated lease payments to the right-of-way owner. DOT intends to designate up to five AGCCs per year, with designated corridors receiving concierge federal technical assistance, expedited NEPA review and permitting coordination through an interagency task force, and streamlined access to federal financing programs, including TIFIA and RRIF loans and the Department of Energy's Energy Dominance Financing program. The RFI poses specific questions on technical feasibility, cross-jurisdictional challenges, the proposed P3 model, and the potential impact of AGCC on utility ratepayer affordability. Comments are due September 12.

DOT Publishes Rail Passenger Liability Cap Adjustment. DOT has published an adjustment to the rail passenger transportation liability cap as required by section 11415(b) of the 2015 *Fixing America's Surface Transportation (FAST) Act*. Pursuant to the *FAST Act*, the rail passenger transportation liability cap is raised from \$322,864,228 to \$401,900,000. The adjustment is effective September 4.

FRA Publishes English Language Proficiency NPRM. FRA has published an [NPRM](#) that proposes to amend its regulations governing the qualification and certification of locomotive engineers and conductors to establish English language proficiency as a requirement for a railroad carrier to certify and recertify locomotive engineers and conductors. FRA also proposes that each railroad carrier conducting a triennial examination of skill performance, and an annual operational monitoring observation for locomotive engineers, which are current requirements, conduct those examinations and observations without engaging energy management systems that limit the need for a locomotive engineer to operate the throttle or braking systems. Further, FRA proposes to codify limitations on operations at the southern border, including a 10 route-mile geographic limitation, to ensure domestic training, testing, and certification requirements for Mexican crew members are adequate. In addition, FRA proposes changes to clarify that a locomotive engineer or conductor's territorial qualification is limited to the specific direction of travel traversed during the qualification process. Comments are due September 29.

FTA Publishes Partial Buy America Waiver for Minibuses. The Federal Transit Administration (FTA) has published a [notice](#) of proposed Buy America waiver for certain battery-electric minibuses. FTA has not made a final decision on the proposal. FTA is seeking

supplemental comment as to whether FTA should remove the proposed requirement that the minibuses be battery-electric propulsion. Comments are due September 2.

NHTSA Requests Guidance on Automated Driving Systems. The National Highway Traffic Safety Administration (NHTSA) has [announced](#) that the agency intends to issue comprehensive, updated guidance supporting the safe development and deployment of automated driving systems. The last agency guidance was published in 2017, titled “Automated Driving Systems 2.0: A Vision for Safety (ADS 2.0).” For this initiative, NHTSA will draw on its internal expertise and public feedback gathered through ongoing stakeholder engagement. NHTSA intends to release draft guidance documents on individual topics (or chapters) as they are available. The public is invited to comment on each chapter through this open docket. After reviewing public comments, the agency plans to consolidate all chapters into a final updated guidance document. The public comment period is open for one year and may be extended as necessary. Comments are due July 31, 2027.

##



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

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City of San Rafael

October 5, 2026

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

Subject: Resolution 2026-02 for Application for Low Carbon Transit Operations Program (LCTOP)

Dear Board Members:

Recommendation

Adopt resolution with updated allocation for application to Caltrans for Senate Bill 862 LCTOP funds.

Summary

Staff requests that your Board approve the attached resolution, 2026-02, for FY 2025/26 Low Carbon Transit Operations Program (LCTOP) funds. This program is one of several programs established under Senate Bill (SB) 862 and provides transit agencies funding for projects that reduce greenhouse gas emissions and provide mobility, with emphasis on benefiting disadvantaged communities.

Marin Transit will request \$848,119 from Caltrans in LCTOP funds in FY 2025/26. This request includes revenue-based funds directly allocated to the District and Marin County population-based funds shared with the Golden Gate Bridge Highway & Transportation District and Sonoma-Marín Area Rail Transit (SMART). The three agencies divide the population-based funds based on their proportional shares of ridership and service levels in Marin County. For FY 2025/26 funding, Marin Transit will receive 52% of the population-based funds.

Estimated FY 2025/26 Marin Transit Apportionments

FY 2025/26 LCTOP	Amount
Revenue-Based LCTOP	\$453,772
Population-Based LCTOP	\$394,347
Total LCTOP	\$848,119

Marin Transit requests that Caltrans allocate the total \$848,119 of FY 2025/26 LCTOP funds to the project (FJ) for the purchase of infrastructure and equipment necessary to charge zero-emission buses at the Rush Landing facility in Novato, CA. The project will reduce greenhouse gas emissions and emissions of criteria air pollutants and toxic air contaminants associated with bus service provided primarily within low-income communities. Subject to



future allocations and project needs, staff may propose programming future LCTOP allocations towards this project.

Outlook for Future LCTOP Funding

Changes to California's cap-and-invest program are expected to reduce LCTOP funding in future years. Legislation enacted in September 2025 changed LCTOP's allocation from 5% of annual Greenhouse Gas Reduction Fund (GGRF) revenues to a statutory amount of \$200 million beginning in FY 2026/27. It also placed LCTOP in Tier 3, meaning the program's allocation may be reduced if auction revenues are insufficient to fully fund higher-priority tiers. Subsequent changes to the state's emissions allowance budgets are also expected to reduce auction proceeds available to the GGRF.

Together, these changes create a risk that LCTOP will receive substantially less than its \$200 million statutory amount. Marin Transit's future allocations may therefore be significantly lower than in recent years. Staff will monitor statewide funding and account for updated allocations in the District's budget and capital planning.

Fiscal/Staffing Impact

The Rush Landing facility improvements project is included in the District's capital plan. Approval of the resolution will program \$848,119 in FY 2025/26 LCTOP funds toward the project's charging infrastructure and equipment. In accordance with program requirements, the funds will be held until their anticipated expenditure in FY 2027/28. Any interest earned on these funds will be tracked and made available to the project. There is no staffing impact associated with this action.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Grisel Martinez".

Grisel Martinez Brennan
Grants Manager

Attachment A: 2026-02 LCTOP Resolution

RESOLUTION #2026-02

**AUTHORIZATION FOR THE EXECUTION OF THE
THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) PROJECT:**

Rush Landing Facility Electrification Project
\$394,347 Population-Based Funds and \$453,772 Revenue-Based Funds

WHEREAS, the Marin County Transit District (the District) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the District wishes to implement the LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations, and guidelines for all LCTOP funded transit projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2025-26 LCTOP funds:

*Project Name: **Rush Landing Facility Electrification Project***

*Short description of project: **Provide funding for the electrification components of the Rush Landing Maintenance facility***

*Amount of LCTOP funds requested: **\$848,119***

*Benefit to a Priority Population: **Project purchases infrastructure or equipment that reduces criteria air pollutant or toxic air contaminant emissions on service provided primarily within low-income communities.***

*Amount to benefit a Priority Population: **\$848,119***

*Contributing Sponsors (if applicable): **Metropolitan Transportation Commission (MTC) for population-based funds only.***

APPROVED AND PASSED this 5th day of October 2026

Agency Board Designee:

BY: _____



711 Grand Ave, #110
San Rafael, CA 94901
ph: 415.226.0855
[marintransit.gov](https://www.marintransit.gov)

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Maika Llorens Gulati

Alternate
City of San Rafael

October 5, 2026

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

Subject: Fare Policy Changes

Dear Board Members:

Recommendation

Approve the staff recommendation and adopt 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 approve changes and adopt an updated Marin Transit fare policy. This update would include discontinuing free transfers for cash-paying riders and discontinuing the paid Youth Pass product. If approved, the proposed fare policy changes will be implemented by January 1, 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](https://www.marintransit.gov/meetings). To date, only the advancement of APCs for ridership counting has been implemented.

The next phase of implementation includes advancement and implementation of the fare collection, payment, and policy changes 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 changes. The July 13, 2026, staff report is available at [marintransit.gov/meetings](https://www.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 update that includes the recommended changes.

The proposed policy changes include the following:

1. **Discontinue free transfers for cash-paying riders:** If adopted, riders paying the 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 a potential fare increase for select riders and requires 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 includes the Fare Equity Analysis, completed in July 2025. The analysis found no disparate impact nor disproportionate burden.

Comments Received

In September 2026, your Board held a public hearing and received comments shared with the District throughout the comment period. The September 14, 2026, staff report is available at marintransit.gov/meetings. In total, staff received 23 comments; comments received are shown in Attachment D. Comments were received primarily via the online form available on the District's website. Comments shared were largely from Marin Transit riders who already use Clipper and expressed concern for the potential financial impact on cash paying riders and the challenges associated with location to re-load Clipper cards in Marin County. More detail is summarized below.

Key Concerns

Comments were reviewed and categorized to identify the key concern(s) that community members and riders shared about the proposal. The key concerns shared were largely aligned with concerns staff have considered throughout this process.

- *Concerns that the policy changes will increase costs for cash paying riders:* Several riders expressed concern about the cost increase for cash paying riders if cash transfers are discontinued. Staff recognize this and are working with multiple community engagement partners to deliver an extensive outreach campaign in the community to encourage adoption of Clipper. The goals of this campaign include educating riders about the benefits of Clipper, addressing and alleviating concerns riders may have about using Clipper, supporting the transition to Clipper either by offering a Clipper card at no cost or supporting enrollment for Clipper discount cards, and sharing information about how Clipper will ultimately save many riders money.

Riders may also pay the fare using a contactless bank card (accepted card brands include Visa, Mastercard, American Express and Discover) prior to, or instead of getting a Clipper card. This offers the same access to free and discounted transfers as a plastic or digital Clipper card. Based on survey data from 2023 showing 74% of fixed route trans riders having access to a bank account with a debit card and 61% having access to a credit card, staff believe that this is a viable option for a many riders unwilling to use Clipper.

- *Concerns about limited locations to add value or passes to a Clipper Card:* Several riders expressed concern about the limited locations available across Marin County where riders can purchase a Clipper card and add cash value and/or pass products. Staff engaged the Metropolitan Transportation Commission (MTC) in discussion about this throughout development of the proposal. While staff have limited ability to influence the emergence and siting of new Clipper retail locations, staff have shared a suggested list of locations for the MTC and their partner Cubic to consider and prioritize. Staff have also continued to express support at the regional level for increasing retail incentives available to encourage new



Clipper retail locations in places where transit riders live and work in Equity Priority Communities (EPCs) and to better serve underbanked or unbanked riders.

- *Concerns about reduced accessibility:* Multiple riders shared concerns about accessibility for older adults and riders with disabilities. The District strives to ensure all programs and services are developed to be accessible for riders of all ages and abilities. Outreach collateral and engagement methods were developed to be accessible to riders of all abilities and staff will continue to provide support for riders who need information about the changes, about enrolling for Clipper, and using Clipper throughout the transition and beyond.
- *Concerns that the policy changes are discriminatory toward riders:* Several riders indicated that the policy changes are discriminatory, particularly toward cash paying riders and/or riders with income barriers. While the discontinuation of free transfers for cash-paying riders and the paid youth pass constitute fare increases, a Fare Equity Analysis was completed per Federal Transit Administration (FTA) regulations under Title VI of the Civil Rights Act of 1964. The analysis (Attachment C) 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.

Input from the community has been crucial to developing messaging, tools, and strategies to encourage the adoption of Clipper. Staff will continue to learn and collaborate with the community to develop and implement policies that support reliable transit service for all that meets the needs of riders.

Outreach & Education Efforts

Since July 2026, staff and community engagement partners have used a variety of methods to share information about the proposed fare policy changes, provided an opportunity to comment, and distributed information on the benefits of using Clipper with riders and community members. Methods include information sharing through the Marin Transit website, the August and September 2026 editions of the District's monthly e-newsletter, various posts across the District's social media platforms, notices in the Marin Independent Journal, information and collateral available on the District's vehicles, rider notices at transit hubs and high ridership stops, virtual info sessions, and in person outreach at transit hubs and high ridership stops and routes. To date, staff and community engagement partners have completed 25 outreach events and directly reached over 2,100 riders and community members through in person outreach. Outreach completed to date is summarized in Attachment E.

Should the proposal be approved by your Board, the changes are expected to be fully implemented by January 1, 2027 and staff will continue to work to educate riders and increase the adoption rate of Clipper beyond that date. Adjustments to messaging and tactics will be undertaken to ensure riders understand the impact should they continue to pay the fare in cash.

Between October and December 2026, staff and community engagement partners will continue outreach efforts and to share informational materials. Riders will have support for transitioning to Clipper and Clipper cards will be offered to cash paying riders during outreach events at no cost. After the implementation of the new fare collection system (first few weeks of January 2027), staff will expand in person outreach at transit hubs, high ridership stops, and on vehicles, particularly those serving routes with a high number of cash paying riders, to ensure that riders continue to get support and information about the discontinuation of free cash transfers. A summary of this activity is detailed below in Table 1.



Table 1: Rider Transition Milestone Activities

Timeframe	Activity	Location
Pre-Implementation		
October-December, 2026 (various dates)	In person	San Rafael Transit Center and other high ridership bus stops
	On vehicle	Routes with high % of cash paying riders, including; Routes 30, 35, 36, 57, 68, 219, 245, and 233.
	Digital/Print	Information will continue to be shared on the District's website, e-newsletter, social media channels, on vehicles, and at transit hubs and high ridership stops across the county.
Post-Implementation		
January 1 - 10, 2027 (daily) January 11-22, 2027 (as needed)	In person	San Rafael Transit Center, Redwood & Grant, Marin City, and stops in the Canal Neighborhood
	On vehicle	Routes with high % of cash paying riders, including; Routes 30, 35, 36, 57, 68, 219, 245, and 233.
January – June 2027	Digital/Print	Information will continue to be shared on the District's website, e-newsletter, social media channels, on vehicles, and at transit hubs and high ridership stops across the county.

Working with front line staff, including bus operators, road supervisors, customer service staff, and outreach teams in the field, the District will accommodate riders who have not yet shifted to Clipper and request a transfer from a cash fare payment during the initial weeks after implementation. Between January 1 and January 10, 2027, daily outreach will be conducted to offer support for all riders including students; K-12 schools and College of Marin campuses reopen on January 5, 2027 and January 6, 2027, respectively. Between January 11 and January 22, 2027, periodic outreach will occur to continue to support riders. Outreach locations will be adjusted throughout to reflect staff and community engagement partner feedback about the most effective locations.

During these initial few weeks, bus operators will be instructed to relax enforcement on fare collection to accommodate cash paying riders expecting to receive a transfer. In addition, outreach teams will be placed at strategic transfer locations and on certain routes to distribute pre-loaded Clipper cards to cash paying riders who need a transfer. Each card will have \$5.00 worth of value to allow two single rides or unlimited rides if used within a 24-hour period. These cards will be accompanied by information on how to use, register, and re-load value to the card. Outreach teams will also be stationed at the San Rafael Transit Center to show riders how to use the Clipper add-value machines located on each platform.

From January through June 2027, staff will continue to share information about Clipper via digital and print methods. Messaging will be adjusted as needed to reflect the needs of riders and to incorporate feedback provided by staff and community engagement partners.



Fiscal/Staffing Impact

While there is no significant fiscal impact associated with the proposed fare policy change itself, staff estimate a cost of \$40,000-\$50,000 to support marketing and outreach of Clipper and the proposed fare changes. Table 2 outlines these anticipated costs.

Table 2: Anticipated Costs of Marketing and Outreach

Item	Projected Cost
Community Engagement Support from Canal Alliance	\$20,000
Printing, Event Supplies, and Ancillary Costs	\$10,000
Clipper Cards & Fares	\$16,000
Total	\$46,000

The Fare Equity Analysis does indicate a fare increase and thus this fare policy change could entail new fare revenue for the District; however, that fare equity analysis conservatively assumed no change in rider behavior since FY 2024/25. The rate of Clipper usage has already increased meaning that many riders currently paying with cash will be eligible for new discounts if they use Clipper (e.g. a 10% discount on single rides, four discounted Clipper card types, and fare maximums), and as such any increase in fare revenue associated with fares collected from cash paying riders is likely offset by other riders accessing new discounts.

Staff expect near-term reduction in fare revenue associated with Clipper promotion efforts, including distribution of Clipper cards loaded with cash value, flexibility on fares granted to operators and customer service staff, and other incentives offered to encourage Clipper adoption. These reductions in fare revenue are short-term; staff do not anticipate any significant long-term fiscal impact associated with these activities.

Respectfully Submitted,

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

Robert Betts
General Manager

Attachment A: Fare Policy Change Presentation

Attachment B: Draft Fare Policy Update

Attachment C: Fare Equity Analysis

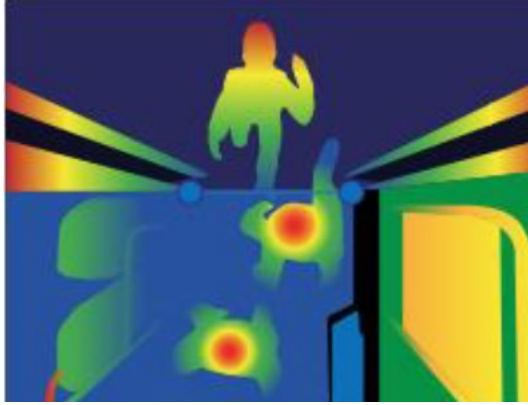
Attachment D: Summary of Public Comment

Attachment E: Summary of Outreach Efforts



Fare Policy Change Recommendation

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

Recommendation: Approve two changes to Marin Transit's fare policy.

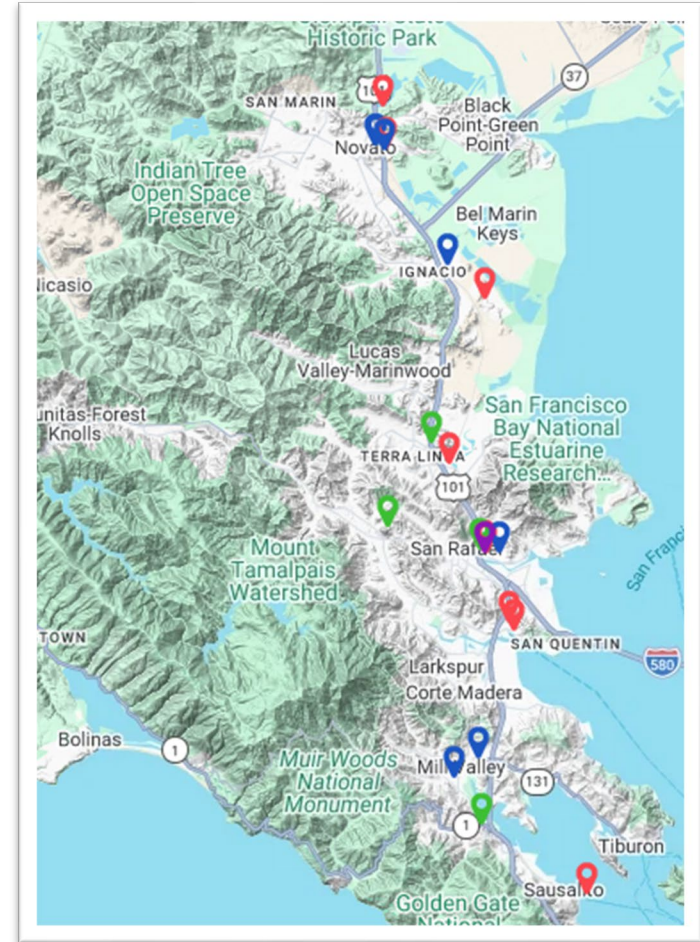
- 1. Discontinue free transfers for cash-paying riders:** If adopted, riders paying their fare in cash will no longer receive a free transfer to another Marin Transit bus.
- 2. Discontinue the paid Youth Pass product:** If adopted, youth riders will no longer be able to purchase an annual youth pass.

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 required a public hearing and a Fare Equity Analysis under Title VI
 - The public hearing was held in September 2026
 - The Fare Equity Analysis found no disparate impact nor disproportionate burden

Key Concerns Shared by the Community

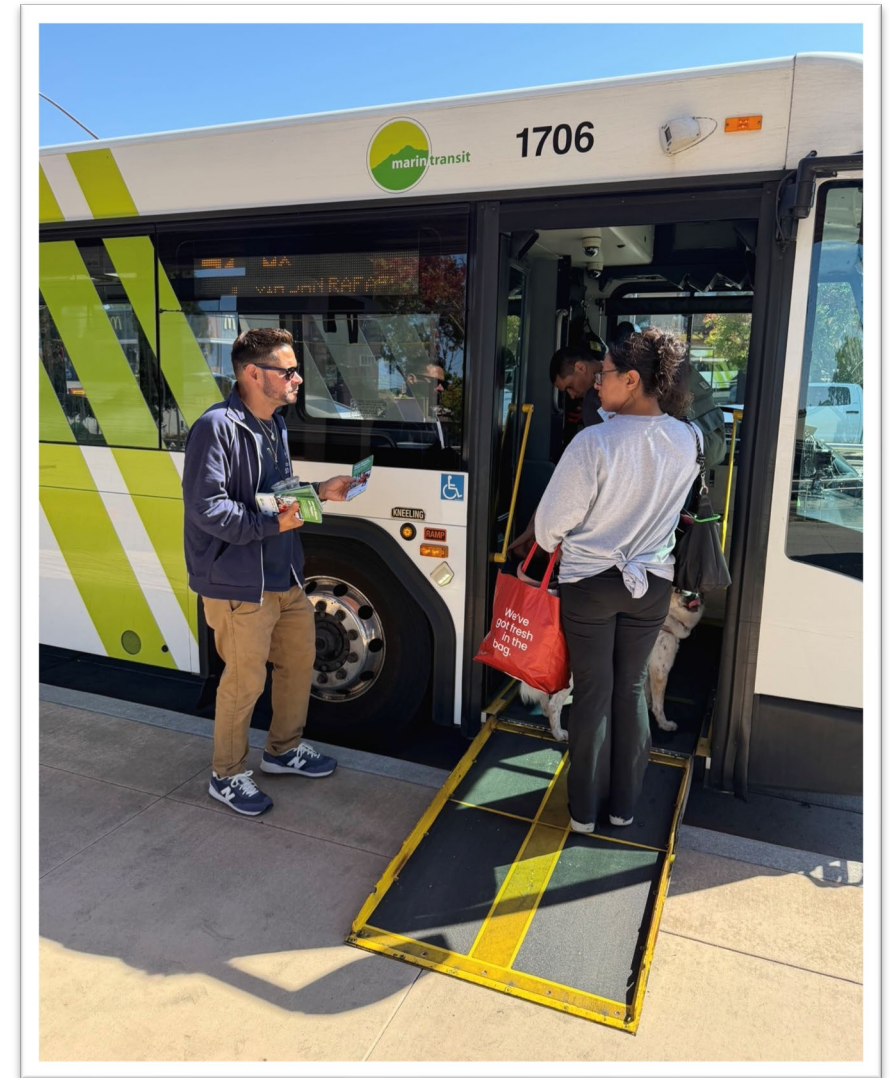
- Updates to policy could increase costs for cash paying riders
- Limited locations to add value or passes to a Clipper Card
- Reduced accessibility
- Updates to policy are discriminatory toward cash paying riders or those with income barriers



Clipper Retail Locations in Marin County
Source: <https://www.clippercard.com/locations>

Rider Education & Outreach

- Continued outreach via traditional methods (e.g. e-newsletter, website, social media, etc.)
- Free Clipper cards during outreach between October and December 2026
- Expanded outreach at transit hubs, bus stops, and routes with high number of cash paying riders in weeks before and after implementation
- Relaxed enforcement on fares in weeks following implementation
- Free Clipper cards loaded with \$5 during outreach in January



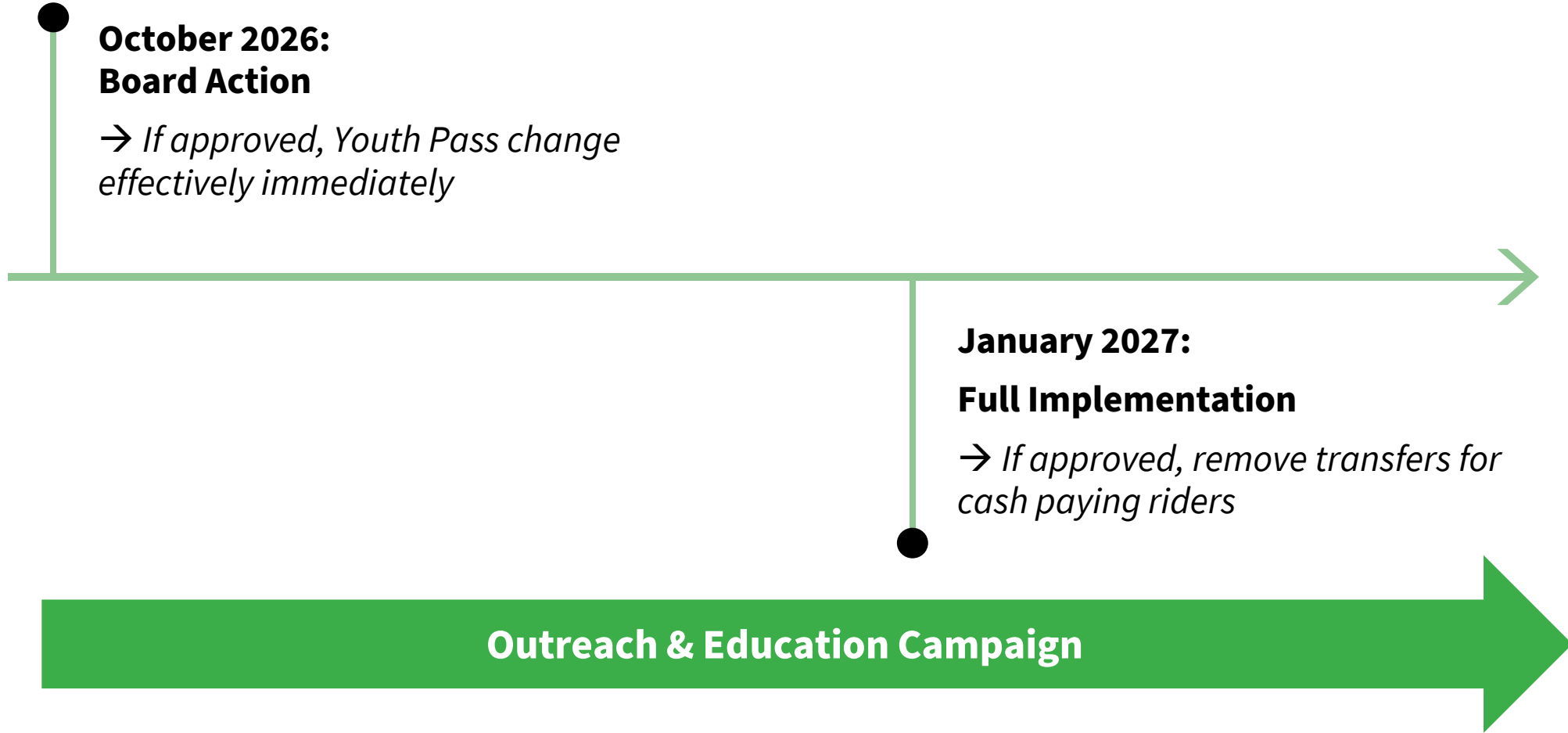
Clipper outreach at Redwood & Grant in Novato

Photo Credit: MTC/Caribou Outreach Team

Rider Transition Milestone Activities

Timeframe	Activity	Location
Pre-Implementation		
October-December, 2026 (various dates)	In person	San Rafael Transit Center and other high ridership bus stops
	On vehicle	Routes with high % of cash paying riders, including; Routes 30, 35, 36, 57, 68, 219, 245, and 233.
	Digital/Print	Information will continue to be shared on the District's website, e-newsletter, social media channels, on vehicles, and at transit hubs and high ridership stops across the county.
Post-Implementation		
January 1 - 10, 2027 (daily) January 11-22, 2027 (as needed)	In person*	San Rafael Transit Center, Redwood & Grant, Marin City, and stops in the Canal Neighborhood
	On vehicle*	Routes with high % of cash paying riders, including; Routes 30, 35, 36, 57, 68, 219, 245, and 233.
January – June 2027	Digital/Print	Information will continue to be shared on the District's website, e-newsletter, social media channels, on vehicles, and at transit hubs and high ridership stops across the county.

Timeline



Thank you

CONTACT

Robert Betts

General Manager

rbetts@marintransit.gov





MARIN TRANSIT FARE POLICY

DRAFT

Formatted: Centered

Policy #:	AD-08
Subject:	Fare Policy
Effective Date:	~~July 7, 2025~~ <u>January 1, 2027</u>
Revision Date:	~~n/a~~ <u>October 5, 2026</u> ~~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 Directors 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-income¹ for each fare type².

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 or 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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Date:	9/9/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Clipper
Zip Code:	94903
Comment:	Switching everyone to Clipper should be the move, but we have to make sure that Cubic can be responsive to issues that will arise from the C2 migration, all while ensuring that our spanish-speaking neighbors (and other langugaes) are aware of the switch and eventual adoption. This includes app usage and filling up cards at the transit center/SMART stations

Date:	9/9/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Cash
Zip Code:	94947
Comment:	Terrible proposal. I have one functional hand, right which balances on my cane, I use cash as it is the only way I can go. I am NOT capable of holding a clipper card or any form of a card !!!

Date:	9/9/2026
Source:	Voicemail
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Cash
Zip Code:	Unknown
Comment:	Hi, I was online and [saw] the number that was given to leave a comment about the fare policy proposal changes. I am not in favor of them. I don't want to be forced to use Clipper card. I stopped using Clipper card years ago because I was getting charged for fares that I didn't do, and then I wasn't getting refunds back in a timely manner. It was just an inconvenience, so I went back to using cash, and I prefer to use cash. Also, making it punitive that if you pay cash, then you don't get a transfer to complete your destination, that seems unfair, so that's why I'm calling. I'm not in favor of the fare proposal policy changes. I definitely don't want to be forced to use Clipper card. I fired Clipper card years ago, because I was being charged money that I didn't have, and I wasn't getting a refund, and it was just inconvenient. So, that's my two cents on that. My name is [redacted], my phone number is [redacted]. Thank you.

Date:	9/12/2026
Source:	Online Comment Form
Rider Type:	Marin Transit Local Bus Service
Fare Payment Method:	Cash
Zip Code:	94941
Comment:	I strongly disagree with the discontinuation of free transfers for cash paying customers. The only way I can get to my destination is to take at least 2 buses. My cost will double.

Attachment E: Summary of Outreach (Focus on Clipper Education)

Activity	Event Type & Location	Date	Interactions
Back to School Outreach	In-Person Outreach led by MCTD Staff at San Marin High School	8/24/2026	25
Back to School Outreach	In-Person Outreach led by MCTD Staff at Novato High School	8/27/2026	22
Back to School Outreach	In-Person Outreach led by MCTD Staff at Davidson Middle School	9/3/2026	40
Back to School Outreach	In-Person Outreach led by MCTD Staff at San Rafael High School	9/8/2026	100
Back to School Outreach	In-Person Outreach led by MCTD Staff at San Rafael High School	9/9/2026	100
Clipper Info Session	Drop-In Informational Session hosted on Zoom	9/9/2026	0
Clipper Info Session	Drop-In Informational Session hosted on Zoom	9/24/2026	1
Clipper Outreach Pop-Up	In-Person Outreach led by Caribou team at San Rafael Transit Center	9/1/2026	228
Clipper Outreach Pop-Up	In-Person Outreach led by Caribou team at North Marin Community Services Food Pantry	9/1/2026	68
Clipper Outreach Pop-Up	In-Person Outreach led by Caribou team at North Marin Community Services Food Pantry	9/8/2026	43
Clipper Outreach Pop-Up	In-Person Outreach led by Caribou team at San Rafael Transit Center	9/8/2026	97
Clipper Outreach Pop-Up	In-Person Outreach led by Caribou team at San Rafael Transit Center	9/10/2026	194
Clipper Outreach Pop-Up	In-Person Outreach led by Caribou team at Marin City Hub	9/10/2026	34
Clipper Outreach Pop-Up	In-Person Outreach led by Caribou team at San Rafael Transit Center	9/22/2026	215
Clipper Outreach Pop-Up	In-Person Outreach led by Caribou team at Redwood & Grant	9/22/2026	49

Attachment E

Clipper Outreach Pop-Up	In-Person Outreach led by Caribou team at San Rafael Transit Center	9/24/2026	183
Community Event	In-Person Outreach led by MCTD team at Canal Community Fair	9/26/2026	45
Community Event	In-Person Outreach led by MCTD team at Marin County Senior Fair	9/16/2026	430
Community Event	Presentation to members of the Novato Leadership 2026 Cohort	9/26/2026	20
Clipper Outreach at Marin Transit Bus Stop 40467	In-Person Outreach led by Canal Alliance Transit Ambassadors in Canal Neighborhood	9/14/2026	46
Clipper Outreach at Marin Transit Bus Stop 40455	In-Person Outreach led by Canal Alliance Transit Ambassadors in Canal Neighborhood	9/15/2026	83
Clipper Outreach at Marin Transit Bus Stop 40463	In-Person Outreach led by Canal Alliance Transit Ambassadors in Canal Neighborhood	9/15/2026	15
Clipper Outreach at Marin Transit Bus Stop 40467	In-Person Outreach led by Canal Alliance Transit Ambassadors in Canal Neighborhood	9/15/2026	56
Clipper Outreach at Marin Transit Bus Stop 40455	In-Person Outreach led by Canal Alliance Transit Ambassadors in Canal Neighborhood	9/17/2026	23
Clipper Outreach at Marin Transit Bus Stop 40457	In-Person Outreach led by Canal Alliance Transit Ambassadors in Canal Neighborhood	9/22/2026	55



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

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City of San Rafael

October 5, 2026

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

Subject: 2026 Rider Survey & Demographic Update

Dear Board Members:

Recommendation

Discussion item.

Summary

Between January and May 2026, the Metropolitan Transportation Commission conducted a rider survey of Marin Transit bus riders. This was the first full rider survey on Marin Transit bus services since 2017. The attached report summarizes the demographics of the District's bus riders.

Overall, rider demographics today are very similar to 2017:

- Over 35% of riders do not have access to a car
- Youth (aged 14-18) make up roughly 20% of ridership
- Older adults make up 7-8% of ridership
- Roughly half of riders identify as Hispanic
- Roughly 40% of riders speak Spanish at home
- Roughly 90% of ridership rates Marin Transit bus services as "Excellent" or "Good"

These updated demographics will be reflected in future Short Range Transit Plan and Title VI updates, as required by the Federal Transit Administration, as well as help staff better understand how to conduct effective outreach efforts. Staff has already begun using this data to better reach riders for Clipper transition outreach purposes.

Fiscal/Staffing Impact

None.



Respectfully Submitted,

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

Asher Butnik
Senior Transit Planner

Attachment A: 2026 Rider Survey & Demographic Update Presentation



2026 Rider Survey Update



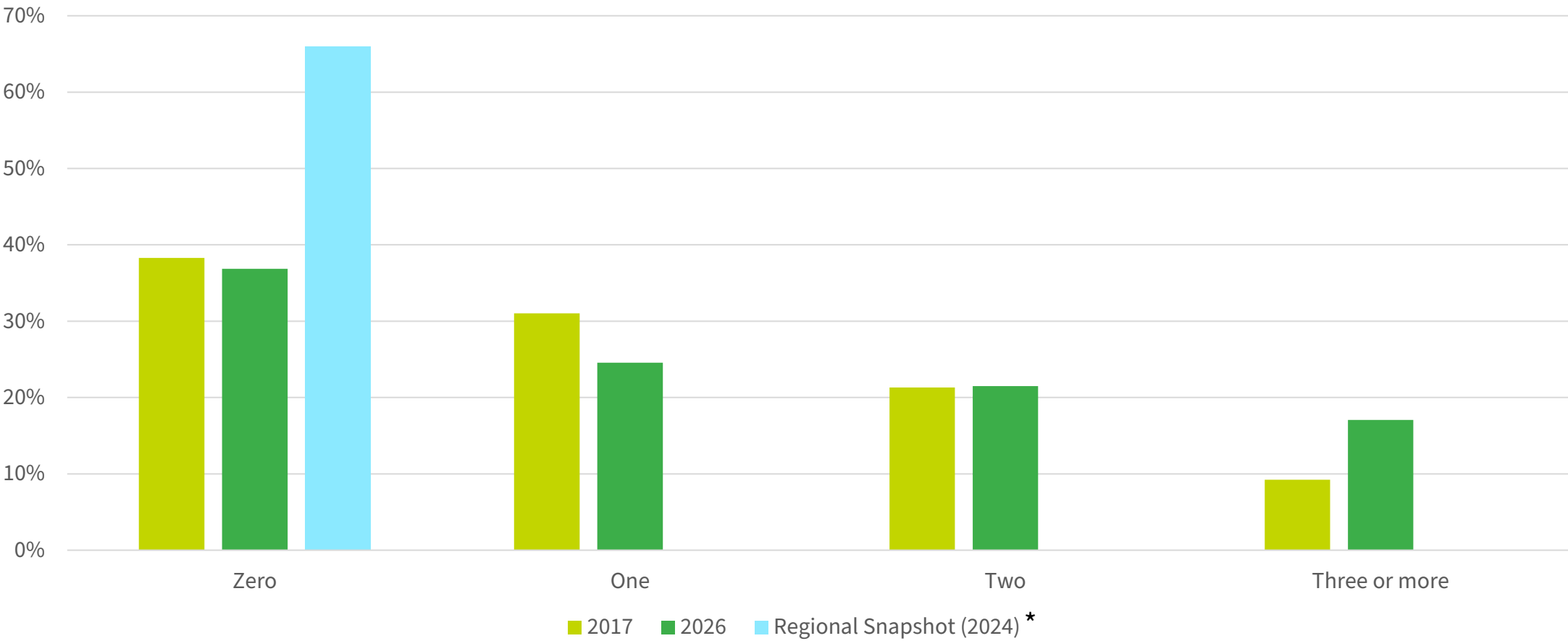
October 5, 2026

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

Background: What is the rider survey?

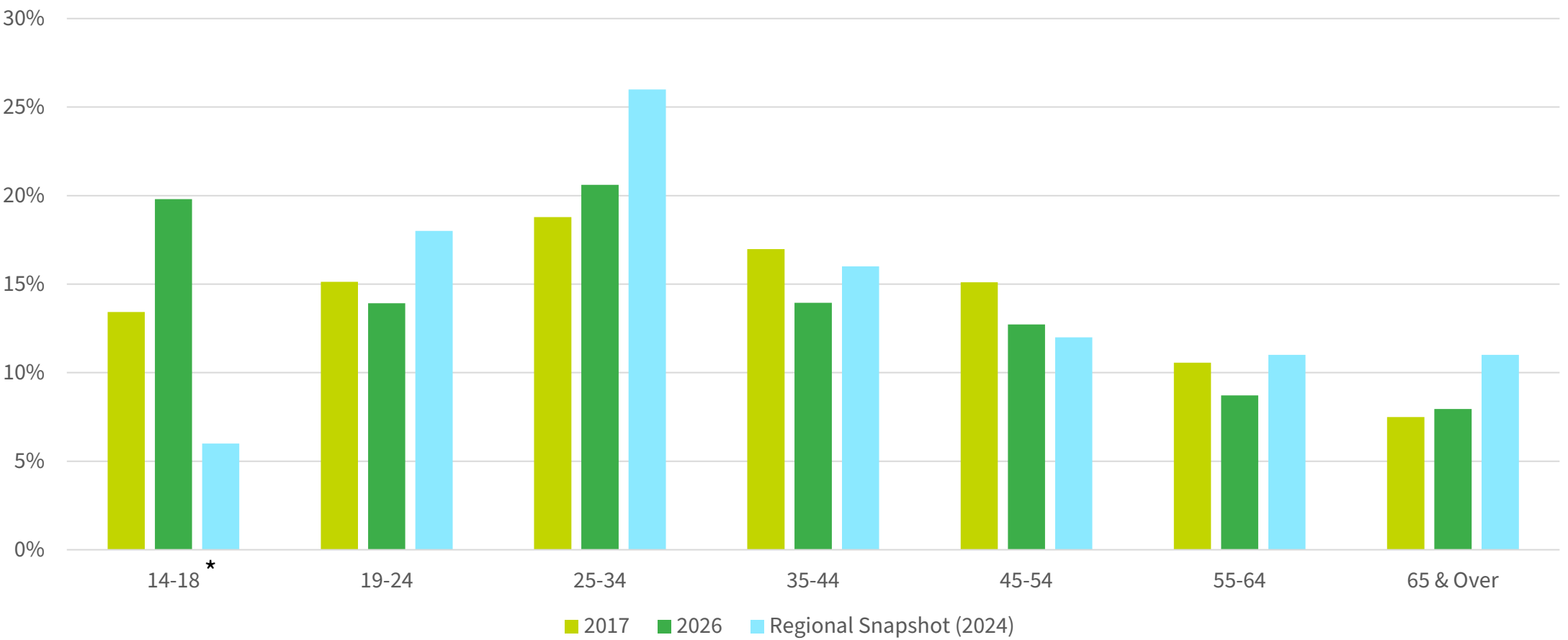
- Conducted through MTC, the rider survey is designed to:
 - Collect origin-destination data to support planning efforts
 - Meet FTA data collection requirements under Title VI (to understand ridership demographics)
- Before this year, the most recent full rider survey was in 2017*
- Surveying was conducted between January 20, 2026 and May 24, 2026

Vehicles in Household



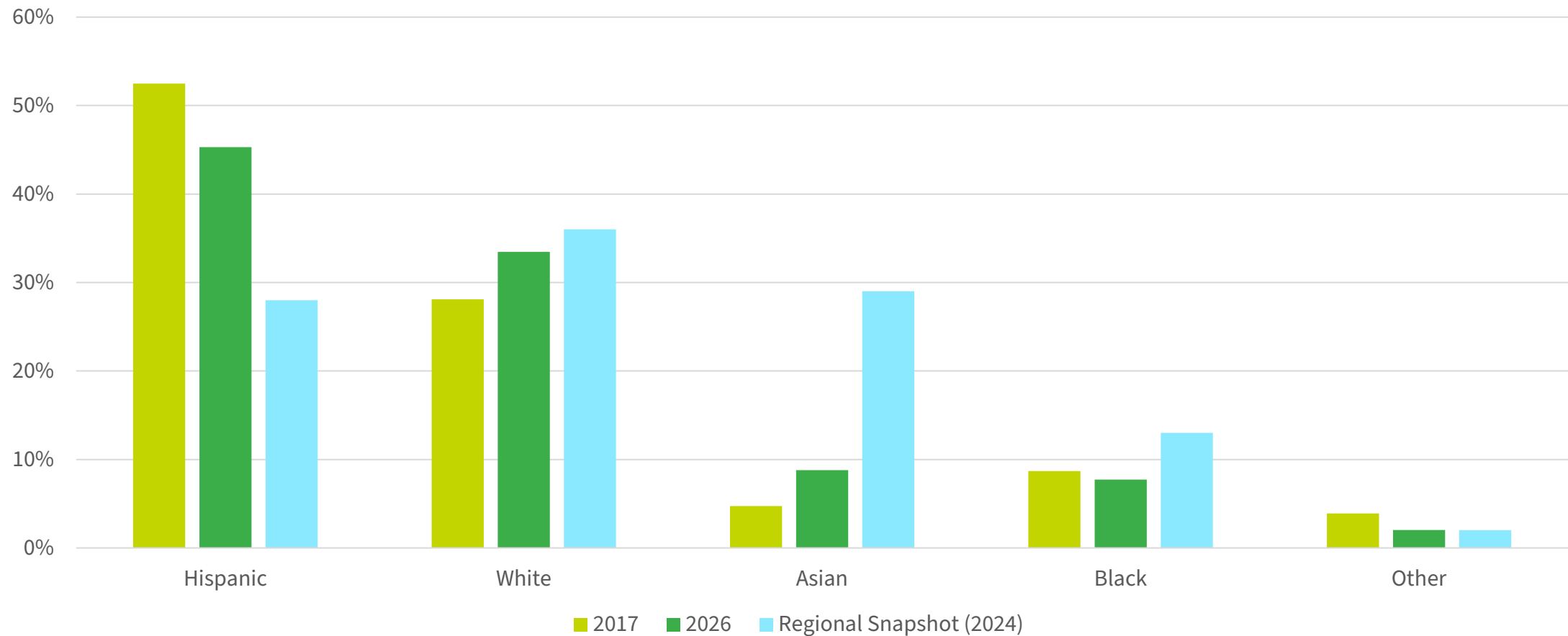
* Regional survey only asked for zero vs non-zero vehicle households so all non zero households are distributed between one, two and three or more

Age

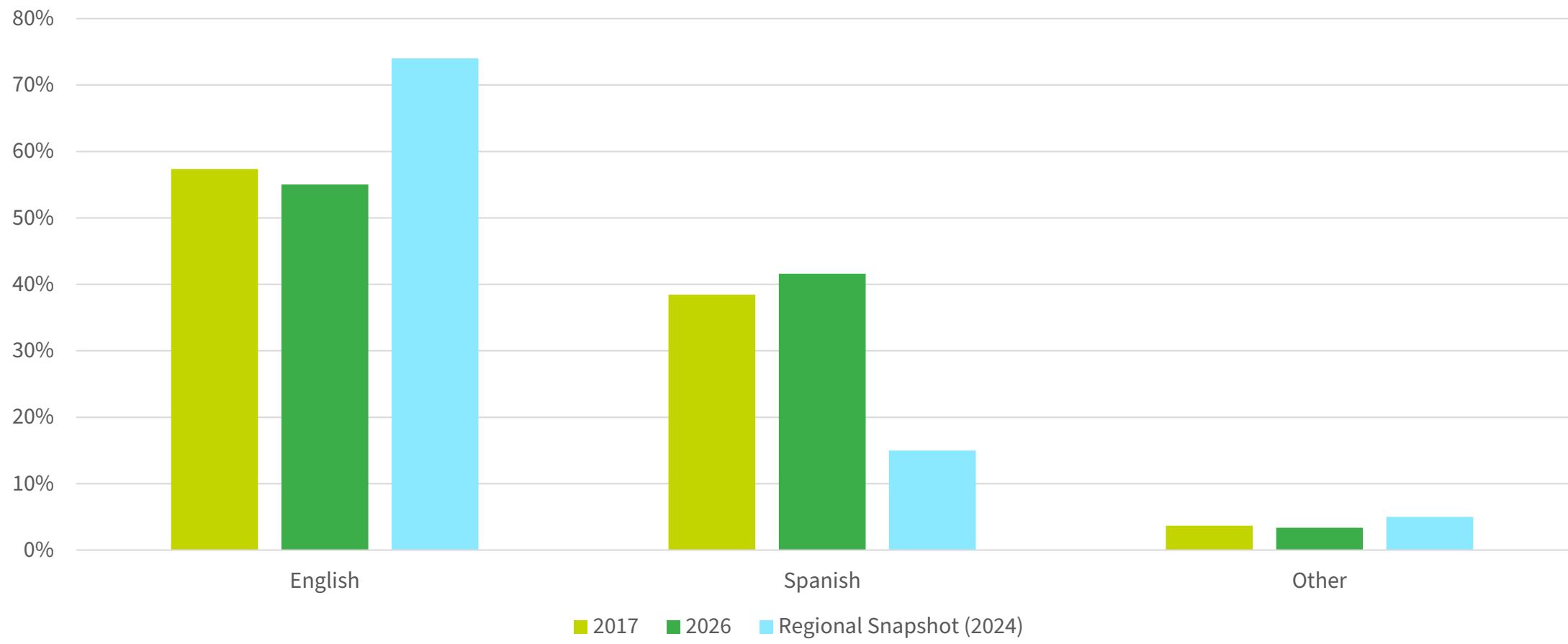


* The 2017 survey excluded the 600-series school routes.

Race & Ethnicity

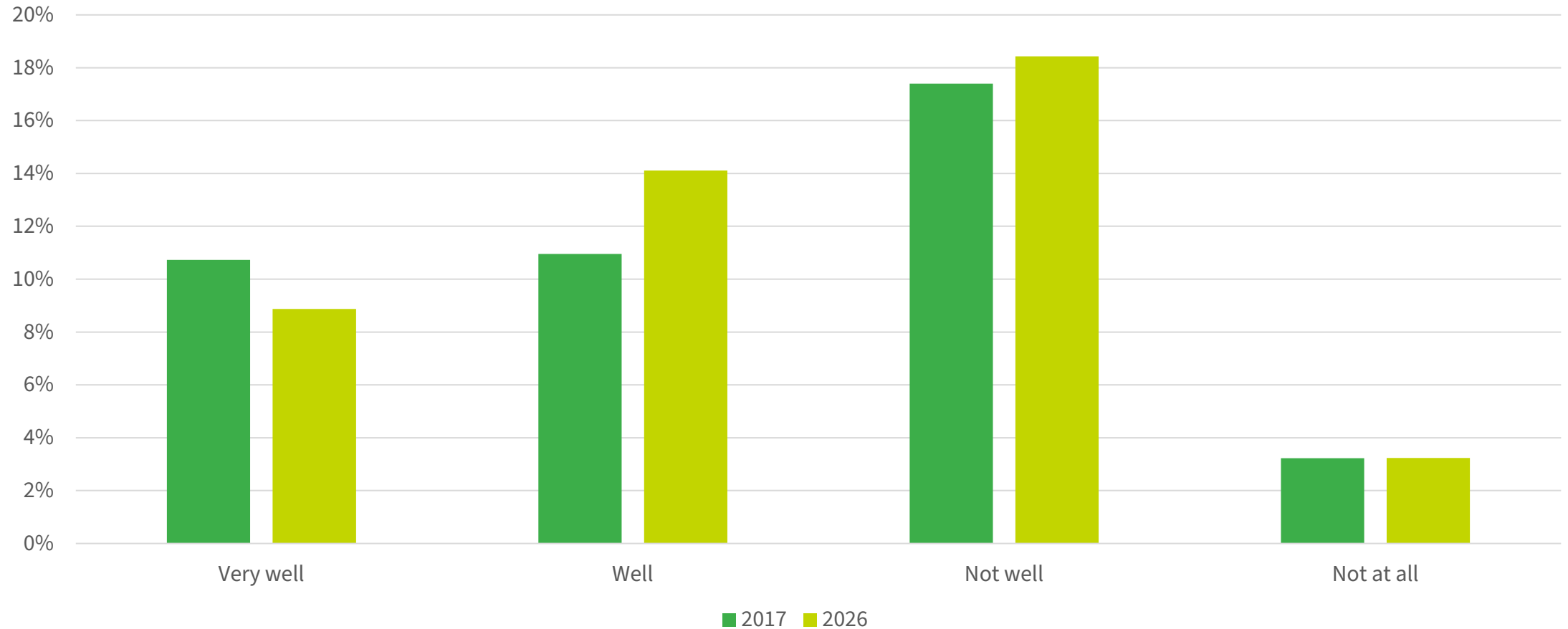


Primary Household Language

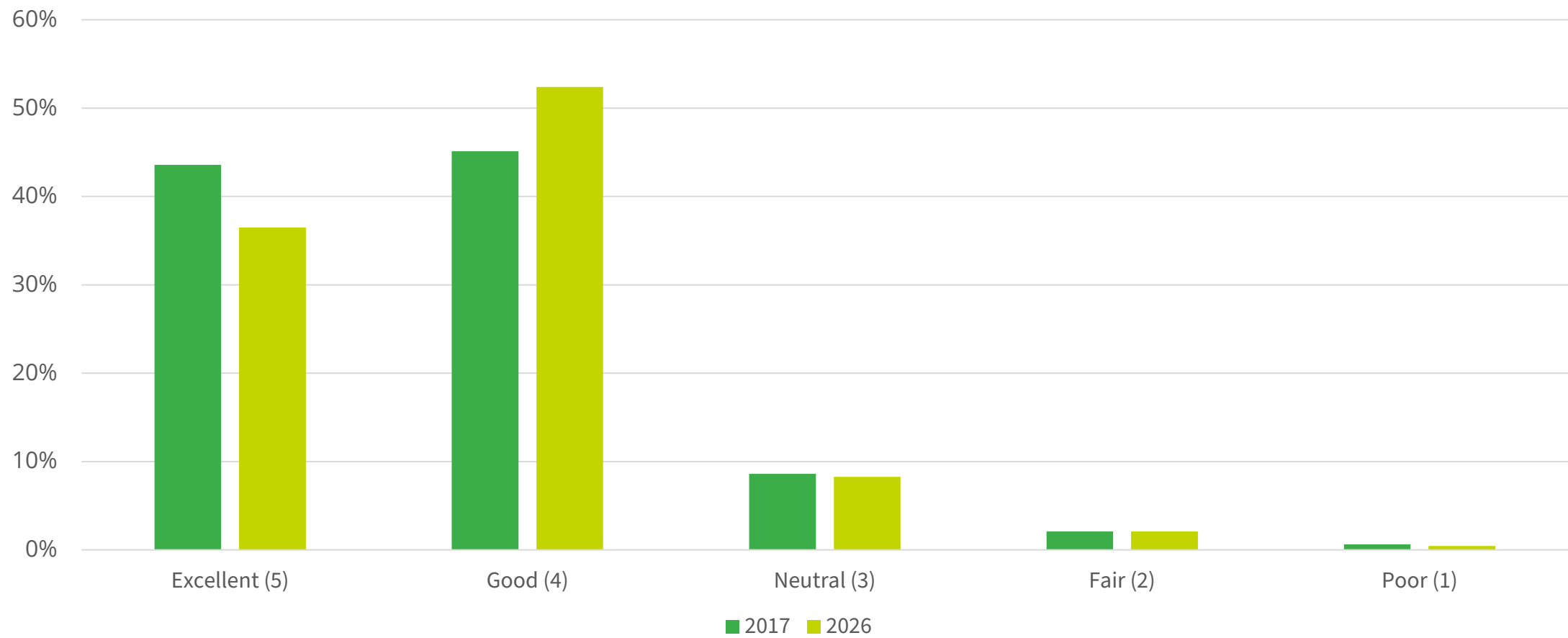


English Proficiency

(excludes those who took the survey in English)



Service Rating



Thank you

CONTACT

Asher Butnik

Senior Transit Planner

abutnik@marintransit.gov

