



MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

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Webinar ID: 879 7268 3373

Monday, February 1, 2021

Until further notice the Marin County Transit District meetings will not be providing an in-person meeting location for the public to attend. Members of the Board of Directors and staff may participate in this meeting electronically or via teleconference. Members of the public are encouraged to participate remotely as described below.

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Webinar ID: 879 7268 3373

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January 11, 2021: +1 669 900 6833; Access Code: 879 7268 3373.

How to provide comment on agenda items:

- To provide written public comment prior to or during the meeting, please email info@marintransit.org (if intended to be read aloud as public comment, please state "Public Comment" in subject line). Please email your comments no later than **9:30 A.M. Monday, February 1, 2021** to facilitate timely distribution to the Board of Directors. Please include the agenda item number you are addressing and include your name and address. Your comments will be forwarded to the Board of Directors and will be placed into the public record.
- During the meeting (only): Use the comment form available at <https://www.marintransit.org/meetings> to submit your meeting-related comments on this agenda. Your comments will become part of the public record.
- During the meeting (only): Ensure that you are in a quiet environment with no background noise (traffic, children, pets, etc.) 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 also become part of the public record.



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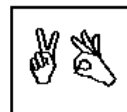
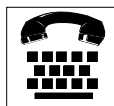
AGENDA

Monday, February 1, 2021

10:00 a.m. Convene as the Marin County Transit District Board of Directors

1. Open Time for Public Expression (limited to three minutes per speaker on items not on the Transit District's agenda)
2. Board of Directors' Matters
3. General Manager's Report
 - a. General Manager's Oral Report
 - b. Monthly Monitoring Report: November 2020
 - c. Healthy Transit Plan Monthly Metrics Report
4. Consent Calendar
 - a. Minutes for January 11, 2021
 - b. Marin Transit 2021 Legislative Program
 - c. Marin Transit 2020 Accomplishments and 2021 Look Ahead
 - d. Purchase of two HVAC units for 600 Rush Landing at a cost not to exceed \$56,000
Recommended Action: Approve.
5. Update on Regional Transit Coordination
Recommended Action: Information.
6. Measure AA Yellow Bus Program Funding
Recommended Action: Approve.

Adjourn



All Marin Transit public meetings are conducted in accessible locations. Copies of documents are available in accessible formats upon request. If you require Translation Assistance, American Sign Language Interpreters, Assistive Listening Devices or other accommodations to participate in this meeting, you may request them by calling (415) 226-0855 (voice) or contact the California Relay Service by dialing 711 to connect to the telephone listed above. **Requests must be received no less than five working days prior to the meeting to help ensure availability.** For additional information, visit our website at <http://www.marintransit.org>

Late agenda material can be inspected in the office of Marin Transit, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. The office is located at 711 Grand Avenue, Suite 110, San Rafael, CA 94901.

In case of Zoom outage dial 515-604-9094. Meeting ID: 142-334-233

Todas las reuniones públicas de Marin Transit se llevan a cabo en lugares accesibles. Están disponibles copias de los documentos en formatos accesibles, a solicitud. Si usted requiere ayuda con la traducción, intérpretes de Lenguaje Americano de Señas, dispositivos de ayuda auditiva, u otras adaptaciones para participar en esta reunión, puede solicitarlas llamando al (415) 226-0855 (voz) o comunicarse con el Servicio California Relay marcando al 711 para conectarse al número de teléfono mencionado. **Las solicitudes deben recibirse a más tardar cinco días laborables antes de la reunión para ayudar a asegurar la disponibilidad.** Para obtener información adicional, visite nuestro sitio web en <http://www.marintransit.org>

Material de agenda de última hora puede ser inspeccionado en la oficina de Marin Transit, entre las horas de 8:00 am y 5:00 pm. La oficina está ubicada en 711 Grand Avenue, Suite 110, San Rafael, CA 94901.

En caso de interrupción de Zoom, marque al 515-604-9094. ID de Reunión 142-334-233



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February 1, 2021

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

SUBJECT: General Manager Report – Monthly Report: November 2020

board of directors

Dear Board Members:

kate colin
president
city of san rafael

RECOMMENDATION: This is a recurring information item.

judy arnold
vice president
supervisor district 5

SUMMARY: The attached monthly report provides an overview of Marin Transit operations for the monthly period ending November 30, 2020. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

stephanie moulton-peters
2nd vice president
supervisor district 3

Overall ridership in November 2020 decreased by 58.5 percent compared to November 2019. Ridership on fixed-route services decreased by 55.9 percent and decreased by 73.8 percent on Marin Access on demand services. There were no yellow bus services due to school closures. November 2020 was the ninth month of ridership affected by the ongoing COVID-19 global pandemic.

damon connolly
director
supervisor district 1

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>.

eric lucan
director
city of novato

FISCAL/STAFFING IMPACT: None associated with this report.

katie rice
director
supervisor district 2

Respectfully submitted,

dennis rodoni
director
supervisor district 4

Nancy Whelan
General Manager

brian colbert
alternate
town of san anselmo

Attachments



Month:		November 2020						
Category	Program							Total
	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	
Commendation	1	0	0	0	1	0	0	2
Service Delivery Complaint	19	7	2	2	0	0	1	31
Accessibility	0	1	0	0	0	0	0	1
Driver Conduct Complaint	8	1	1	1	0	0	0	11
Driving Complaint	4	2	0	0	0	0	0	6
Early Trip	0	0	0	0	0	0	0	0
Equipment Issue	0	0	0	0	0	0	0	0
Farebox	0	0	0	0	0	0	0	0
Late Trip	2	0	0	0	0	0	0	2
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	0	0	0	0	0	0	0
No-Show	2	0	0	0	0	0	0	2
Off-Route	0	0	0	0	0	0	0	0
Pass-Up Complaint	3	3	1	1	0	0	1	9
Service Structure Complaint	3	0	0	0	1	3	0	7
Bus Stop Improvement Request	0	0	0	0	0	0	0	0
Fares	1	0	0	0	0	2	0	3
Other Complaint	2	0	0	0	0	1	0	3
Scheduling Complaint	0	0	0	0	1	0	0	1
Service Improvement Suggestion	0	0	0	0	0	0	0	0
Safety Complaint	0	0	0	0	0	0	0	0
Total Service Hours	8,213	3,350	1,364	1,745	2,077	-	16,749	16,749
Commendations per 1,000 Hours	0.1	0.0	0.0	0.0	0.5	-	0.0	0.1
Complaints per 1,000 Hours	2.7	2.1	1.5	1.1	0.5	-	0.1	2.3
Total Passengers	75,806	14,718	4,414	13,550	3,137	468	112,094	112,094
Commendations per 1,000 Passenger	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Complaints per 1,000 Passengers	0.3	0.5	0.5	0.1	0.3	6.4	0.0	0.3

FISCAL YEAR
2021

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

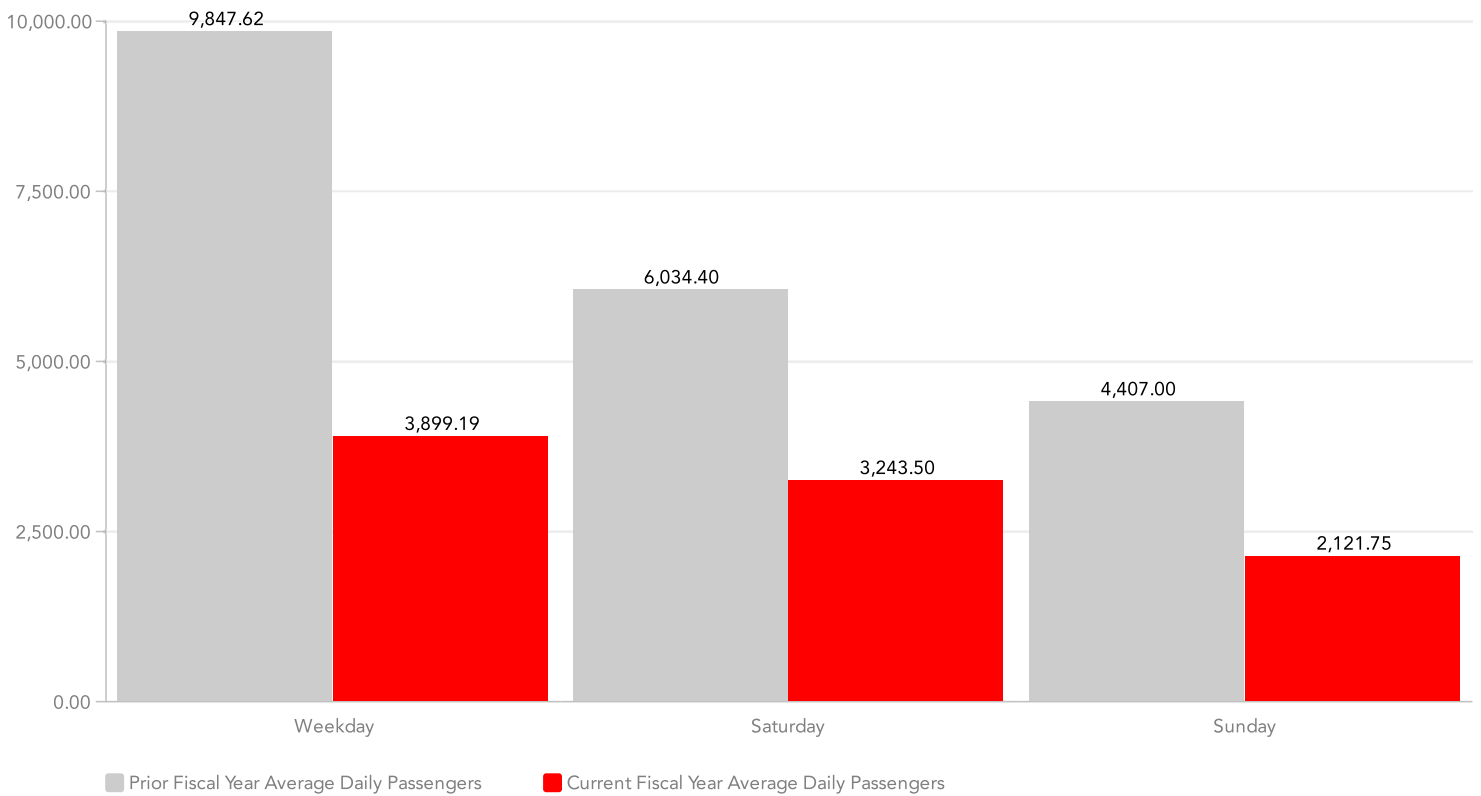


Monthly Statistics

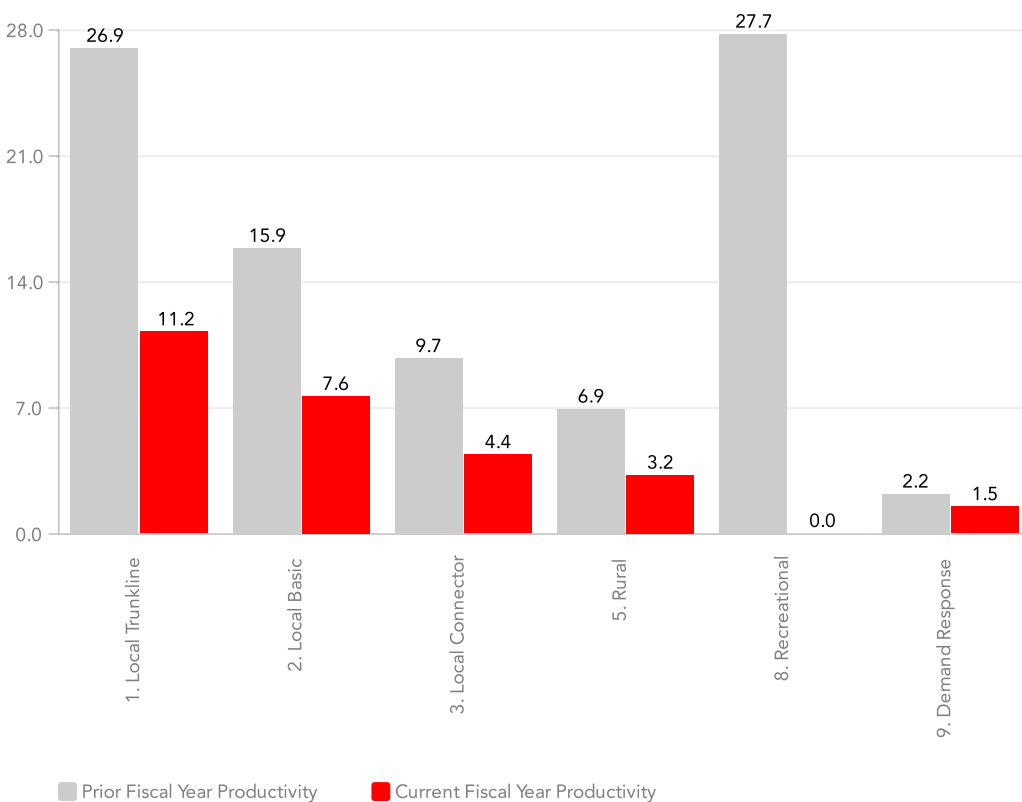
MONTH

November

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

1. Local Trunkline:
Routes 35, 36, 71X
2. Local Basic:
Routes 17, 22, 23, 23X, 29, 49
3. Local Connector:
Routes 219, 228, 233, 245, 251, 257
5. Rural:
Routes 61, 68
8. Recreational:
Routes 66/66F
9. Demand Response:
Local Paratransit, Novato Dial-A-Ride,
Rural Dial-A-Ride



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February 1, 2021

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

SUBJECT: Healthy Transit Plan Monthly Metrics Report

Dear Board Members:

board of directors

kate colin
president
city of san rafael

judy arnold
vice president
supervisor district 5

stephanie moulton-peters
2nd vice president
supervisor district 3

damon connolly
director
supervisor district 1

eric lucan
director
city of novato

katie rice
director
supervisor district 2

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

RECOMMENDATION: This is a recurring information item.

SUMMARY: In accordance with Marin Transit Board of Directors' Resolution No. 2020-05, staff collects and reports health metrics related to the COVID-19 pandemic on a monthly basis.

The data collection period for this report is December 10, 2020 – January 9, 2021.

Table 1: Healthy Transit Plan Metrics Report

Customer Facing	% Properly Wearing Face Coverings	100%
	% Vehicle Capacity for Safe Distancing	99%
Employee Facing	% Properly Wearing Face Coverings	95%
	% of Contact Tracing for Infected Employees	100%

This information has been transmitted to the Metropolitan Transportation Commission and is available on the Metrics Dashboard at <http://dashboard.healthytransitplan.com/>.

In addition to the Healthy Transit Plan Metrics, staff has summarized pass-up activity through the end of the reporting period. Pass-ups are defined as those instances when a bus must leave a passenger at the curb because the bus is already at capacity. To comply with public health guidance, Marin Transit limits capacity on large buses to nine passengers and on small buses to four passengers. The capacity limits stated above allow for six feet of physical distancing between passengers.

Pass-up activity initially declined when Marin Transit introduced back up Supplemental Service (Routes 117, 122, 135, and 171) on August 10. As the County of Marin began to re-open and citizens resumed more activities outside of their home, pass-up activity initially increased as more passengers returned to the system. As viral

activity surges in the county and public health officials have encouraged people to stay home if possible, pass up activity has declined in recent weeks since the Regional Stay Home Order became effective on December 17.

Pass-up Activity Trends

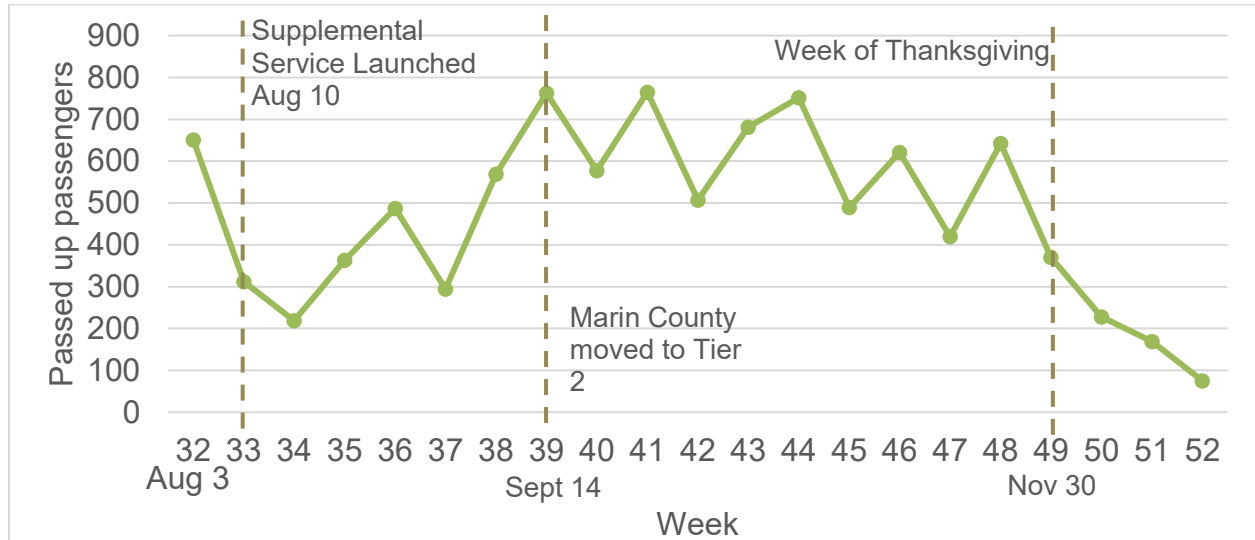


Table 2 summarizes complaints related to compliance with COVID-19 mitigation policies. Complaints may include issues pertaining to pass-ups, overcrowding, properly worn face mask covering (driver or passenger), and vehicle cleanliness.

Table 2: Summary of COVID-19 Related Complaints

Date	Route	Complaint
12/16/20	35	Pass-up Complaint

Marin Transit staff refer complaints to the appropriate contractor for investigation and follow up with the driver when they can identify that individual.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Nancy E. Whelan

Nancy Whelan
General Manager

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, January 11, 2021 at 9:30 A.M.

Roll Call

Present: President Rodoni, Vice President Colin, Second Vice President Arnold, Director Connolly, Director Lucan, Director Rice, Director Moulton-Peters

Absent: None

Director Colbert was in attendance as a non-voting member.

In compliance with local and state shelter-in-place orders, and as allowed by Governor Newsom's Executive Order N-29-20, until further notice the Marin County Transit District meetings will not be providing an in-person meeting location for the public to attend. Members of the public are encouraged to participate remotely via Zoom.

President Rodoni opened the meeting at 9:32 A.M.

1. [Organization of Transit District](#)

Director Rice made a motion to nominate Director Kate Colin as President, Director Arnold as Vice President, and Director Moulton-Peters as Second Vice President.

M/s: Director Rice – Director Lucan

Ayes: President Rodoni, Vice President Colin, Second Vice President Arnold, Director Connolly, Director Lucan, Director Rice, Director Moulton-Peters

Noes: None

Absent: None

2. [Open Time for Public Expression \(limited to three minutes per speaker on items not on the Transit District's agenda\)](#)

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

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

President Colin asked if any member of the Board wished to speak. Seeing none she called for the General Manager's Report.

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

- a. [General Manager's Oral Report](#)
- b. [Monthly Monitoring Report for October](#)
- c. [Healthy Transit Plan Monthly Metrics Report](#)

General Manager Nancy Whelan reported that Congress approved a combined \$2.3 trillion coronavirus relief/omnibus spending package on December 21, 2020. The package provides a significant amount of funding for public transit. The COVID-19 relief portion provides \$14 billion in supplemental funding to public transit nationwide and includes \$975,000 for allocation to Bay Area transit operators. The Metropolitan Transportation Commission (MTC) will distribute the relief funds in two batches. The first batch will compensate operators that received less CARES Act funding than they should have due to inaccurate revenue loss forecasts. The second will be distributed based on analysis of operator needs.

Ms. Whelan reported that staff launched a transit worker appreciation campaign on January 1, 2021 to recognize their service to the community throughout the pandemic. The campaign acknowledged 530 contract operations staff in an ad posted in the Marin IJ. Operations staff received personalized letters and small tokens of gratitude.

Overall ridership in October 2020 decreased by 59.6 percent compared to October 2019. Ridership on fixed-route services declined by 57.0 percent and Marin Access ridership decreased by 72.7 percent. There were no yellow bus services operated due to school closures throughout the month. October 2020 was the eighth month of ridership impacted by the ongoing COVID-19 global pandemic.

In accordance with Marin Transit Board of Directors Resolution No. 2020-05, staff collects data on health metrics related to the COVID-19 pandemic and the General Manager provides a report to the Board each month. Ms. Whelan presented data collected for the period November 10, 2020 – December 9, 2020.

Director Rice asked about the cost-per-route of adhering to the current vehicle capacity limitations and how much of the supplemental service reflects a decrease in regular service.

Ms. Whelan stated that the District has reallocated suspended supplemental school and Muir Woods Shuttle resources as additional hours for supplemental back up service for routes with high pass up activity. Director of Operations and Planning Robert Betts noted that the District has increased fixed route service hours by 20 percent since March to accommodate physical distancing on buses and to avoid pass ups.

Director Rice remarked that Marin Transit will need to continue to add supplemental service to prevent pass ups, as ridership increases while social distancing guidelines remain in place. Ms. Whelan noted that staff will continue to advocate for increased capacity on transit vehicle in discussions

with the County public health officials.

President Colin expressed gratitude to Marin Transit's frontline transit workers for their important work.

5. [Consent Calendar](#)

- a. [Minutes for December 7, 2020](#)
- b. [Fiscal Year 2020/21 Contracting Opportunities and Awards](#)
- c. [Contract with SPTJ Consulting to Provide Computer Network and Information Technology Support Services](#)
- d. [Resolution for District Employee Retirement Program and Adoption of Restate Plan Documents](#)

Recommended Action: Approve.

M/s: Director Rodoni – Director Arnold

Ayes: President Colin, Vice President Arnold, Second Vice President Moulton-Peters, Director Connolly, Director Lucan, Director Rice, Director Rodoni

Noes: None

Absent: None

Abstain: Director Moulton-Peters abstained from voting on Item 5a

6. [Sixth Amendment with Whistlestop \(Vivalon\) for Demand Response Services and Third Amendment to Agreement with Golden Gate Bridge Highway & Transportation District](#)

[Staff Report](#)

Director of Operations and Planning Robert Betts summarized the proposed sixth amendment with Whistlestop (Vivalon) for demand response services and the proposed third amendment to the agreement with Golden Gate Bridge Highway & Transportation District (GGBHTD).

Monthly demand for paratransit services is down approximately 70-75 percent compared to pre-COVID conditions. Section 304 of the current Vivalon agreement assumes an annual revenue hour estimate for each year of the contract. The annual estimate enables the Contractor to size their workforce to meet service demand. The base year of the contract assumed approximately 70,000 annual revenue hours. In FY 2021, staff expected annual service hours to reach approximately 85,000 hours. Based on current demand, staff anticipates paratransit service will operate only 25,000 revenue hours this fiscal year.

In light of reduced demand, Vivalon determined that it was necessary to redistribute work to spread limited hours among drivers and convert many full-time drivers to part-time schedules. Lower demand and this redistribution have had a direct impact on the variable rate calculation in the original cost proposal. The percentage of hours paid to drivers not included in the billable hours to Marin Transit increased and included time spent on pre-trip inspections, deadheads, and driver breaks. To account for this, Vivalon requested that Marin Transit consider an adjustment to the compensation schedule in the agreement.

Staff estimates that the proposed Vivalon amendment will increase monthly intra-county variable fees by \$18,500 and decrease monthly intra-county fixed fees by \$10,500. This will result in a net increase of approximately \$8,000 per month compared to the cost under the current rate structure. This amount is within Marin Transit's FY 2020/21 adopted budget for paratransit operations and the budgeted amount for GGBHTD's share of expenses. Marin Transit and GGBHTD are prepared to execute a third amendment to their interagency agreement to reflect the new rates and terms.

Director Moulton-Peters requested that staff explain the difference between the fixed fee formula and the variable rate formula.

Mr. Betts responded that the District pays the demand response contract based on a fixed fee each month and a variable rate for revenue service hours provided. Those revenue hours are driven by Marin Access rider demand for service. The fixed fee primarily covers the Contractor's administrative and overhead costs.

Recommended Action: Recommended Action: 1. Approve a sixth amendment to the contract with Whistlestop (dba Vivalon) to modify the fixed and variable rates of the compensation; 2. Authorize General Manager to negotiate a third amendment to the agreement with Golden Gate Bridge Highway & Transportation District (GGBHTD) to include the new compensation rates associated with action #1 above; 3. Direct staff to explore efficiency and cost-saving strategies associated with the three contracts that perform services under the Marin Access umbrella; and 4. Issue an award letter to Vivalon for the second and final option year of the contract on a month-to-month basis starting July 1, 2021 thru December 31, 2021.

M/s: Director Moulton-Peters – Director Arnold

Ayes: President Colin, Vice President Arnold, Second Vice President Moulton-Peters, Director Connolly, Director Lucan, Director Rice, Director Rodoni

Noes: None

Absent: None

7. [Bus Maintenance and Storage Facility Needs](#)

[Staff Report](#)

General Manager Nancy Whelan provided an overview of the facilities that currently serve Marin Transit's fleet, and the District's site evaluation criteria, upcoming facility needs, and the continued search for a site that is suitable for a maintenance facility.

The District owns a fleet of 100 buses and paratransit vehicles operated and maintained through contracts with four vendors. Based on a consultant study, eight acres is the recommended property size to park and maintain this fleet. A property of that size is not available within the County of Marin, and the District relies on ten contractor-owned and leased sites to park and maintain the fleet. This is in addition to the Marin Transit-owned site at Rush Landing in Novato and two fueling locations.

Marin Transit purchased real property at 600 Rush Landing in January 2020. While this property meets some of Marin Transit's needs, the District needs additional property for parking and a maintenance facility.

The District has prioritized investment in a facility to incentivize competition for operations contracts, reduce cost uncertainty, and reduce or minimize overall operating cost growth. Marin Transit facility ownership will positively impact how the District conducts vehicle procurements and operations for the Local Fixed Route, Muir Woods Shuttle, West Marin Stagecoach, Community Shuttle, and paratransit operations. Consolidated parking and maintenance activities will enable the District to better plan for service growth and effectively deploy, maintain, and integrate new vehicle technologies.

The Board's Ad Hoc Site Evaluation Committee continues to meet with staff to provide guidance and direction for evaluating potential sites.

Director Arnold asked if there are electric vehicle charging stations at the Rush Landing location. Ms. Whelan replied that the District is working with PG&E to install electric charging stations.

Director Moulton-Peters expressed appreciation to staff for their efforts to develop the property search criteria.

Director Rodoni requested that staff continue to provide updates to the Board on the District's facility needs. President Colin suggested staff provide a quarterly update on the property search.

Recommended Action: Information only.

[Adjourn](#) President Colin adjourned the meeting at 10:45 A.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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February 1, 2021

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

SUBJECT: Marin Transit 2021 Legislative Program

Dear Board Members:

board of directors

kate colin
president
city of san rafael

judy arnold
vice president
supervisor district 5

stephanie moulton-peters
2nd vice president
supervisor district 3

damon connolly
director
supervisor district 1

eric lucan
director
city of novato

katie rice
director
supervisor district 2

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

RECOMMENDATION: Adopt Marin Transit Legislative and Policy Program for 2021.

SUMMARY: Staff requests that your Board approve a 2021 Legislative Program for Marin Transit. The proposed program identifies:

- Marin Transit's legislative program purpose;
- Current legislative and funding priorities;
- Strategies to communicate and support the Legislative Program, including engaging policymakers and participating in coalition-led advocacy; and
- An agenda for related activities at the federal and State level.

Under the District's adopted 2020 program, Marin Transit prepared to take a position on changes to proposed legislation to require free fares for college students (AB 1350), seniors (AB 2012), and youth (AB 2176) early in the 2020 session. Due the pandemic, these bills were tabled until 2021.

On behalf of the California Association for Coordinated Transportation (CALACT), the Director of Policy and Legislative Programs led the effort to seek changes to AB 2730 regarding "Access and functional needs: local government: agreement for emergency management and transportation." The original bill specifically required transit agencies within a region to develop mutual aid agreements, specifically for sharing paratransit vehicles. Such agreements would conflict with established emergency management lines of authority. For example, Marin County Emergency Operations Center is the locus of decisions regarding deployment of resources including transit vehicles and mutual aid to other jurisdictions.

In 2019, Marin Transit supported Assembly Constitutional Amendment (ACA) 1 Local Government Financing: Affordable Housing and Public Infrastructure. This bill proposed a constitutional amendment to lower the voter approval threshold to 55 percent for a city, county, or special district to impose a special tax to fund critical public infrastructure or affordable housing projects. The District's

support is based on legislative priority to pursue actions that lead to increased funding levels for transit operating and capital assistance. The State Assembly reintroduced this bill in 2020. The bill did not advance.

Staff have also continued to follow the implementation of the 2018 TNC Access for All Act. Marin Transit supported this Act as proposed in 2018's Assembly Bill 1376. The California Public Utilities Commission (CPUC) is responsible for implementing the Act. At the November 2020 CALACT Conference, the Director of Policy and Legislative Programs and the Senior Mobility Planner were invited speakers for a session discussing the ongoing development of regulations under the Act.

The Director of Policy and Legislative Programs serves on the CALACT Legislative Committee and the California Transit Association's Federal Legislative Committee. Members meet regularly to identify priorities and develop positions on pending legislation that impact public transportation in California.

In response to the ongoing pandemic, CTA and CALACT worked with their member agencies to advocate for federal emergency funding for public transportation in California. They also pursued and secured regulatory relief at the State level.

Staff will continue to monitor proposed legislation that affects Marin Transit and update the Board on the status of key bills of significance to the District. Based on staff analysis of a bill's potential impact on the District, staff may request that the Board establish a position supporting or opposing proposed legislation. If time is of the essence, the General Manager may seek the Marin Transit Board President's concurrence on letters of support or opposition to legislation in lieu of Board action on the District's position. The General Manager may also agree to be a signatory on support letters developed by the Metropolitan Transportation Commission.

FISCAL/STAFFING IMPACT: Board approval of the proposed 2021 Legislative Program will enable staff to anticipate and respond promptly to upcoming legislation and policy proposals that may impact Marin Transit.

Respectfully submitted,



Amy Van Doren
Director of Policy and Legislative Programs

Attachment

2021 Marin Transit Legislative Program

The 2021 Marin Transit Legislative Program will guide Marin Transit's advocacy efforts at the local, State, and federal level over the course of the upcoming legislative sessions. The program is broad enough to cover the variety of pertinent legislative issues and concerns that may be considered, and flexible enough to enable Marin Transit to effectively respond to unanticipated developments. The Legislative Program is a strategic document that provides general direction on proposed policies, regulations and funding proposals relevant to the District.

Program Purpose

1. Develop legislative priorities for Marin Transit;
2. Outline an annual Marin Transit legislative agenda based on current and potential legislation that may impact Marin Transit; and
3. Provide broad authority for staff to pursue this legislative agenda.

Guided by the priorities identified in the annual Program, staff will monitor proposed legislation that affects Marin Transit and update the Board on the status of key bills of significance to the District. Based on staff analysis of a bill's potential impact on the District, staff may request that the Board establish a position supporting or opposing proposed legislation. If time is of the essence, the General Manager may seek the Marin Transit Board President's concurrence on letters of support or opposition to legislation in lieu of Board action on the District's position.

Staff will continue to collaborate with the California Transit Association and the California Association for Coordinated Transportation (CalACT) to advance annual legislative priorities and establish positions on proposed policies and regulations. In addition, Marin Transit will continue to review and provide input into the annual legislative program for the County of Marin.

Marin Transit's Legislative Priorities

The District has developed the following legislative priorities, and revisits them annually to ensure their continued relevance:

- Protect existing funding sources and current funding levels, at a minimum.
- Pursue actions that lead to increased funding levels for transit operating and capital assistance.
- Pursue or support laws and regulations that support public transit, and oppose those that will impede Marin Transit's ability to address the mobility needs of Marin residents and employees.
- Pursue legislation and regulations that support Marin Transit's interests in operating an energy-efficient and environmentally-conscious transit system.

- Pursue actions that protect and enhance accessibility to public transit especially for Marin County's seniors, children, persons with disabilities, low-income residents, and disadvantaged communities.

Legislative Agenda

The annual Marin Transit Legislative Program applies to State and federal issues organized into three categories. These include: Budget and Transportation Funding, Marin Transit Capital Projects, and Regulatory and Administrative Issues. Within these categories, Marin Transit will identify and support specific legislative initiatives or develop corresponding policy positions. Staff will monitor current and proposed regulations and legislation affecting the funding or delivery of Marin Transit's services and capital priorities.

1. 2021 Budget and Transportation Funding

- Federal Transportation Funding:** Support efforts to ensure reliable ongoing funding and appropriations for federal transit formula grants and discretionary programs. Support transit capital funding as a part of the new infrastructure program.
- Statewide Transportation Funding:** Support implementation of the 2017 California State Senate Bill 1, and identify program opportunities that will benefit Marin Transit's capital projects and ongoing operations. Support efforts to identify additional long-term, sustainable funding sources for transit and transportation improvements to support the delivery of Marin Transit services and to meet unfunded operating needs.
- Cap and Trade Funding:** Support opportunities to direct additional Cap and Trade funds towards provision of public transit. Monitor legislation to modify the programs, and support administrative or legislative efforts to streamline applications and simplify program administration.
- Definition of Disadvantaged Communities:** Monitor legislation related to the definition of disadvantaged communities as it applies to Cap and Trade or other relevant state funding programs. Seek opportunities to broaden in statute the definition of a socioeconomically disadvantaged community. Monitor administrative efforts related to updating the State's current screening tool to include communities of concern in Marin County as supported by the Office of Environmental Health Hazard Assessment.

2. Marin Transit Capital Projects Funding Needs – Current Priorities

Staff will identify opportunities and seek funding support for the following high priority capital needs:

- Siting and Development of a Marin Transit Maintenance and Storage Facility

- Multimodal Transit Center in Downtown San Rafael that will replace the current transit center
- Transit Vehicle Purchases and related infrastructure requirements (e.g., charging stations, electric service)
- Local Bus Stop Improvements
- Parking for school buses

3. Regulatory and Administrative Issues

State - Proposals for State legislation of interest to Marin Transit that may affect such areas as:

- The public transit workforce
- Driver training and qualifications
- Bus axle weight regulations
- Zero-emission bus and air quality requirements for public transit operators
- Transit pass programs
- Procurement
- Safety and security
- Contracting
- Regulation and use of public funds for Transportation Network Companies
- Compliance

Federal - Review and submit comments on federal notices of proposed rulemakings that impact Marin Transit. Support removal of barriers that affect the distribution of federal grant funding.

Strategies to Advance Marin Transit's Legislative Agenda

Working with the Director of Policy and Legislative Programs, the General Manager will employ a variety of strategies to communicate and support the District's Legislative Program. These strategies include:

1. Directly Engage Policymakers

Communicate and advance Marin Transit's legislative priorities and positions in coordination with Marin Transit's Board President. Engage policymakers directly in person and by phone, and submit correspondence regarding potential bills and the District's needs. Provide public testimony as appropriate. Create outreach and marketing materials for local legislators that support Marin Transit's legislative priorities.

2. Participate in Coalition-led Advocacy on Policy and Legislative Issues

Collaborate with local, North Bay, and regional stakeholders to build awareness about specific issues affecting public transportation. Participate in local, regional, statewide, and national organizations or coalitions organized to advance positions consistent with the 2021 Legislative Program. Pursue other actions as needed in coordination with the Board President and the Transportation Authority of Marin.

The tables below identify specific Marin Transit’s legislative and regulatory strategies at the federal and State level.

Federal Legislation	
Priorities	Strategy
Transportation Reauthorization & Appropriations	<ul style="list-style-type: none"> ▪ Support efforts to secure stable long-term sustainable funding for public transportation at the federal level. ▪ Advocate for full funding of federal grant programs that may impact Marin Transit, under the appropriations process.
Capital Projects	<ul style="list-style-type: none"> ▪ Advance Marin Transit priority projects as candidates for federal capital program grants for facilities and transit vehicles, including an operations and maintenance facility and low- and no-emission buses. ▪ Pursue funding opportunities and seek support from Congressional representatives. ▪ Support efforts to ensure that eligible transit capital projects in the development pipeline move forward, consistent with the federal transportation law and regulatory requirements.
Proposed Regulations	<ul style="list-style-type: none"> ▪ Review and comment on proposed federal regulations that may affect Marin Transit. ▪ Consult with and support related efforts of trade organizations, stakeholders, and peer agencies as appropriate. ▪ Support a long-term solution for US Department of Labor certification of Federal Transit Administration grants regarding federal labor requirements and the State of California’s pension reform efforts.

State Legislation	
Priorities	Strategy
State Transportation Funding	<ul style="list-style-type: none"> ▪ Support of the Metropolitan Transportation Commission and California Transit Association in their efforts to define and clarify Senate Bill 1 (SB 1) programs and expand sources of statewide funding for public transportation. ▪ Protect and grow State Transit Assistance and Transit Development Act funds and protect State set-asides for transit operations. ▪ Monitor the transportation-related aspects of the current State Budget and the Cap-and-Trade programs funded in the budget. Work to secure the appropriation of additional Cap-and-Trade revenues to support Marin transportation needs and provide input as appropriate into the annual Cap-and-Trade Expenditure Plan. ▪ Advocate and support transportation funding that benefits Marin County. Pursuing funding opportunities and seek support from Marin County's State legislative representatives. ▪ Protect against the elimination or diversion of any State or regional funds that support Marin transportation and public transit needs.
Transit Operations, Safety, and Security	<ul style="list-style-type: none"> ▪ Monitor proposed legislation affecting transit operations pertaining to such issues as autonomous vehicles, emission standards, bus axle weights, security (including cyber), operator safety, and roadways. ▪ Support consensus-based industry standards and best practices developed with input from stakeholders and by organizations that represent the transit industry. These include American Public Transportation Association, California Transit Association, or California Association for Coordinated Transportation (CalACT).



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February 1, 2021

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

SUBJECT: Marin Transit 2020 Accomplishments and 2021 Look Ahead

board of directors

Dear Board Members:

RECOMMENDATION: Information only.

kate colin
president
city of san rafael

judy arnold
vice president
supervisor district 5

stephanie moulton-peters
2nd vice president
supervisor district 3

damon connolly
director
supervisor district 1

eric lucan
director
city of novato

katie rice
director
supervisor district 2

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

SUMMARY: The end of the year provides an opportunity to reflect on Marin Transit's accomplishments and to consider what lies ahead in 2021. We have attached a list of 2020 accomplishments and a look ahead into the new year. Among the 2020 highlights, Marin Transit:

- Implemented comprehensive changes to Marin Transit pass programs and Marin Access program fares and eligibility criteria;
- Participated in a new regional pilot program to reduce Clipper electronic fares for eligible low-income adults;
- Restructured the pilot Connect micro-transit service, and partnered with the Transportation Authority of Marin to procure a new technology platform for on-demand trip planning and scheduling;
- Implemented an integrated Marin Access platform to manage client and trip scheduling data and communications;
- Purchased an office building and bus parking at 600 Rush Landing in Novato;
- Ordered four all-electric buses for delivery in 2021;
- Developed the District's first bus safety plan as required by the Federal Transit Administration;
- Completed the FY 2020-2029 Marin Transit Short Range Transit Plan and the 2020-22 Marin Transit Title VI Program; and
- Implemented a series of actions to address and plan for significant changes in rider demand, financial outlook, and safety requirements due to the COVID-19 pandemic.

In 2021, Marin Transit will:

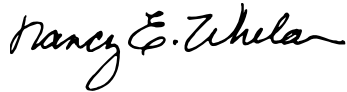
- Develop a work plan to integrate equity and inclusion in all District functions, and engage community partners to develop solutions to identified issues and barriers;
- Continue to work with the Metropolitan Transportation Commission Blue Ribbon Transit Recovery Task Force to finalize a transformation action plan Bay Area transit operators;

- Modify and reinstate services to address changing needs and demands related to the reopening of the economy;
- Determine the optimal use of owned and leased facilities and identify investments in physical improvements consistent with long-term service and fleet planning, and endeavor to purchase a site suitable for a bus maintenance facility;
- Expand our network of real-time passenger information signs, and seek funding opportunities to construct prioritized bus stop improvements; and
- Work with the Board to develop mid-term and longer-term plans based on a series of initiatives:
 - Reassess transit ridership and travel patterns to adjust service plans as economic sectors open and riders return;
 - Evaluate cost effectiveness of services and revisit service priorities;
 - Analyze equity impacts of potential fare and service changes;
 - Review fleet requirements, the electric vehicle plan, and facility needs for longer-term service changes; and
 - Prepare to rebid and repackage Marin Transit's operations contracts.

We are proud of our service to our riders, and we look forward to improving our programs and services in 2021.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,



Nancy Whelan
General Manager

Attachment

Marin Transit 2020 Accomplishments

SERVICE IMPROVEMENTS AND RIDERSHIP

- ❖ Marin Transit provided nearly 2.6 million unlinked passenger trips in FY 2019/20 with over 230,000 revenue hours of service. Demand Response programs carried 128,611 passenger trips in FY 2019/20 and provided 62,304 revenue hours of service. Ridership declined across all programs due to the COVID-19 pandemic and reflected suspension of the Muir Woods Shuttle, Yellow Bus, and the Supplemental School Routes.
- ❖ Continued to monitor fixed route performance and made adjustments in September and December 2020 to make services more efficient and productive, consistent with the District's adopted Short Range Transit Plan. Unified the schedule of the West Marin Stagecoach Route 61 to operate a consistent schedule year round.
- ❖ In spite of the pandemic, continued to be one of the most productive transit agencies among Bay Area peer operators as measured by passengers per hour. Among peer Bay Area transit agencies, Marin Transit had the highest ridership in August 2020 and the least reduction in ridership compared to the previous year.
- ❖ Completed its FY 2020-2029 Short Range Transit Plan in February 2020. Board adoption of the plan indicates acceptance of District service performance goals and targets and the long range strategic vision for service, capital, and financial planning.
- ❖ Approved changes to Marin Transit pass programs, Marin Access fare and eligibility policies, and Marin Access low-income fare assistance program in February. The recommended changes followed a comprehensive assessment of fare policies and eligibility for Marin Access programs and extensive community and stakeholder outreach to identify program goals. The changes went into effect in July 2020.
- ❖ Restructured the pilot Connect on-demand micro-transit service with a redefined service area and fare structure in February 2020. Changes reflect the findings of passenger surveys and the primary goal to provide an on-demand transit for those who do not have other options due to accessibility issues or lack of income. The service area expanded to serve frequent paratransit trip destinations including downtown San Rafael, Marinwood, Lucas Valley Road, and Novato. The Connect pilot program was also featured in academic studies by the University of Oregon's Urbanism Next Center and DePaul University's Chaddick Institute for Metropolitan Development.
- ❖ Partnered with the Transportation Authority of Marin on a joint procurement of a new technology platform to serve their on-demand programs and improve cost effectiveness. Implemented in July 2020, the new Connect2Transit program offers a combined platform for on demand trip planning and scheduling tool and serves as a model for peer agencies. Connect2Transit was highlighted as part of American Public Transportation Association's Innovation in Mobility Webinar Series in October 2020.

- ❖ Agreed to participate in the Metropolitan Transportation Commissions Clipper START Program to offer discounts to eligible low-income riders beginning in November 2020.
- ❖ Continued the fifth year of the COM Card partnership that provides free local transit to all College of Marin students and supports operation of an all-day express route (Route 122) between San Rafael and College of Marin in Kentfield. Route 122 was suspended on March 16, 2020 due to the pandemic.
- ❖ Prior to the pandemic, operated 11 supplemental school routes that carried an average of over 1,000 daily passenger trips. Implemented a new Route 149 to provide more direct service to Novato High School.
- ❖ Continued to manage yellow school bus service for Reed Union School District and Mill Valley School District until the March 2020 pandemic and associated school closures in Marin County. Student specific fare media, such as the Youth Transit Pass and College of Marin student pass, remained a valid form of fare payment.
- ❖ Continued to contract for yellow school bus operations in Ross Valley for the fifth year. When service was suspended, offered pass holders the option of partial refunds or donating their refunds to the program.
- ❖ Distributed 4,500 youth pass stickers to 30 public and private schools in FY 2019/20. Of these passes, 92% were provided free to income-qualified students.
- ❖ In FY 2019/20, distributed \$598,441 in Measure AA yellow school bus funding based on the approved distribution formula to five programs.
- ❖ Published a Marin Transit Rider's Guide three times during the year for customers and partner agencies.
- ❖ Continued to operate a Dial-A-Ride shuttle service between Point Reyes Station and Novato to provide twice a week access to basic shopping services and opportunities for social interaction.
- ❖ Procured and implemented a consolidated Marin Access platform for data management, intake, storage and reporting to increase effective workflow and enable staff and travel navigators to focus on serving Marin Access applicants and clients.
- ❖ Marin Access Travel Navigators fielded over 5,700 calls from seniors, persons with disabilities, and caregivers.
- ❖ Travel Navigators approved over 200 new ADA-paratransit eligible clients and recertified over 500 ADA-eligible paratransit clients.
- ❖ Received 464 LIFA applications for the revised program and confirmed 348 riders as eligible for fare assistance - a 78 percent increase in eligible riders under the updated standards.
- ❖ The Travel Navigator Program emphasizes outreach to individuals who will benefit from the program and better communication with its current customers. The Program offers monthly

satellite office hours in locations throughout Marin County. During the pandemic, the navigators offered these sessions virtually by request.

- ❖ Developed new Travel Training videos in English and Spanish to orient riders on how to how to plan their trip and fare payment options. The video also provides information on transportation programs and alternatives available to older adults in Marin County.
- ❖ Reached over 400 residents through more than 20 travel training presentations or individualized travel training.

In Response to COVID-19

Marin Transit quickly responded to the COVID-19 pandemic with a series of actions to address dramatic changes in demand and safety requirements, beginning in March 2020.

- ❖ Suspended Supplemental School Routes and yellow school bus service to Ross Valley School District effective March 13, the date of Marin County school closures. Worked with County public health office and school districts to anticipate and prepare for school re-openings that began in phases in August 2020.
- ❖ Suspended Muir Woods Shuttle service effective March 16, following the Shelter in Place Order and the closure of Muir Woods National Monument.
- ❖ Offered free fares on Connect to provide an alternative for essential trips.
- ❖ Implemented new operations policies, rider information, and public safety actions:
 - a. CDC guidelines in English and Spanish on buses;
 - b. Signs to maintain six feet of separation on buses;
 - c. Hand sanitizer for drivers and passengers, as available from suppliers;
 - d. Personal Protective Equipment (PPE) as needed and available;
 - e. Additional cleaning of buses;
 - f. Required drivers and passengers to wear face coverings;
 - g. Limited the number of riders per bus to enforce social distancing;
 - h. Up-to-date rider announcements on service changes and cancellations;
 - i. Monitored and addressed passenger pass-up activity due to limits on vehicle capacity; Added back up service to address overcrowding and pass-ups where needed;
 - j. In July, conducted an online rider survey to understand how riders feel about using public transit during the course of the pandemic and identify measures that will improve rider confidence and feelings of safety; and
 - k. In September, evaluated COVID ridership trends based on the District's Service Typologies. Prepared for a continued return of ridership and start of in-class academic instruction, including service capacity requirements.
- ❖ Developed and implemented a successful countywide promotional campaign to offer free fares during the national election from October 31 through November 3, 2020.

CAPITAL INVESTMENTS

Vehicles

- ❖ Purchased 11 hybrid-electric buses in 2020 and ordered four battery-electric buses to replace ten diesel, 60' articulated vehicles.
- ❖ Purchased nine replacement shuttle vehicles and 15 replacement paratransit vehicles.
- ❖ Submitted purchase order for two 35-foot heavy duty XHFs to replace similar buses for the Muir Woods Shuttle Program.
- ❖ Completed a performance evaluation of the District's current two electric buses.
- ❖ Entered into an agreement with SRECTrade to generate and sell credits the California Low Carbon Fuel Standard (CA LCFS) due to the addition of two battery electric buses to the fleet.
- ❖ Approved purchase of an all-electric staff car, and continued to work with property owner of the District's administrative offices to install charging infrastructure.
- ❖ Purchased hand sanitizer units for all fixed route and demand response vehicles.
- ❖ Purchased driver barriers for Gillig fixed route vehicles.

Facilities

- ❖ Completed purchase of an office building and bus parking at 600 Rush Landing in Novato.
- ❖ Applied for a PG&E EV Fleet Program grant for electrical infrastructure improvements to charge battery electric buses at 600 Rush Landing Road.
- ❖ Continued search for potential site alternatives for a Marin Transit Operations and Maintenance Facility.
- ❖ Installed 18 real-time signs.
- ❖ Continued to seek funding opportunities to construct prioritized bus stop improvements.

PLANNING AND COORDINATION WITH PARTNERS

- ❖ Partnered with Marin County and Whistlestop to allow paratransit vehicles and drivers to assist with COVID-19 response needs including delivery of prepared meals, groceries, and pharmacy orders.
- ❖ Issued the fifth annual Marin Access rider survey including a new online option for completion.

- ❖ Implemented a new Marin Access application to enable applicants to easily apply for Marin Access programs online or via phone.
- ❖ Collaborated with County, agency, and non-profit partners to educate Marin Access riders on changes to fare policies and eligibility standards and expand awareness of the updated Low Income Fare Assistance Program.
- ❖ Continued coordination and planning efforts with the National Park Service on the Muir Woods Shuttle.
- ❖ The Board's Ad Hoc Subcommittee on School Transportation continued to address student transportation needs. Working with the Marin County Department of Education, schools, and School Districts to anticipate school transportation needs as schools prepared to reopen.
- ❖ With partner agencies, continue to refine concepts for a permanent relocation of the San Rafael Transit Center and participate in public outreach.

ADMINISTRATION AND PERSONNEL

- ❖ Completed a thorough update of the District's Title VI Civil Rights Program in compliance with Federal Transit Administration requirements. As a direct recipient of federal funds, Marin Transit revises the Title VI Program every three years.
- ❖ Maintained fully funded emergency and contingency reserves and added to the capital reserve in anticipation of purchasing a site for maintaining and storing buses.
- ❖ Developed and adopted the District's first bus safety plan as required by the Federal Transit Administration in coordination with our operations contractors, in July 2020.
- ❖ Received another clean annual financial audit.
- ❖ Hired two full-time staff: a Senior Accounting and Administrative Analyst and a Capital Analyst to fill vacant positions.
- ❖ Conducted a competitive procurement for ITS services.

In Response to COVID-19

- ❖ Enacted new provisions of the Brown Act for conducting public meetings remotely.
- ❖ Approved Human Resources policy covering Emergency Paid Sick Leave and FMLA Leave Expansion.
- ❖ Authorized and supported Marin Transit staff as they transitioned to remote work environments.
- ❖ Implemented new software to allow for electronic processing and approvals of account payable invoices.

- ❖ In the Spring, participated in the Marin Recovers Transportation Industry Work Group to provide recommendations for how transportation complies with the public health officer order and how to plan for and implement those recommendations.
- ❖ Starting in the Spring, several staff continue to participate in a Metropolitan Transportation Commission Blue Ribbon Transit Recovery Task Force (BTRTF). The task force expedited distribution of federal pandemic-related funding, and identifies transit agency near-term recovery strategies. The task force is also developing a *Bay Area Public Transit Transformation Action Plan*.
- ❖ Endorsed the BTRTF *Riding Together: Bay Area Healthy Transit Plan* in September, and report required monthly health and safety metrics.
- ❖ Continue to develop and refine financial and operating scenarios based on projected revenues and expenses and the impacts of the ongoing pandemic.

Procurement/Contract Actions in Response to Covid-19

- ❖ Authorized contract amendments to MV Transportation and Whistlestop contracts to allow employees to be paid when services have been reduced or cancelled during the pandemic.
- ❖ Approved use of paratransit drivers and vehicles to support countywide needs related to food and pharmacy delivery for those who are unable or unwilling to leave home.
- ❖ Authorized reimbursements to contractors for additional personal protective equipment and materials, supplies, and related expenses to sanitize vehicles and other equipment.
- ❖ On behalf of Ross Valley Yellow Bus Program JEPAs, authorized driver retention incentive and refunded bus pass payments for services not provided while school was not in session. On behalf of the Mill Valley School District and City of Mill Valley, refunded bus pass payments for service not provided when school was not in session.

Marin Transit 2021 Look Ahead

- ❖ Continue to monitor ridership and implement service changes to alleviate overcrowding and mitigate pass-up activity due to pandemic-related limits on boarding capacity. Supplemental back-up services will operate as needed in high ridership corridors while physical distancing guidelines are in place.
- ❖ Continue to work closely with contractors and partners to ensure transit services are preserved for those in need and prepare to meet future mobility needs.
- ❖ Plan for suspended yellow bus service in the Ross Valley and the majority of Supplemental School routes while maintaining close communication with school districts to identify when services may resume.
- ❖ Monitor and evaluate the Marin Transit Connect pilot and the new technology platform for trip planning, scheduling, and dispatch.
- ❖ Comprehensively assess all transit services as ridership patterns stabilize and the longer-term impacts of the pandemic are better understood. Conduct one or more Board workshops focused on mid-term and longer-term plans:
 - Reassess transit ridership and travel patterns to adjust service plans as economic sectors open and riders return;
 - Evaluate cost effectiveness of services and revisiting service priorities;
 - Analyze equity impacts of potential fare and service changes;
 - Collaborate with Golden Gate Transit and SMART on future service decisions to maximize transit resources in Marin County, avoid unnecessary duplication of service, and coordinate schedules at key transfer locations;
 - Review our fleet requirements, electric vehicle plan, and facility needs to meet potential longer-term service changes; and
 - Plan for rebidding and repackaging service contracts.
- ❖ Integrate diversity, equity, and inclusion throughout all Marin Transit activities
 - Drafting an equity statement and work plan.
 - Further engaging community partners to help us understand community concerns and perspectives and work with them to develop solutions to identified issues and barriers.
- ❖ Continue property search for a site for parking and vehicle maintenance.
- ❖ Implement site improvements to 600 Rush Landing including enhanced, fencing, lighting, and bus charging infrastructure. Investigate ability to add maintenance functions.
- ❖ Establish funding for and implement infrastructure improvements to provide capacity to service and fuel the District's expanding electric bus fleet.

- ❖ Expand our network of real-time passenger information signs.
- ❖ Seek funding opportunities to construct prioritized bus stop improvements.
- ❖ Prepare for Marin Transit's second Federal Transit Administration Triennial Review, preliminarily scheduled for 2021.



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February 1, 2021

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

SUBJECT: Purchase of two HVAC units for 600 Rush Landing at a cost not to exceed \$56,000

board of directors

Dear Board Members:

kate colin
president
city of san rafael

RECOMMENDATION: Authorize the purchase of two HVAC units for 600 Rush Landing.

judy arnold
vice president
supervisor district 5

SUMMARY:

Staff recommends that your Board authorize the General Manager to approve the purchase and installation of two new HVAC units for 600 Rush Landing. The property manager, Paseo Properties, will manage the purchase.

stephanie moulton-peters
2nd vice president
supervisor district 3

Marin Transit purchased 600 Rush Landing in January 2020 and entered into a contract with Paseo Properties to manage the property in March 2020. The Rush Landing building consists of 11,000 square feet with two floors and four HVAC units. Two of the four HVAC units serve the second floor of the building and were replaced shortly before Marin Transit's purchase. The other two units serve the first floor and were installed in 1998 when the building was constructed. These units have been in and out of service since Marin Transit took ownership of the property and require replacement.

damon connolly
director
supervisor district 1

Paseo Properties will solicit three quotes for the replacement of the HVAC Units from licensed contractors. The estimated cost of the replacement is based on quotes received so far. Paseo Properties will make a recommendation based on both price and qualifications. Marin Transit will then approve the final purchase.

eric lucan
director
city of novato

katie rice
director
supervisor district 2

FISCAL IMPACT/STAFFING:

The cost of the two HVAC Units and installation will not exceed \$56,000. This capital purchase is within the District's FY2020/21 Capital Budget under the Infrastructure Support budget and will be funded with rent collected through the Rush Landing office space leases.

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

Respectfully submitted,

Anna Penoyar
Senior Capital Analyst



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February 1, 2021

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

SUBJECT: Update on Regional Transit Coordination

Dear Board Members:

board of directors

kate colin
president
city of san rafael

judy arnold
vice president
supervisor district 5

stephanie moulton-peters
2nd vice president
supervisor district 3

damon connolly
director
supervisor district 1

eric lucan
director
city of novato

katie rice
director
supervisor district 2

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

RECOMMENDATION: Information only.

SUMMARY: Since the onset of COVID-19 pandemic, the region's transit operators formalized a regular schedule of meetings and coordination activities to strengthen communication and collaboration. General Managers and upper-level management from nearly all Bay Area transit operators hold regular weekly meetings to identify and implement strategies to preserve and improve service for our riders.

In parallel to these agency-to-agency discussions, the Metropolitan Transportation Commission created a 32-member Blue Ribbon Transit Recovery Task Force (BTRTF) to guide the future of the Bay Area's public transportation network as the region adjusts to new conditions. Your General Manager serves on this committee as one of two representatives for the small operators in the Bay Area.

MTC is convening a special meeting of the BTRTF and local transit board members on January 28, 2021 at 5 pm. A copy of the agenda packet is attached. The purpose of the meeting is to update transit agency board members about the work of the Task Force and to hear their comments and respond to questions. No action will be taken at the meeting. Transit agency boards have been invited to select two board members from each agency to participate and general managers are also invited as panelists. Marin Transit Board Vice President Judy Arnold and General Manager Nancy Whelan are planning to attend the meeting. Staff will update your Board on February 1, 2021 on the discussion.

The overarching goal of the BTRTF is to improve the Bay Area's regional transit network and coordination. The BTRTF is considering the creation of a Transit Network Manager to coordinate transit services across the Bay Area. Assemblymember Chiu introduced a spot bill in January and expects to develop a legislative proposal later this spring/summer that will incorporate some or all of the results of the BTRTF's work. The Transit Network Manager concept is likely to be a focus of the state legislation.

Staff will present the attached PowerPoint presentation, a joint effort of the Bay Area transit operators, at your meeting on February 1, 2021. This presentation highlights these coordination efforts and previews some of the efforts discussed at the BRTTRTF.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Betts', is positioned above the printed name.

Robert Betts
Director of Operations & Planning

Attachments: Agenda Package: Special BRTTRTF Meeting with Small Transit Operators,
January 28, 2021
Regional Transit Coordination presentation



375 Beale Street, Suite
800
San Francisco, CA 94105

Meeting Agenda

Blue Ribbon Transit Recovery Task Force

Thursday, January 28, 2021

5:05 PM

Board Room - 1st Floor (REMOTE)

Special BTRTF Meeting with Small Transit Operators

The Blue Ribbon Transit Recovery Task Force will meet on Thursday January 28, 2021 at 5:05 p.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Task Force members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Task Force members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Task Force Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/87652874351>

Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 876 5287 4351

International numbers available: <https://bayareametro.zoom.us/u/kLyIhMAdD>

Detailed instructions on participating via Zoom are available at:
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Small Transit Operators Invited to this Meeting:

Altamont Corridor Express (San Joaquin Regional Rail Commission)
Central Contra Costa Transit Authority (County Connection)
Petaluma Transit
Union City Transit
Eastern Contra Costa Transit Authority (Tri Delta Transit)
Fairfield and Suisun Transit (FAST)
Livermore Amador Valley Transit Authority (LAVTA)
Marin Transit
Napa Valley Transportation Authority (VINE)
Santa Rosa City Bus
SF Bay Area Water Emergency Transportation Authority (WETA)
Solano County Transit (SolTrans)
Solano Transportation Authority (Solano Express)
Sonoma County Transit
Sonoma Marin Area Rail Transit District (SMART)
Western Contra Costa Transit Authority (WestCAT)
Vacaville City Coach

1. Rollcall/Confirm Quorum

2. Chair Comments

Commissioner Jim Spering

3. Presentation on Blue Ribbon Transit Recovery Task Force

- *Questions/Discussion by transit agency board members and general managers*
- *Committee Member perspectives*
- *Public Comment*

[21-0232](#)

Presentation on Blue Ribbon Transit Recovery Task Force

Action:

Information

Presenter:

Commissioner Jim Spering and Therese W. McMillan, MTC

Attachments:

[Cover Memo](#)

[Presentation to Small Transit Operators](#)

[Draft Problem Statement](#)

4. Public Comments / Other Business

Public Comment on items not on the agenda

5. Closing Remarks

Commissioner Jim Spering

6. Adjournment

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

**TRANSIT RECOVERY
TASK FORCE**

TO: Blue Ribbon Transit Recovery Task Force & Board

DATE: January 28, 2021

Members of Small Transit Operators

FR: Jim Spering, Chair & Therese W. McMillan,

MTC/ABAG Executive Director

RE: Update on Blue Ribbon Transit Recovery Task Force

Thank you for taking the time out of your evening on January 28th to join us for a discussion and update on the work of the Blue Ribbon Transit Recovery Task Force. We understand that your general managers have been updating you on this work as well and we greatly appreciate the energy that they and their staff have invested in this effort to date.

We want to start by acknowledging what an incredibly challenging time this is for the Bay Area's transit systems and the industry as a whole. Under your leadership, transit workers have risen to the challenge as essential workers, ensuring that those who rely on transit to access their various travel destinations can continue to do so. Bay Area operators have also worked together like never before, collaborating on health and safety and communications to reassure Bay Area riders that they can count on common safety standards as well as transparent reporting.

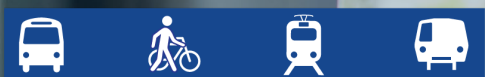
We are incredibly fortunate that Congress has recognized how critical public transit is during this pandemic, totaling over \$2.2 billion to the Bay Area alone, to help sustain the transit workforce and service, but we all know that this funding will eventually run out and transit's recovery from the ridership losses due to COVID-19 will not be easy.

Bay Area transit agencies faced challenges even before COVID-19. Ridership was falling for a variety of reasons and we recognized, as a region, that our current funding levels weren't adequate to provide the world class transit service that we need to meet our economic, social equity and climate goals. To succeed in our future efforts to secure additional funding, whether in Sacramento, Washington, or at the ballot, we will be in a much stronger position if we first take action to demonstrate our commitment to delivering more effective and coordinated transit service for the riders.

The Blue Ribbon Transit Recovery Task Force is exploring what changes are needed to re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond. Attached is a presentation on the Task Force's work that we will present, along with a draft problem statement that was developed by a working group of the Task Force to help define the potential scope of a regional transit network manager.

We welcome your ideas and questions and look forward to the discussion.

BLUE RIBBON



TRANSIT RECOVERY
TASK FORCE

**PRESENTATION TO
BAY AREA
SMALL TRANSIT
OPERATORS**

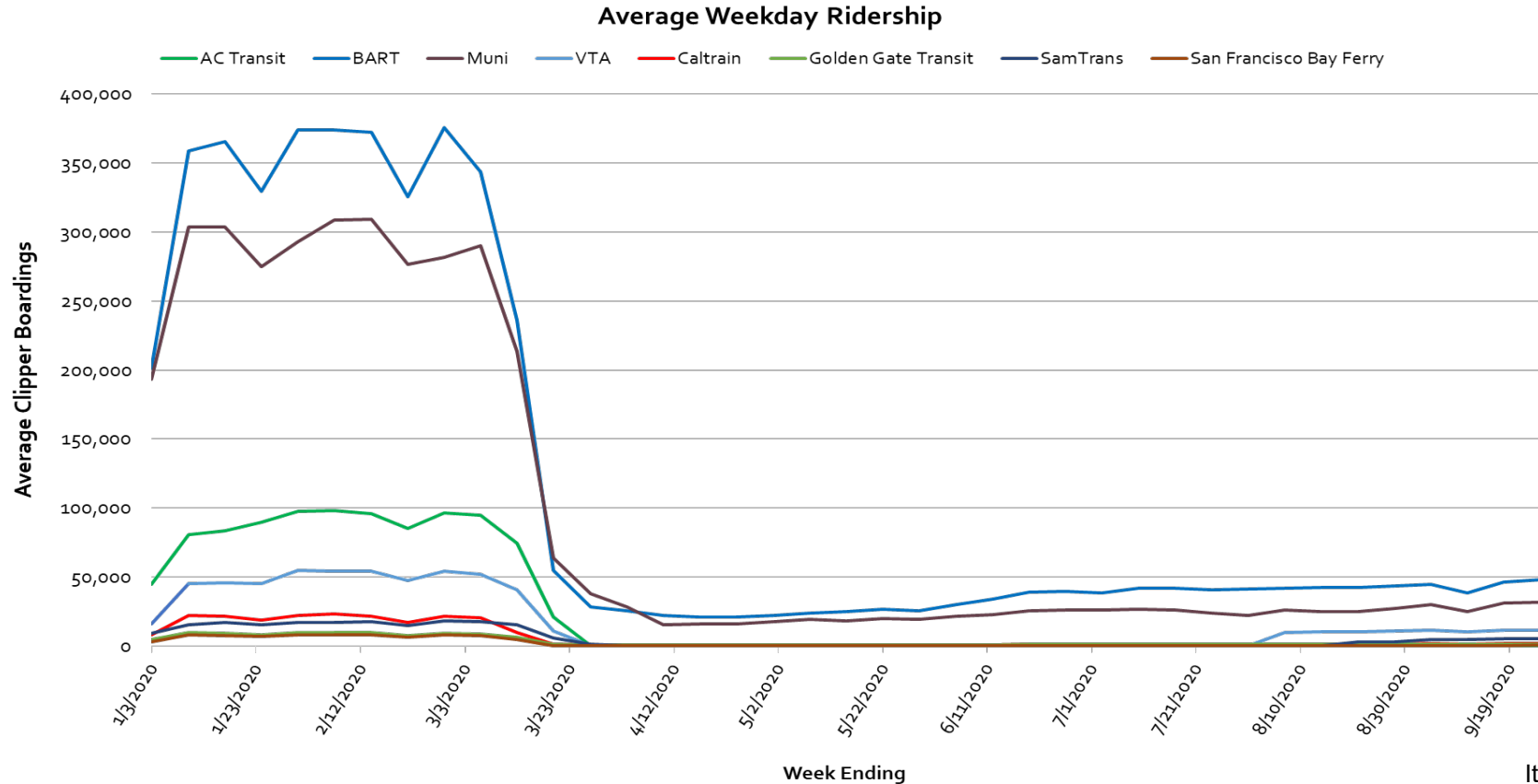
January 28, 2021

OPERATORS CONTINUE TO PROVIDE VITAL SERVICE DESPITE REVENUE LOSSES

BLUE RIBBON



TRANSIT RECOVERY
TASK FORCE



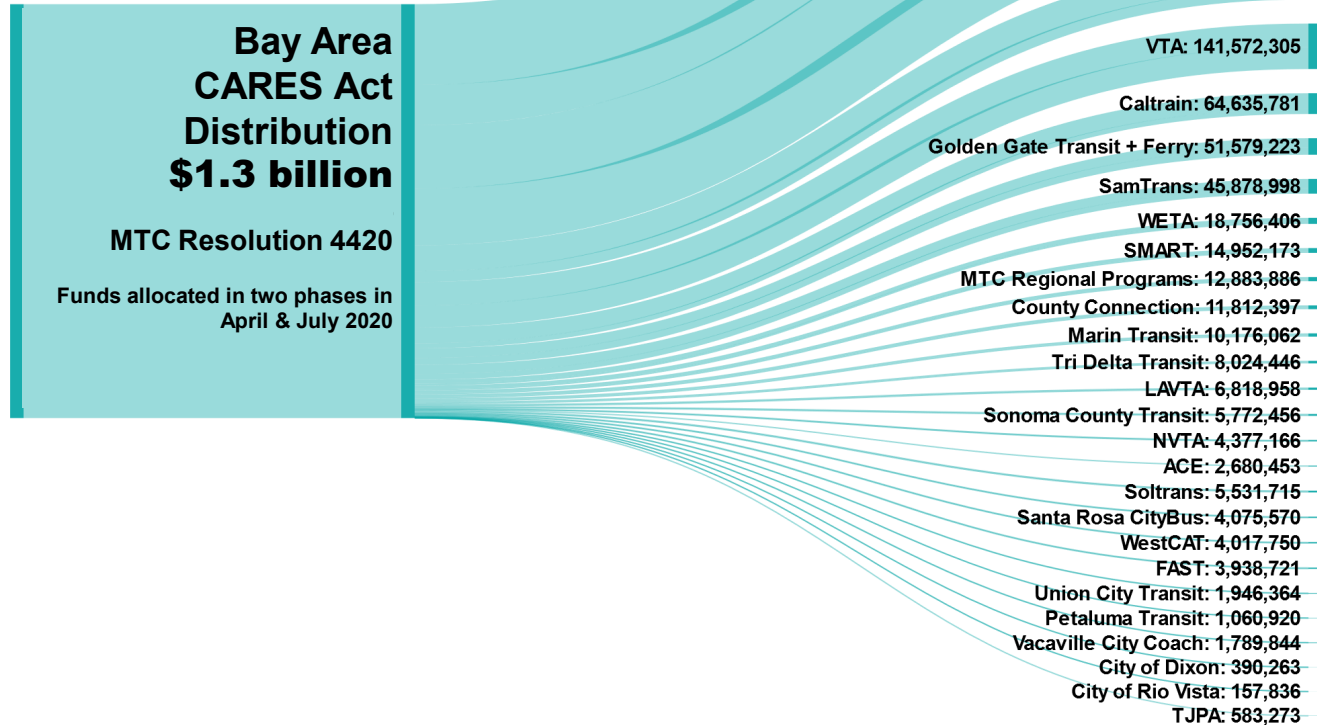
BLUE RIBBON TRANSIT RECOVERY TASK FORCE

Appointed by MTC in May 2020 to guide the Bay Area's transit system recovery in response to the COVID-19 pandemic

- **Purpose:** We can't just "come back to normal" – we have to **come back better**
- 32 members composed of representatives from the State, MTC Commission, transit operators, and stakeholder groups:
 - CalSTA Secretary David Kim
 - State Senator Dave Cortese
 - Assemblymember David Chiu
 - 8 MTC Commissioners and MTC Executive Director
 - 9 Transit Agency General Managers
 - 9 stakeholders representing the interests of labor, business, transit & social equity advocacy organizations, and persons with disabilities
 - A representative of the county transportation agencies



FEDERAL FUNDS HAVE BEEN CRITICAL: CARES ACT FUNDING ALLOCATION



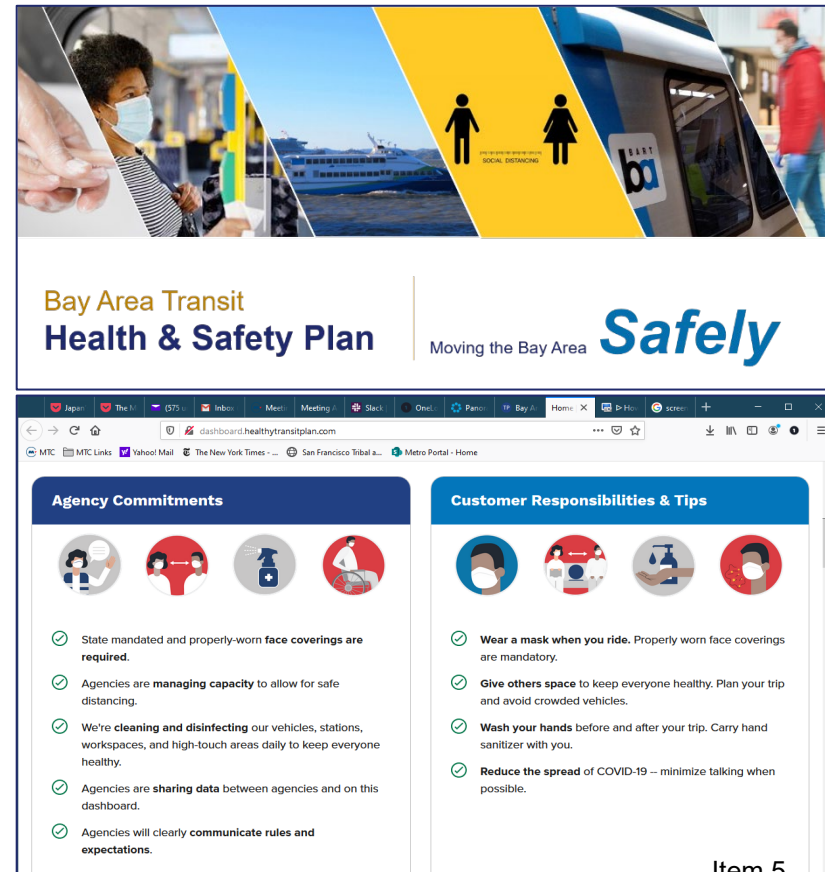
BLUE RIBBON



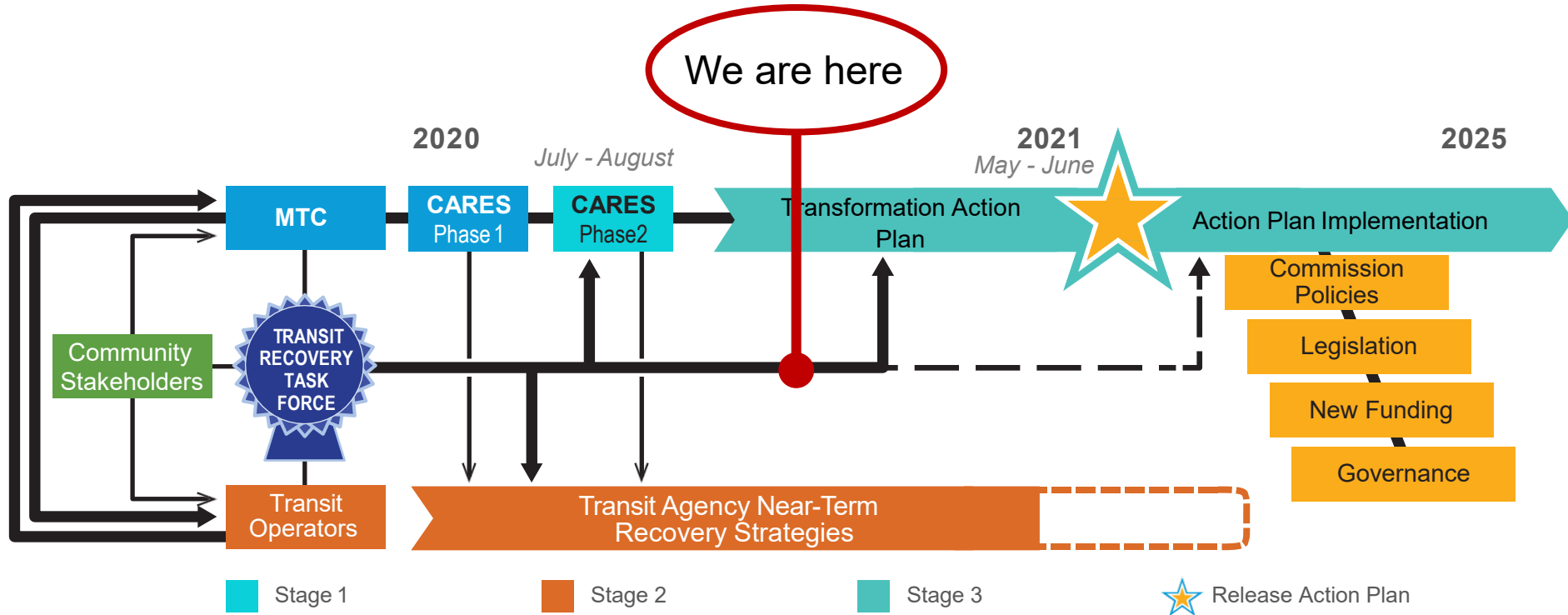
TRANSIT RECOVERY
TASK FORCE

TASK FORCE BUILT ON EARLY SUCCESS: HEALTH & SAFETY PLAN

- Coordinated Health & Safety Plan Released healthytransitplan.com
 - Establishes shared protocols to reduce risks for employees and passengers
 - Provides a publically available dashboard for riders and employees about mask use, social distancing and contact tracing
 - Unites Voices of Bay Area Transit Agencies
 - Curates Best U.S. / International Practices
 - Collaborate with Local Public Health Agencies
 - Creates Common Approach for Communication



TASK FORCE TIMELINE



STAGE 3: TRANSFORMATION ACTION PLAN

Identify actions needed to **re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.**

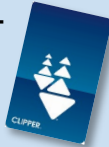
1. Recognize critical **recovery challenges** facing transit agencies
2. Advance **equity**
3. Identify **near-term actions** to implement beneficial **long-term** network management and governance reforms
4. Establish how **current transit initiatives** led by MTC and the state should integrate with **network management** and **governance reforms**

CURRENT TRANSIT INITIATIVES WITH NETWORK MANAGER LINKAGES

Initiative: Transit Fare Coordination

Forum: Fare Integration Task Force,
 Clipper Executive Board

- Fare coordination strategies
- Integration opportunities
- Affordability/
 Clipper START
- Fare payment



Simplify fare policy
 and payment for
 customers

Initiative: Regional Mapping, Wayfinding Project

Forum: MTC Commission

- Wayfinding
- Mapping
- Branding



Unify customer
 information and
 experience

Initiative: Regional Transit Priority

Forum: BATA, Ad Hoc Working Group

- Transit priority in bridge
 corridors

Dumbarton
Forward



Advance transit priority
 on roadways

NETWORK MANAGER PROBLEM STATEMENT

What are we solving for?

A working group was formed comprised of operator staff, MTC staff and other stakeholders, to identify the problems that a network manager could help address. They fell into four categories:

1. Organizational / Institutional
2. Customer experience
3. Past and current disparities
4. Costs and funding

MTC'S TRANSIT CONNECTIVITY AUTHORITY

Current law:

Allows MTC to identify, recommend, establish and coordinate transit connectivity improvements, requirements and performance standards – and condition regional discretionary funds based on compliance.

MTC exercises its authority by:

- Exerting funding influence – which MTC can do either by incentivizing and investing or by withholding funds.
- Advancing transit connectivity by delivering high-impact projects serving riders, such as Clipper® and 511®.



BAY AREA TRANSIT CHALLENGES TODAY

BLUE RIBBON

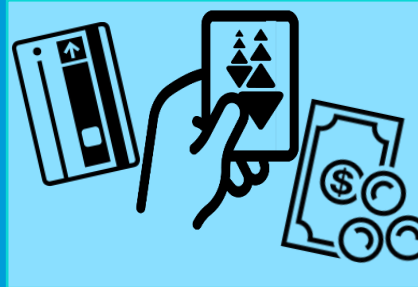


TRANSIT RECOVERY
TASK FORCE

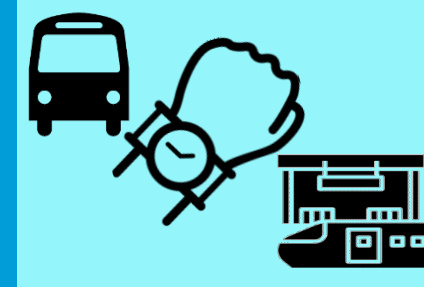
Customer Experience



**Roadway Congestion
Impacts on Transit**



Usability



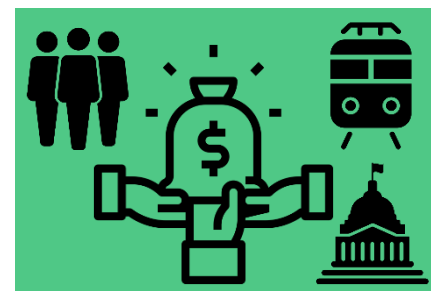
**Network Gaps and
Connectivity**



**Organizational and
Institutional Challenges**



**Inequality Is
Deepening**



**Insufficient
Funding**

NETWORK MANAGER BRAINSTORM: POTENTIAL ROLES & RESPONSIBILITIES

Customer Facing

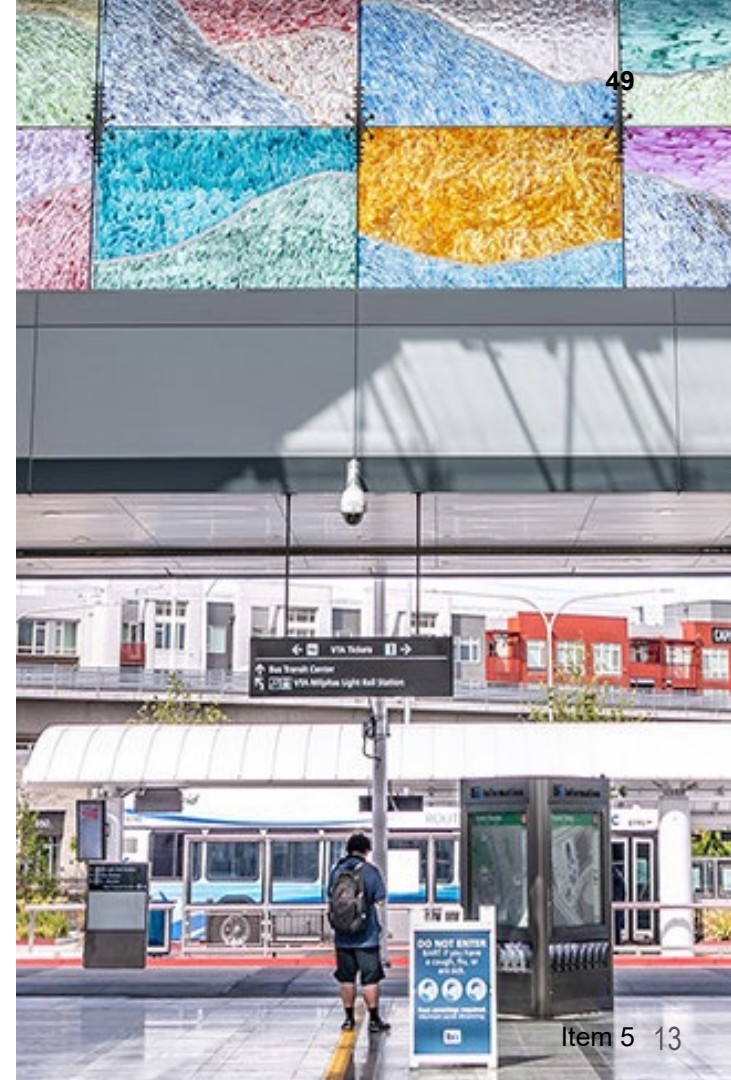
- Fare Policy and Collection
- Network Planning and Coordination
- Service Coordination
- Branding and Wayfinding
- Station Hub Design Review
- Technology and Mobile Standards
- Marketing/ Public Information Services
- Paratransit Coordination
- Advance and Expedite Bus Priority
- Micro-mobility Integration

Administrative/ Institutional

- Procurement and Contracting
- Capital Project Prioritization
- Mega-project Delivery and Oversight
- Emergency Coordination
- Data Collection and Coordination
- Program Eligibility Verifier
- Performance Management
- Financial Assessment and Advocacy

STATE LEGISLATION ANTICIPATED

- Assemblymember Chiu plans to author legislation to implement task force recommendations to achieve more seamless transit system
- AB 2057 (Chiu) from 2019 stalled but included goal of establishing a transportation network manager and delivering near term changes including:
 - Implementation of a regional transit mapping and wayfinding system
 - Requirements for open data standards and real-time transit information





BLUE RIBBON

50



**TRANSIT RECOVERY
TASK FORCE**

THANK YOU.



TRANSIT RECOVERY TASK FORCE

Transit Recovery Blue Ribbon Task Force

DATE: January 25, 2021

FR: Steve Kinsey

RE: Draft Problem Statement for Review and Comment

I am providing you with a one-page Draft Problem Statement Context statement followed by a one-page Draft Problem Statement for BRTF review and comment at the January 25, 2021 meeting of the Task Force. Five categories of transit challenges were presented at the December 14, 2020, in tandem with an Operators' presentation highlighting their coordinated efforts to improve transit. At that meeting, Task Force members and the public shared comments used to inform these documents.

The Task Force also approved the use of a 13-person Working Group whose purpose was to help guide development of the enclosed draft Problem Statement. The Working Group met twice, on January 8th and 15th, and reviewed information provided in advance of each meeting. In addition, many Working Group members spent time outside of the joint meetings preparing and submitting suggested content and language. Much of the document that you are receiving reflects their own words.

The Task Force and the public will be asked to comment on the draft documents at the January 25th meeting, after which further revisions will be made in advance of the Task Force's final review and approval at its February 22, 2021 meeting. Once adopted by the Task Force, the Problem Statement will be used to guide development of several Network Management concepts that will be evaluated in order to identify a preferred network management approach in the Transit Recovery Action Plan.

I want to thank all of the members of the Working Group listed below, as well as Karin Betts, MTC staff, who recorded excellent meeting notes at both meetings.

Problem Statement Working Group

Large Transit Operators (3)

Alexandra Hallowell (SMTA)
Robert del Rosario (AC Transit)
Sebastian Petty (Caltrain)

MTC staff (2)

Andy Fremier
Rebecca Long

CBO Planner (1)

Jonathan Kass (SPUR)

Advisory Council (1)

Randi Kinman

Smaller Transit Operators (2)

Ruby Horta (County Connection)
Michael Gougherty (WETA)

Social Justice (1)

Bob Allen (Urban Habitat)

Business (1)

Gwen Litvak (Bay Area Council)

Cal/STA (1)

Chad Edison

Labor (1)

John Courtney (ATU)



TRANSIT RECOVERY TASK FORCE

Problem Statement Context

January 25, 2021

By June 2021, the **Blue Ribbon Transit Recovery Task Force (BRTF)** is expected to submit a Transit Transformation Action Plan (Plan) that identifies actions needed to re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond. In November 2020, the BRTF adopted four Plan goals, including Goal 3A, which states:

"Develop a clear Problem Statement that addresses what issues or problems Network Management reforms seek to resolve."

The BRTF also adopted a definition of "transit transformation" that establishes the desired outcome from implementing its Action Plan:

"Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible, reliable, and integrated with unified service, fares, schedules, customer information and identity, serving all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled."

Working toward this result is not a new idea. MTC's Resolution 3866 incorporates nearly 50 years of legislated transit coordination mandates, including administering fare revenue-sharing, governing inter-operator transfers, and deciding discretionary fund sources and amounts to achieve coordination and connectivity. In spite of this, significant barriers to the BRTF's vision still exist and must be addressed in a region where physical geography, jurisdictional boundaries, urban settlement patterns and travel patterns overlap and intersect in complicated ways, while also considering how megaregional and interregional travel services will interface with the Bay Area system.

In 2017 and 2018, the Bay Area lost over 5% of its annual riders, despite a booming economy and service increases. The decline occurred even as most major operators increased service in terms of both mileage and hours of operation. The steepest ridership losses came on buses, at off-peak times, on weekends, in non-commute directions, on outlying lines, and on lines that did not serve the region's core employment clusters. Systems with falling overall ridership but increased commute time ridership saw limited operational savings. COVID greatly compounded declining transit ridership trends, with an average reduction in ridership of 77% by the end of 2020.

Transit also faces substantial financial challenges. Operating expenses are subject to intense inflationary pressures and capital construction costs have escalated precipitously over the past decades. Locally-generated sales or property taxes have restrictions limiting an agency's ability to serve areas outside their county and local return on services is critical to retain public support.

Some factors contributing to transit's ridership decline and equitable access cannot be solved by operators alone. Bay Area governments and the planning profession at large have played a central role in systematically denying opportunities to Black people and other minorities through practices like redlining, the clearance of neighborhoods for construction of urban highways, exclusionary zoning, redevelopment, policing bias and outright discrimination and segregation. Furthermore, macro-economic trends, locally decided land uses, housing affordability and low gasoline prices also affect public transit ridership in the Bay Area.

If sustained, this decline in ridership threatens to plunge the region's transit system into a downward spiral, jeopardizing both the near and long term financial viability of individual transit operators, negatively impacting riders, and fundamentally undermining the value of the public's past and future investments in transit as a public good. makes it harder to raise new revenue.

Draft Problem Statement Summary

January 19, 2021

To advance Plan Bay Area 2050's vision of a more affordable, connected, diverse, healthy, and vibrant Bay Area for all by meeting its ambitious transit ridership target, action is needed to restore and grow transit ridership. The current organizational structure of the San Francisco Bay Area's 27 agencies is not envisioned, designed, governed, or funded to deliver equitable, convenient, efficient sub-regional, regional or interregional transit mobility. There is no network management entity with sufficient resources to ensure that multiple separate transit agencies plan, operate and are held accountable for providing equitable, inclusive, frequent, affordable, accessible, reliable, and integrated service in all nine Bay Area counties and beyond. Also, there is a lack of public agency urgency and coordination to implement travel time advantages for buses on state highways and key local corridors.

Below are key problems identified by the Ad Hoc Problem Statement Working Group.

Organizational/Institutional Challenges

- Independent locally-oriented governance makes it difficult to achieve beneficial regional consensus and cooperation across multiple agencies is time-consuming at all staff levels.
- Nimble and coordinated responses to unpredictable and evolving travel patterns, continuously advancing technology, and environmental/health emergencies is impeded.
- Consolidated planning and service delivery for long-distance and cross-jurisdictional trips, paratransit and school services, micro-mobility integration and demand management is limited.

Customer Experience

- Transit is too slow and unreliable because vehicles are stuck in traffic, transfers are inefficient, and wait times are often long.
- Fares are confusing, vary by agency, create penalties for using more than one operator, have inconsistent discount policies, are unaffordable for low-income riders and have been slow to change.
- The lack of unified trip planning, real-time information, inconsistent signage and wayfinding is confusing to riders.
- Real and perceived security concerns for riders and transit staff frustrate ridership and inhibit attracting new riders.

Past and Current Disparities

- Transit riders who have low incomes, disabilities or reside in communities of color have been and remain marginalized in transit planning and decisions, making it difficult to obtain proportionally greater transit access benefits in outlying areas, low-income neighborhoods, and communities of color.
- Trips that currently rely on uncoordinated and costly transfers attract only those who lack alternative travel options and force many other low income riders into costly car ownership.

Transit Costs and Funding

- Regional transit coordination will require new funding that has not been identified.
- The current structure reduces opportunities for administrative and operational efficiencies, such as centralization of certain business functions and systems, unified data collection, procurement and delivery of capital investments.
- Poor coordination and lack of a service vision across transit agencies reduces public support for transit in a way that makes it harder to raise new revenue.

Update on Regional Transit Coordination

Marin Transit Board of Directors

February 1, 2021



Presentation Overview

1. Transit Coordination Today
2. Governance
3. Transit Network Management Concepts

Shared Goals for Bay Area Transit

- Restore and increase Bay Area **transit ridership**
- Improve **regional connections** and overall function of transit systems as an integrated regional network
- Improve the **rider experience**, creating a **world-class network** that is more understandable, reliable, frequent, effective, and easy to use
- Focus on **equity** to ensure that the region's transit network is accessible and affordable to all
- **Identify new revenues** to ensure that new regional integration strategies can be advanced without negatively impacting riders that depend on reliable local services

What we do
today:

Marin County Coordination

- **Schedule Coordination**
 - 15-minute timed service at San Rafael Transit Center
 - Coordinated service change dates and integrated rider materials
- **Fare Coordination**
 - Adoption of North Bay transfer policy
 - Integrated fare policy with GGT
 - Participation in Clipper and Clipper START
- **Signage and Wayfinding**
 - Shared bus blade design with GGT
 - Cross marketing of local and regional services on rider panels and Hub signage
 - Integrated MCTD/GGT real-time information with 511
- **Coordinated Paratransit Service Delivery**

What we are doing today:

Peer Operator Framework

- **Regular Coordination:** weekly coordination involving multiple disciplines
- **Sharing Best Practices:**
 - Service planning and recovery strategies
 - Public outreach and approval processes for pandemic related service adjustments
 - Social distancing requirements
- **Service Principles:** Developing common service principles during the pandemic and into recovery
- **Regional Efforts:** Engaging with MTC-led regional efforts
- **Long-Range Planning:** FASTER regional funding measure involved coordinated on long-range planning

Coordination Today:

Ongoing & Planned Efforts

Hold regular coordination meetings for upcoming schedule changes

Establish key regional hubs list and map

Conduct in-depth pilot case studies to improve connectivity at regional hubs

Utilize technology to visualize and better understand connections

Align service sign-up calendars to enable coordinated schedule changes

Examples:

- MCTD/GGT coordination of Highway 101 services
- Communication between BART and connecting transit agencies in advance of Spring 2021 service adjustments
- SFMTA worked with SamTrans and GGBHTD to provide coverage in overlapping areas where SFMTA recently scaled back service

MTC Blue
Ribbon Transit
Recovery Task
Force
(BTRTF):

Transformation
Action Plan

- Task Force Adopted 4 Goals
 1. Recognize Critical Recovery Challenges Facing Transit Agencies
 2. Advance Equity
 3. **Identify near-term actions to implement beneficial long-term Network Management & Governance reforms**
 4. Integrate current MTC and state transit initiatives with Network Management & Governance reforms

MTC Blue
Ribbon Transit
Recovery Task
Force
(BTRTF):

Transformation
Action Plan

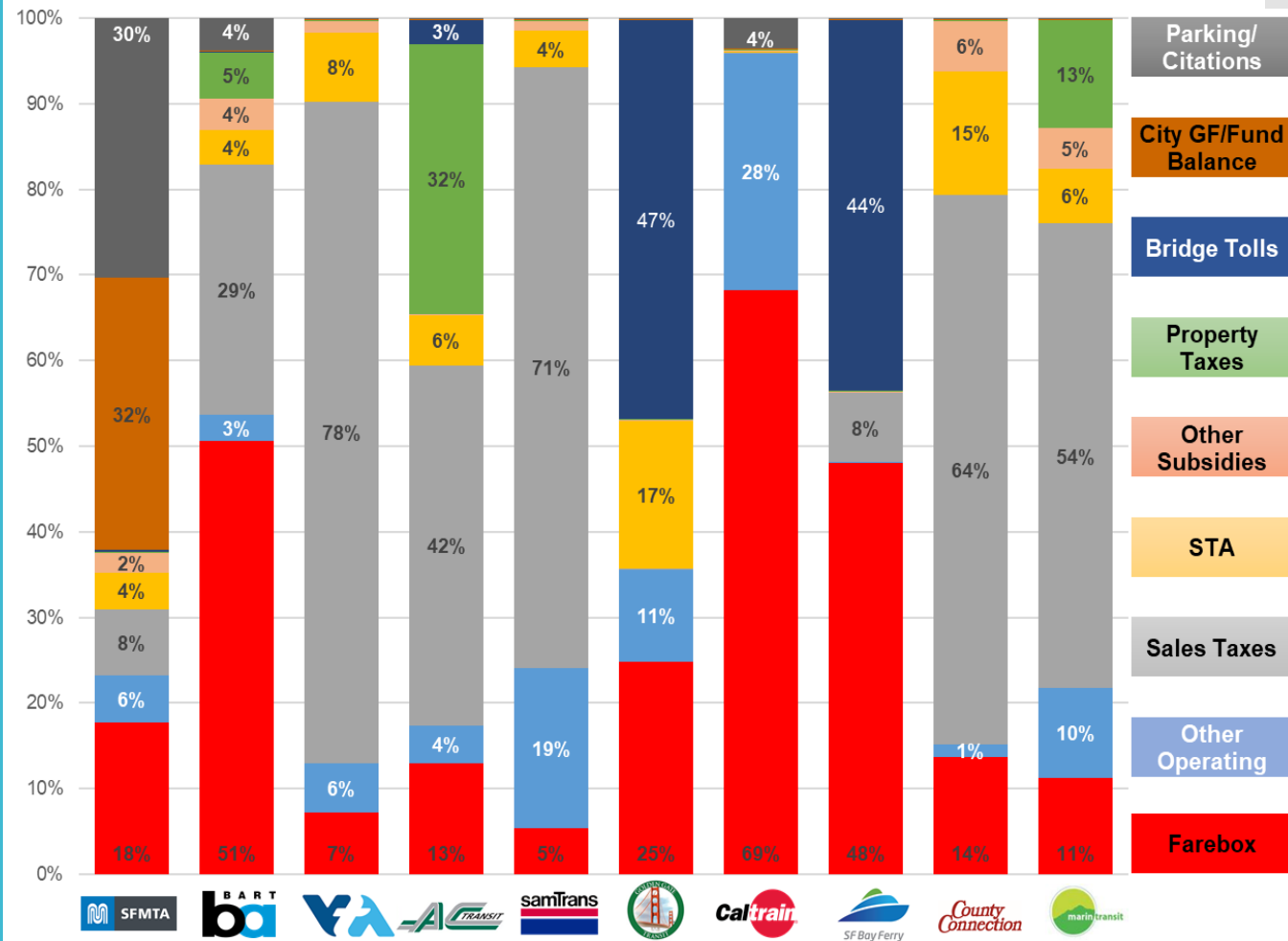
- Next Steps:
 - Define Problem Statement & Develop Network Management Concept Alts
January/February
 - Spot bill introduced by Assembly Member Chiu
January
 - Legislative Proposal Developed
Spring/Summer 2021
 - Content of Transformation Action Plan anticipated to inform legislation
June 2021
 - Deadline for bill to pass Legislature for 2022 enactment
September 10, 2021

Existing Governance & Local Authority

- Transit Agency Authority Varies by Agency but Typically:
 - Accountable to boards to deliver transit operations and capital projects as defined in enabling legislation and/or funding measures
 - Sets fares, budgets, levels of service, schedules, etc.
 - Eligible recipient of funding
- MTC Authority Related to Transit Coordination
 - Long history of legislation granting MTC transit coordination authority
 - MTC Resolution 3866 (updated in 2015)
 - MTC may exert influence by withholding funding.

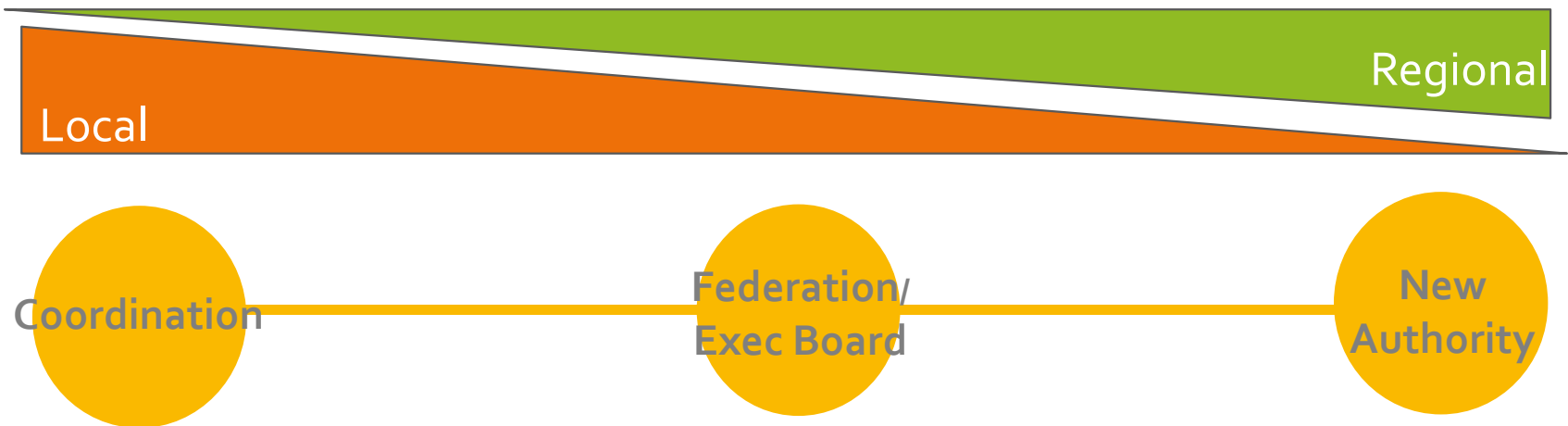
Existing Funding Streams: Selected Comparison of Revenues

- Funding streams/sources vary substantially⁶³ by agency, are locally relevant, and can come with restrictions on their use



FY19-20 Adopted Budgets – Revenue Share Comparisons

Network Management and Governance Decision-Making Authority Spectrum



Decision Areas: Service/Schedules | Fares | Branding | Funding

Critical Questions

- As the Task Force and Draft Legislation Advance, what is the preferred balance of decision-making authority?
- What new funding will be identified to achieve a successful transformation?

Transit Network Management Federation/ Exec Board Concept:

Authority & Governance

Federation/
Exec Board

65

- **Draft Concept** under development by Transit Operators for discussion
- **Formalizes unprecedented coordination** happening now
- Retains individual **agency control** and board **accountability**
- Recognizes **financial realities**
- Identifies **near-term priority action items**
- Ensures **public accountability & engagement**, such as Creation of a Policy Advisory Committee
- Suggests ideas for **membership** composition, including a subset of small & large operator general managers and MTC's Executive Director

Transit Network Management:

Key Opportunities and Challenges

Opportunities

- Improved **regional coordination**
- Potential to improve **customer experience**, particularly related to travel on multiple systems
- Potential for improved **efficiency**
- **Transit priority** for improved reliability, frequency, and travel time savings
- Develop a **business case** for transformation that is both impactful and achievable

Challenges

- Additional **funding** to support efforts not identified
- Loss of **local control and accountability**
- **Fares** are integral to complex funding structures unique to each locality and agency
- Tradeoffs between **regional and local** service – investment in regional service without negative impacts to local service
- Brand recognition is linked to **accountability and voter support**
- Quantifying **customer benefits**



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san rafael, ca 94901

ph: 415.226.0855
fax: 415.226.0856
marintransit.org

February 1, 2021

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

SUBJECT: Measure AA Yellow Bus Program Funding

board of directors

Dear Board Members:

kate colin
president
city of san rafael

RECOMMENDATION: Authorize Measure AA FY2021/22 funding for eligible yellow bus Measure AA funding recipients and make unspent FY2020/21 fund available to all programs for remobilization and other high priority needs.

judy arnold
vice president
supervisor district 5

SUMMARY: On January 7, 2019, your Board approved the annual distribution of \$600,000 in Measure AA funding to eligible regular home to school "yellow bus" programs. The term of each agreement is three years beginning in FY 2019/20. The agreements terminate on June 30, 2022.

stephanie moulton-peters
2nd vice president
supervisor district 3

The funding agreements require each program to certify annually that they have met the funding eligibility requirements. Eligibility requirements include:

damon connolly
director
supervisor district 1

- A reduced pass for the yellow bus program that provides at least a 50% pass price discount to income eligible students;
- A local funding (or other discretionary funds) match of at least 20% of program costs, excluding pass sales revenue.

eric lucan
director
city of novato

Marin Transit agreed to provide estimated funds eligible in February each year so participating school districts could have Measure AA revenue information to develop their budgets for the fiscal year beginning in July.

katie rice
director
supervisor district 2

Due to the COVID-19 pandemic, three of the participating yellow bus programs did not operate regular home to school transportation in FY 2020/21. Thus, they do not have any eligible expenses to claim for reimbursement this year and cannot certify that they have met the eligibility criteria.

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

Staff recommends that the District issue a letter to each participating program notifying them that:

1. Their programs will continue to be eligible for funding even if they did not operate in FY 2020/21, and
2. FY 2021/22 funds will be allocated to all eligible programs, and

3. Funds may be available in FY 2021/22 for re-mobilization or other high-priority needs resulting from the pandemic.

Table 1 provides a status update of each program. Two programs, San Rafael and Miller Creek, restarted this year and are expected to expend FY2020/21 Measure AA funding. Two programs are not expected to operate in FY2020/21 but are expected to re-start in FY2021/22. Mill Valley School District discontinued their program indefinitely in Spring 2020.

Table 1: Regular Home to School (Yellow Bus) Program Status

Program	FY 2020/21 Status	FY 2021/22 Outlook
San Rafael Elementary SD	Operational	Expected to Operate
Miller Creek ESD	Operational	Expected to Operate
Ross Valley	Suspended	Expected to Operate
Tiburon JPA (Reed Union + Cove school)	Suspended	Expected to Operate
Mill Valley School District	Cancelled	Expected not to operate

Due to the suspension and cancellation of yellow bus services for three of the eligible programs in FY 2020/21, unspent funds will be available during the three-year grant period. Table 2 shows the estimated expenditures for FY2020/21 and calculation of annual funding that will not be expended. Staff estimates that an additional \$294,112 will be available for allocation to yellow bus programs in FY 2021/22 or thereafter.

Table 2: FY 2020/21 Funding Status

Program	FY 2020/21 Allocation	FY 2020/21 Estimated Expenditures	Estimated Unspent Funds
San Rafael Elementary SD	\$232,085	\$232,085	\$0
Miller Creek ESD	\$42,444	\$42,444	\$0
Ross Valley	\$132,956	\$0	\$132,956
Tiburon JPA (Reed Union + Cove school)	\$135,877	\$0	\$135,877
Mill Valley	\$25,279 ¹	\$0	\$25,279
Total	\$568,641	\$274,529	\$294,112
Notes: 1) Mill Valley program was suspended before allocation was made			

While it is still uncertain which yellow bus programs will operate in FY 2021/22, Table 3 shows the proposed funding allocations by program for FY 2021/22. Additionally, some programs may incur re-mobilization costs or other costs resulting from the year-long suspension. Staff proposes to discuss potential costs with each of the school bus program administrators and return to your Board with a recommendation for supplemental allocations if needed. Funding for supplemental allocations would be made from the unspent funding in FY 2020/21.

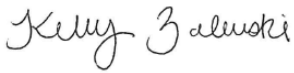
Table 3: FY2021/22 Funding Allocation

Program	FY 2021/22 Proposed Allocation	Supplemental Allocation
San Rafael Elementary SD	\$232,085	TBD
Miller Creek ESD	\$42,444	TBD
Ross Valley	\$132,956	TBD
Tiburon JPA (Reed Union + Cove school)	\$135,877	TBD
Total	\$543,362	

The three-year grant program concludes on June 30, 2022. Staff will return in winter 2021/22 with recommendations for program continuation.

FISCAL/STAFFING IMPACT: Allocations and associated Measure AA revenue will be included in FY2021/22 budget.

Respectfully submitted,



Kelly Zalewski
Operations Manager