



MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Join on Zoom: <https://www.zoom.us/j/87972683373>

Webinar ID: 879 7268 3373

Monday, January 10, 2022

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 as described below.

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Webinar ID: 879 7268 3373

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How to provide comment on agenda items:

- To provide written public comment prior to the meeting, please email info@marintransit.org or use the comment form available at <https://www.marintransit.org/meetings> to submit your meeting-related comments on this agenda. Please submit your comments no later than **5:00 P.M. Sunday, January 9, 2022** 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 included in the written public record.
- During the meeting: 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 be included in the public record.
- Public commenting during public meetings is limited to two minutes per speaker unless a different time limit is announced. The Board President may limit the length of comments during public meetings due to the number of persons wishing to speak or if comments become repetitious or irrelevant.

[Haga clic aquí para leer en español](#)



MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

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Webinar ID: 879 7268 3373

AGENDA

Monday, January 10, 2022

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

1. Organization of Transit District
 - (1) Election of President
 - (2) Election of Vice President
 - (3) Election of Second Vice President
2. Open Time for Public Expression (limited to three minutes per speaker on items not on the Transit District's agenda)
3. Board of Directors' Matters
4. General Manager's Report
 - a. General Manager's Oral Report
 - b. Monthly Monitoring Report: October 2021
5. Consent Calendar
 - a. Minutes for December 6, 2021 Board Meeting
 - b. Adoption of Resolution 2022-01 Allowing for Continued Remote Public Meetings Under State Assembly Bill (AB) 361
 - c. Marin Transit 2021 Accomplishments and 2022 Look Ahead
 - d. Contract with Velox Design & Construction for the Construction of Renovations to 3000 Kerner Blvd.
Recommended Action: Approve
6. Bus Maintenance and Storage Facility Needs Update
Recommended Action: Continue authorization of the General Manager to issue non-binding offers to lease or own property for parking and maintaining the Marin Transit fleet.
7. Local Transit Ridership and Service Trends
Recommended Action: Information Only

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



711 grand ave, #110
san rafael, ca 94901

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marintransit.org

January 10, 2022

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

SUBJECT: General Manager Report – Monthly Report: October 2021

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 October 31, 2021. 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 systemwide ridership in October 2021 increased by 65 percent compared to October 2020, which represents a 32.9 percent decrease from the pre-COVID ridership in October 2019 and an 0.4 percent increase from September 2021.

damon connolly
director
supervisor district 1

Ridership on fixed-route services increased by 57.1 percent from the prior year, which is a 32.4 percent decline compared to pre-COVID in October 2019. Ridership on Marin Access services increased by 51.7 percent compared to October 2020, which represents a 50.1 percent decline from October 2019. October 2021 was the twentieth month of ridership affected by the ongoing COVID-19 global pandemic.

eric lucan
director
city of novato

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>.

katie rice
director
supervisor district 2

FISCAL/STAFFING IMPACT: None associated with this report.

dennis rodoni
director
supervisor district 4

Respectfully submitted,

brian colbert
alternate
town of san anselmo

Nancy Whelan
General Manager

Attachments

Monthly Customer Feedback Report

October 2021

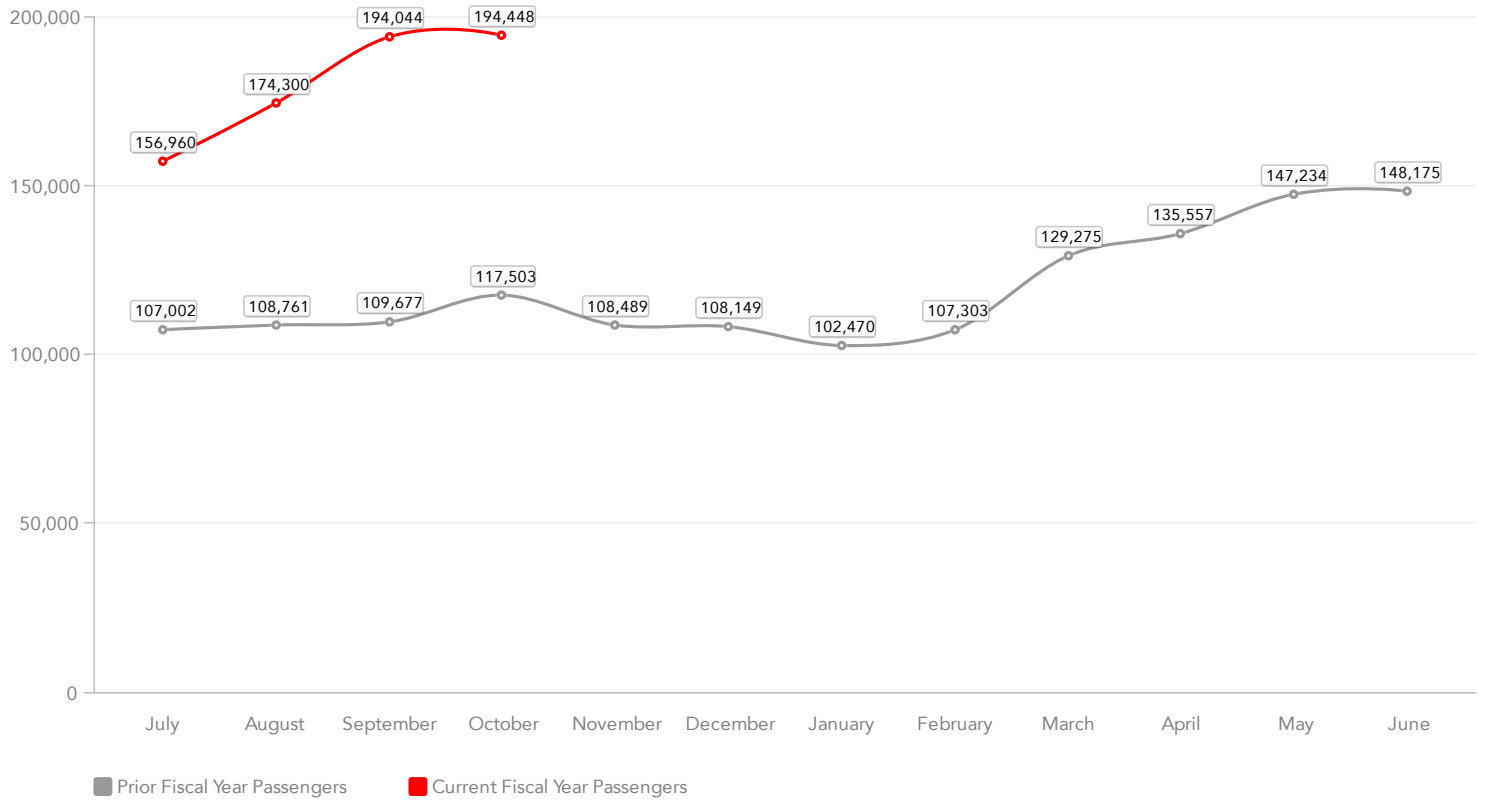


Month: October 2021		Program							Total
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide		
Commendation	0	0	0	0	0	0	0	0	
Service Delivery Complaint	13	14	8	0	0	0	1	36	
Accessibility	0	0	1	0	0	0	0	1	
Driver Conduct Complaint	8	3	4	0	0	0	0	15	
Driving Complaint	2	2	1	0	0	0	1	6	
Early Trip	1	2	0	0	0	0	0	3	
Equipment Issue	0	0	0	0	0	0	0	0	
Farebox	0	0	0	0	0	0	0	0	
Late Trip	0	1	0	0	0	0	0	1	
Missed Connection	0	0	0	0	0	0	0	0	
Missed Trip	0	0	0	0	0	0	0	0	
No-Show	0	0	2	0	0	0	0	2	
Off-Route	0	0	0	0	0	0	0	0	
Pass-Up Complaint	2	6	0	0	0	0	0	8	
Service Structure Complaint	0	0	1	2	0	0	0	3	
Bus Stop Improvement Request	0	0	0	0	0	0	0	0	
Fares	0	0	1	0	0	0	0	1	
Other Complaint	0	0	0	1	0	0	0	1	
Scheduling Complaint	0	0	0	1	0	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	9,598	3,508	1,968	586	3,353	-	19,015	19,015	
Commendations per 1,000 Hours	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	
Complaints per 1,000 Hours	1.4	4.0	4.6	3.4	0.0	-	0.1	2.1	
Total Passengers	141,928	23,828	11,277	7,555	5,951	1,183	201,582	201,582	
Commendations per 1,000 Passenger	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Complaints per 1,000 Passengers	0.1	0.6	0.8	0.3	0.0	0.0	0.0	0.2	

FISCAL YEAR MONTH
2022 All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

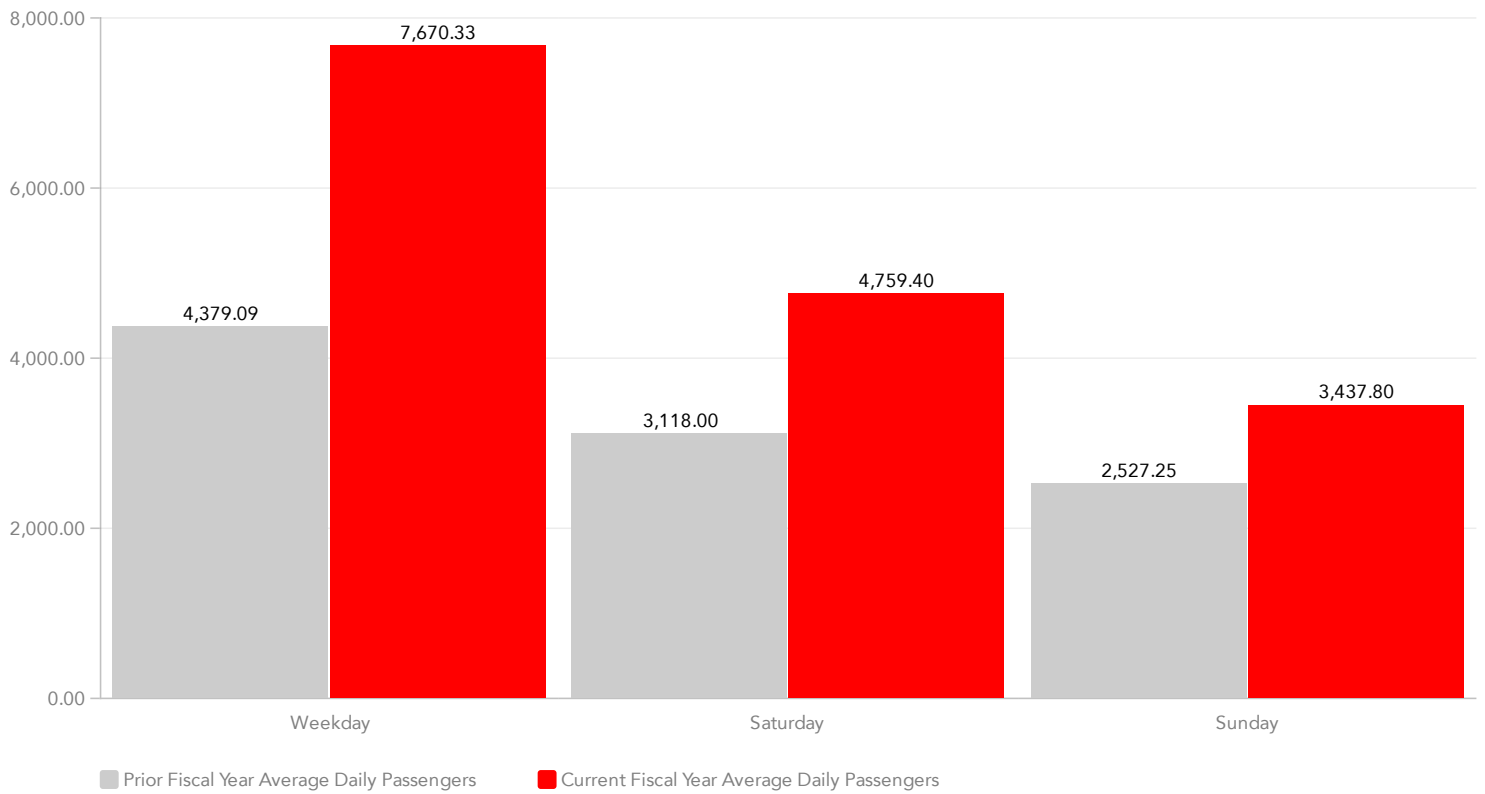


Monthly Comparison

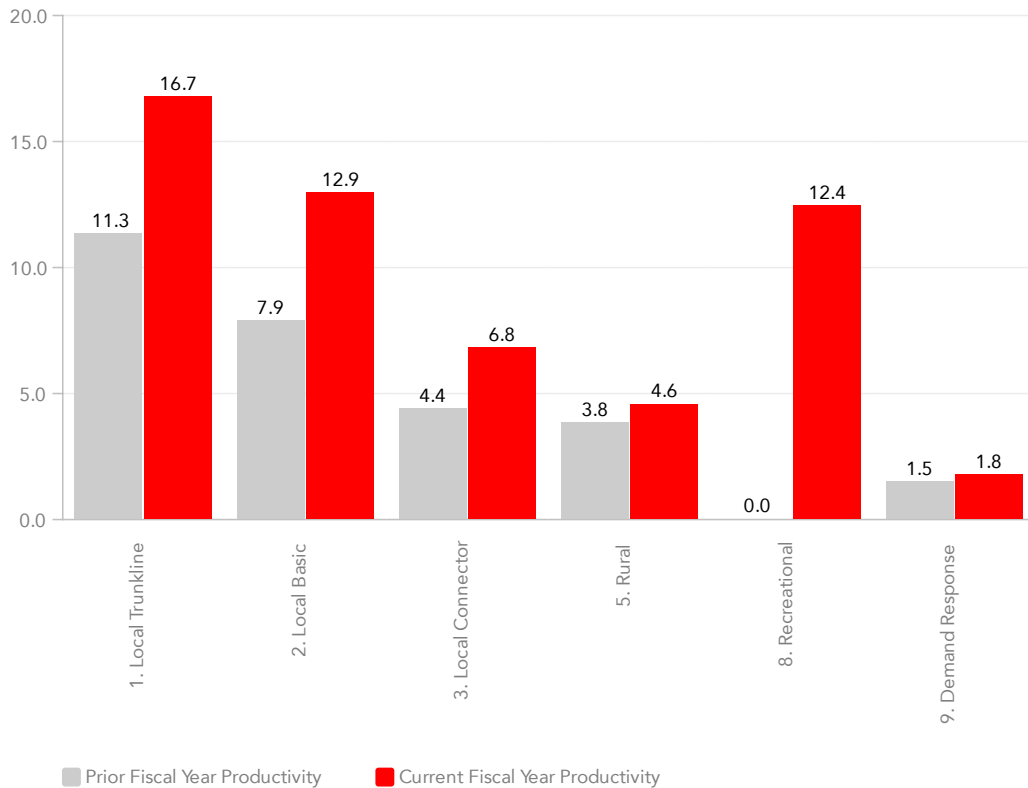
MONTH

Oct

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

**REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT
BOARD OF DIRECTORS**

Held Monday, December 6, 2021 at 10:00 A.M.

Roll Call

**Present: President Colin, Vice President Arnold, Director Lucan,
Director Rodoni, Director Rice, Director Colbert**

Absent: Second Vice President Moulton-Peters, Director Connolly

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 Colin opened the meeting at 10:02 A.M.

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

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

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

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

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

[Staff Report](#)

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

b. [Monthly Monitoring Report: September 2021](#)

Director of Finance and Capital Programs Lauren Gradia gave the report on behalf of General Manager Nancy Whelan.

{Director Connolly present at 10:05 A.M.}

Ms. Gradia introduced two new Marin Transit employees to the Board; Ceci Morales, Accounting Analyst, and Misty Phenicie, Administrative Assistant.

{Second Vice President Moulton-Peters present at 10:07 A.M.}

Ms. Gradia gave an update on the federal funding conflict with California's Public Employee Pension Reform Act (PEPRA). The US Department of Labor determined that PEPRA violates rights granted under the 1964 Urban Mass Transit Act, known as 13C, by limiting bargaining rights. Ms. Gradia reported that this issue is moving through the courts and will likely delay two grants

currently in the award process to Marin Transit. A resolution is expected this spring, and if not resolved, the impacts will become more significant.

Ms. Gradia gave in an update on the Marin Access contract transition. Staff continues to meet with community partners involved with the transition. More information will be discussed at the Marin Paratransit and Mobility meeting on December 13, 2021. Staff continues to seek new applicants and two new members will be voted on at the December meeting.

Ms. Gradia stated that permitting, design and preparation work is underway at the 3000 Kerner Blvd. facility

Operations Manager Kelly Zalewski provided a summary of the status of Transdev transition.

Ms. Gradia concluded with a report on September ridership. Overall systemwide ridership in September 2021 is included in the board report.

President Colin thanked staff for their resilience during the ongoing pandemic. Director Rice asked Lauren Gradia to talk more about the PEPRA litigation and the impact on the District's budget planning process. Ms. Gradia described it as more of a delay of funds, not a loss of funds. She added that the District is in a good financial position and anticipates the impact will be small.

President Colin asked if there is anyone from the public that wished to speak. Seeing none, she called on Second Vice President Moulton-Peters.

Second Vice President Moulton-Peters requested that the minutes include more detail from public commenters.

4. [Consent Calendar](#)
 - a. [Minutes for November 1, 2021](#)
 - b. [Adoption of Resolution 2021-12 Allowing for Continued Remote Public Meetings Under State Assembly Bill \(AB\) 361](#)
 - c. [Marin County Transit District First Quarter FY 2021/22 Financial Report](#)
 - d. [Marin County Transit District First Quarter FY 2021/22 Performance Report](#)
 - e. [Adoption of Resolution 2021-13 Appointing a Representative and Alternates to the Marin Emergency Radio Authority Board of Directors](#)

Recommended Action: Approve.

M/s: Second Vice President Moulton-Peters, Director Lucan

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

Noes: None

Absent: None

5. [FY 2020/21 Marin Transit Annual Comprehensive Financial Report](#)

Director of Finance and Capital Programs Lauren Gradia stated that the audit process went smoothly that the District had no findings in the Annual Comprehensive Financial Report (ACFR) for FY2020/21. The report includes the federally required single audit. Ms. Gradia then introduced Ryan Neilson of Brown Armstrong Accountancy Corporation, the firm in charge of performing the audit. Mr. Neilson presented on the audit process and the provided an overview the report.

Mr. Neilson highlighted that the audit team found no deficiencies in internal controls over financial reporting or in compliance that they considered to be material weaknesses. Similarly, the audit team found no material weaknesses or significant deficiencies in internal control over major federal award programs. Mr. Neilson complimented District staff's thoroughness and responsiveness throughout the audit process.

President Colin thanked Mr. Neilson. President Colin asked if any member of the Board wished to speak.

Directors Lucan and Rice commended Mr. Neilson's team for going above and beyond, especially with their internal controls.

President Colin asked if any member of the public wished to speak. Seeing none she called for a motion.

[Item 5 - Financial Report](#)

Recommended Action: Accept.

M/s: Director Rice, Director Lucan

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

Noes: None

Absent: None

President Colin adjourned the meeting at 10:29 A.M.

[Adjourn](#)

SINE DIE

PRESIDENT

ATTEST:

CLERK



January 10, 2022

711 grand ave, #110
san rafael, ca 94901

ph: 415.226.0855
fax: 415.226.0856
marintransit.org

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

SUBJECT: Adoption of Resolution 2022-01 Allowing for Continued Remote Public Meetings Under State Assembly Bill (AB) 361

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: Staff recommends that your Board adopt Resolution 2022-01 finding that the proclaimed State of Emergency continues to impact the ability to meet safely in person and declaring that the District Board of Directors will continue to meet remotely to ensure the health and safety of the public.

SUMMARY: On September 16, 2021, Governor signed Assembly Bill (AB) 361 into law, effective October 1, 2021, to allow agencies to use teleconferencing for public meetings during proclaimed state of emergencies without requiring the teleconference locations to be accessible to the public or a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency’s jurisdiction. AB 361 will sunset on January 31, 2024.

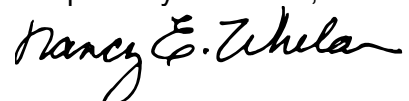
Your Board approved a resolution allowing for remote meetings at the October 4, 2021, November 1, 2021, and December 6, 2021 Board of Directors meetings. To continue meeting under AB 361, your Board is required to declare every 30 days that it has reconsidered the circumstances of the State of Emergency and determine if conditions meet one of the two criteria listed below.

1. State or local health officials have imposed or recommend measures to promote social distancing, or
2. The legislative body finds that meeting in person would present imminent risks to the health or safety of attendees.

Based on recommendations from the Marin County Health and Human Services, staff views that criteria 2 remains applicable. The attached letter from Marin County Health and Human Services Director, Benita McLarin, recommends a continued emphasis on social distancing measures such as using video/teleconferencing when it meets community needs and spacing at in-person meetings so that individuals from different households are not sitting next to each other. There has been no update from Marin County Health Department officials that alters this recommendation.

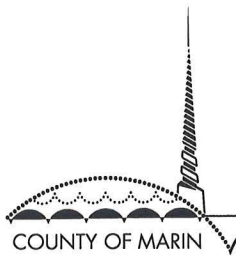
FISCAL IMPACT: There is no fiscal impact.

Respectfully submitted,

A handwritten signature in black ink that reads "Nancy E. Whelan". The signature is written in a cursive style with a large, stylized 'N' and 'W'.

Nancy Whelan
General Manager

Attachments



DEPARTMENT OF
HEALTH AND HUMAN SERVICES

Promoting and protecting health, well-being, self-sufficiency, and safety of all in Marin County.



Benita McLarin, FACHE
DIRECTOR

20 North San Pedro Road
Suite 2002
San Rafael, CA 94903
415 473 6924 T
415 473 3344 TTY
www.marincounty.org/hhs

September 22, 2021

Dennis Rodoni
President, Board of Supervisors
3501 Civic Center Drive, 3rd Floor
San Rafael, CA 94903

Re: Public Meetings/Social Distancing

Dear President Rodoni:

On September 20, 2021, Governor Newsom signed AB 361. The legislation provides that local agencies may continue to hold certain public meetings via video/tele-conference as they have done during the Covid-19 emergency. The legislation allows such meetings to continue during a proclaimed state of emergency if state or local officials have recommended measures to promote social distancing.

Local government meetings are indoor meetings that are sometimes crowded, involve many different and unfamiliar households, and can last many hours. Given those circumstances, I recommend a continued emphasis on social distancing measures as much as possible to make public meetings as safe as possible. These measures can include using video/tele-conferencing when it meets community needs and spacing at in-person meetings so that individuals from different households are not sitting next to each other. I will notify you if this recommendation changes while the Governor's state of emergency for COVID-19 remains in place.

Respectfully,

Benita McLarin
Director, Health & Human Services

cc: Matthew H. Hymel, CAO
Brian E. Washington, County Counsel

RESOLUTION #2022-01**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE MARIN COUNTY
TRANSIT DISTRICT MAKING FINDINGS THAT THE PROCLAIMED STATE OF
EMERGENCY CONTINUES TO IMPACT THE ABILITY TO MEET SAFELY IN
PERSON AND DECLARING THAT THE BOARD OF DIRECTORS WILL CONTINUE
TO MEET REMOTELY IN ORDER TO ENSURE THE HEALTH AND SAFETY OF
THE PUBLIC**

WHEREAS, the Marin County Transit District (the “District”) is committed to preserving and nurturing public access and participation in meetings of the Board of Directors; and

WHEREAS, all meetings of the District’s legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the District’s legislative body conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19; and

WHEREAS, on March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place; and

WHEREAS, as a result of Executive Order N-29-20, staff set up Zoom teleconference meetings for all District Board of Directors meetings; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, which specified that Executive Order N-29-20 would remain in effect through September 30, 2021, at which point it would expire; and

WHEREAS, since the issuance of Executive Order N-08-21, the Delta variant has emerged, causing a spike in COVID-19 cases throughout the state; and

WHEREAS, the Governor's proclaimed State of Emergency remains in effect, and State and local officials, including the Marin County Director of Health and Human Services, the

California Department of Public Health, and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing; and

WHEREAS, on September 16, 2021, the Governor signed Assembly Bill 361 into law, as urgency legislation that goes into effect on October 1, 2021, amending Government Code Section 54953 of the Brown Act to allow legislative bodies to continue to meet remotely during a proclaimed state of emergency, provided certain conditions are met and certain findings are made; and

WHEREAS, the continued local rates of transmission of the virus and variants causing COVID-19 are such that the Director of Health & Human Services has recommended that the County continue to emphasize social distancing in order to minimize the potential spread of COVID-19 during indoor, public meetings.

WHEREAS, the District cannot maintain adequate safe social distance between members of the public, Board members and staff in their respective meeting locations; and

WHEREAS, because of the rise in cases due to the Delta variant, the District is concerned about the health and safety of attendees, the District's Board of Directors desires to take the actions necessary to comply with AB 361 and to continue to hold its Board and committee meetings remotely.

NOW, THEREFORE, THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS RESOLVES AS FOLLOWS:

1. The Board has reconsidered the circumstances of the State of Emergency, and finds that:
 - a. The factors triggering the State of Emergency continue to directly impact the ability of the members of the Board of Directors and District staff, and members of the public to meet safely in person; and
 - b. State and local officials continue to recommend measures to promote social distancing.
2. District Board of Directors meetings will continue to be conducted remotely for the next 30 days in compliance with AB 361 and Government Code Section 54953(e)(2), in order to ensure the health and safety of the public while providing access to public meetings.
3. The Board will reconsider the circumstances of the State of Emergency and revisit the need to conduct meetings remotely within 30 days of the adoption of this Resolution.

REGULARLY PASSED AND ADOPTED this 6th day of December 2021.

Board President

ATTEST:

Board Secretary



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marintransit.org

January 10, 2022

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

SUBJECT: Marin Transit 2021 Accomplishments and 2022 Look Ahead

board of directors

Dear Board Members:

kate colin
president
city of san rafael

RECOMMENDATION: Information only.

judy arnold
vice president
supervisor district 5

SUMMARY: As we begin a new year, staff has reflected on our organization's accomplishments in 2021 and we look forward to the challenges and opportunities the new year will bring. Attached is a list of 2021 accomplishments and a look ahead into calendar year 2022. The ongoing pandemic delayed some of our planned activities while our efforts were redirected at more pressing issues. Among the 2021 highlights, Marin Transit:

stephanie moulton-peters
2nd vice president
supervisor district 3

- Adopted a Social Justice and Racial Equity Statement.
- Initiated a six-month free-fare pilot program for older adults and people with disabilities, and offered three free monthly transit passes to low-income families to reduce or eliminate fares as a barrier to using transit;
- Purchased warehouse and office space at 3000 Kerner Blvd., San Rafael, for vehicle maintenance and administrative functions of Marin Access programs and services;
- Completed the procurement for operation and maintenance of Marin Access services and programs and began transitioning contractors;
- Resumed supplemental school service with revised service levels due to bell time changes required by SB 328.; and
- Completed work with the Metropolitan Transportation Commission Blue Ribbon Transit Recovery Task Force to finalize the Bay Area Transit Transformation Action Plan.

damon connolly
director
supervisor district 1

eric lucan
director
city of novato

katie rice
director
supervisor district 2

dennisrodoni
director
supervisor district 4

In 2022, Marin Transit will:

brian colbert
alternate
town of san anselmo

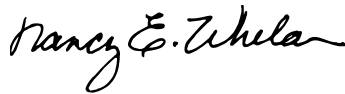
- Continue development of and update our work plan to integrate equity and inclusion in all District functions, and engage community partners to develop solutions to identified issues and barriers;
- Complete installation of electric infrastructure and chargers for electric buses and make security improvements at 600 Rush Landing, Novato;

- Accept delivery of four battery electric buses as a part of Marin Transit’s plan to convert the fleet to zero emission vehicles;
- Continue to work with the Metropolitan Transportation Commission and Bay Area transit operators on Transit Network Management and Transformation Action Plan initiatives; and
- 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.

We are pleased to have continued to flexibly meet the needs of our riders in 2021, and we look forward to continuously improving our programs and services in 2022.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,



Nancy Whelan
General Manager

Attachment

Marin Transit 2021 Accomplishments

SERVICE IMPROVEMENTS AND RIDERSHIP

- ❖ Marin Transit provided nearly 1.5 million unlinked passenger trips in FY 2020/21 with over 215,000 revenue hours of service. Demand Response programs carried 53,423 passenger trips in FY 2020/21 and provided 27,302 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 adjusted schedules in June and August of 2021 to respond to changes in the regional transit services provided by Golden Gate and to prepare for the return of K-12 classes in the fall.
- ❖ Despite the pandemic, continued to carry more passengers than any other transit agency in the North Bay (Marin, Sonoma, Napa, and Solano Counties).

Continued the sixth 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 622) between San Rafael and College of Marin in Kentfield.

- ❖ Continued to manage yellow school bus service for Reed Union School District.
- ❖ Continued to contract for yellow school bus operations in Ross Valley for the sixth year. Conducted outreach and route restructuring to prepare for the return of service in the fall of 2021.
- ❖ Distributed 2,348 youth pass stickers to 24 public schools in FY 2020/21. Of these passes, 100% were free to income-qualified students.
- ❖ In FY 2020/21, distributed \$232,085 in Measure AA yellow school bus funding and made program adjustments to reflect conditions that changed due to the pandemic and help provide resources to re-start and retain yellow bus service.
- ❖ Published a Marin Transit Rider's Guide four 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 9,000 calls from seniors, persons with disabilities, and caregivers.
- ❖ Travel Navigators processed nearly 200 ADA-paratransit applications including applications for new riders and those recertifying their eligibility.

- ❖ Approved or recertified 573 LIFA applications - a 37 percent increase in eligible participants over 2020.
- ❖ Continued participation in the Metropolitan Transportation Commission's Clipper START Program to offer discounts to eligible low-income riders.
- ❖ Implemented a free transit pass pilot program for families of low-income students in October 2021. Three one-month free transit passes were provided to eligible applicants.
- ❖ Initiated a six month free fare pilot program on local fixed routes for seniors and people with disabilities.
- ❖ Offered free fares on fixed route services countywide during the 4th of July weekend (July 3-5).
- ❖ Resumed supplemental school service with reduced service levels due to bell time changes required by SB 328. Re-numbered supplemental school routes as the 600 series consistent with the numbering sequence used by other Bay Area public transit agencies.
- ❖ Conducted a workshop on service contracts and financial outlook in preparation for RFPs for service and negotiation of a new service contract with Golden Gate Transit.
- ❖ Awarded a contract for operation of Marin Access Services to Transdev Services, Inc.
- ❖ Executed two revocable license agreements with Golden Gate Transit for paratransit vehicle parking in Novato and San Rafael.

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.

- ❖ Continued all to ensure health and safety of employees and riders. Published Healthy Transit Plan metrics monthly.
- ❖ Maintained safe distancing requirements on buses through June 15, 2021 (capacity restrictions relaxed on May 19 and lifted on June 15) and reported passups and complaints monthly to the Board and MTC.
- ❖ Implemented a tiered payment structure for Marin Access services to recognize the ridership and workforce needs during the pandemic.
- ❖ Travel Navigators helped riders find transportation resources during COVID including opportunities for grocery delivery, prescription delivery and transportation to/from COVID testing and vaccination centers.
- ❖ Allocated Measure AA yellow bus funding to eligible programs for continuation of services, re-mobilization and other costs due to the suspension of most yellow bus programs.
- ❖ Offered free fares on fixed route services to riders to/from vaccination appointments.

- ❖ Resumed supplemental routes for certain schools as they re-opened in March 2021. Additional supplemental service was resumed in Fall 2021 when capacity restrictions on buses had been lifted and more in-classroom instruction began.
- ❖ Resumed Muir Woods Shuttle service on June 19, 2021 after a 15 month suspension due to the pandemic.

CAPITAL INVESTMENTS

Vehicles

- ❖ Purchased four 29-foot heavy duty XHFs to replace four 32-foot cutaways used on Stage and Rural services.
- ❖ Submitted purchase order for two 35-foot heavy duty XHFs to replace similar buses for the Muir Woods Shuttle Program.
- ❖ Submitted purchase order for four 40-foot Battery Electric Buses which will be delivered in early 2022.
- ❖ Submitted purchase order for five accessible vans which will replace five paratransit vehicles beyond their useful life.

Facilities

- ❖ Purchased property at 3000 Kerner in San Rafael for Marin Access services vehicle maintenance and administration.
- ❖ Purchased four chargers for battery electric buses to be installed at 600 Rush Landing in Novato.
- ❖ Began construction of electric bus charging infrastructure improvements at 600 Rush Landing.
- ❖ Completed design and construction projects to repair the roof, replace sewer lateral, and fence the property at 3000 Kerner.
- ❖ Completed design for renovations in the office space and warehouse space at 3000 Kerner.
- ❖ Continued search for potential site alternatives for a Marin Transit Operations and Maintenance Facility.
- ❖ Initiated design for accessibility improvements at up to twenty bus stops throughout Marin County.
- ❖ Continued to seek funding opportunities to construct prioritized bus stop improvements.

PLANNING AND COORDINATION WITH PARTNERS

- ❖ Participated in the Metropolitan Transportation Commission's (MTC) Blue Ribbon Transit Recovery Task Force. The work of the Task Force concluded in July 2021 with the adoption of a Regional Transit Transformation Action Plan.
- ❖ Conducted a Board workshop to plan for Marin Transit's near-term future, focusing on ridership and revenue forecasts and assumptions in preparation for the FY 21/22 annual budget.
- ❖ Researched barriers to fares and evaluated fare policy with key stakeholders. Recommended a three part pilot program offering free fares to those riders who need it most.
- ❖ Restructured the contract for Marin Access services and completed an extensive procurement process for a new contract. The new contract consolidates demand response operations and maintenance, mobility management, and Connect scheduling and administration.
- ❖ Participated in TAM's US 101 Part-time Transit Lane Feasibility Study. Project would have travel time savings and reliable improvements for local buses operating on Highway 101 between Novato and San Rafael.
- ❖ Conducted a Customer Fare Payment Survey seeking riders' input on Marin Transit fares and fare assistance programs.
- ❖ Engaged in several marketing campaigns: All Aboard Bay Area Transit, California Clean Air Day, Marin Transit Free Fares for Seniors/ADA and low-income families, and rider awareness of Marin Transit fare assistance programs.
- ❖ Developed and implemented a new web based platform to manage eligibility data for Marin Access programs
- ❖ Continued coordination and planning efforts with the National Park Service on the Muir Woods Shuttle.
- ❖ Reviewed and commented on the Draft Environmental Impact Report for a permanent relocation of the San Rafael Transit Center.

ADMINISTRATION AND PERSONNEL

- ❖ Campaign to acknowledge transit workers in January 2021.
- ❖ Adopted a Social Justice and Racial Equity Statement.
- ❖ Added a new Financial Analyst position to address increased workload from new programs, new federal and regional reporting requirements, and an overall increase in responsibilities and transactions.
- ❖ Created and hired the District's first Marketing and Outreach Coordinator.

- ❖ Completed Marin Transit's second Federal Transit Administration Triennial Review with one finding.
- ❖ Completed required anti-harassment training for all staff.
- ❖ Attended a variety of technical and professional trainings and webinars.
- ❖ Attended and presented at the California Transit Association Annual Conference.
- ❖ Maintained fully funded emergency and contingency reserves and added to the capital reserve in anticipation of purchasing a site for maintaining and storing buses.
- ❖ Received another clean annual financial audit.

In Response to COVID-19

- ❖ Received and managed federal Coronavirus Response and Relief Supplemental Appropriations Act and American Rescue Plan Act funding.
- ❖ Prepared a fact sheet on Marin Transit's innovations and challenges related to ridership and service levels during the pandemic. The fact sheet was provided to MTC to guide and inform MTC's distribution of ARP funds.
- ❖ Obtained additional ARP funds from MTC for focused recovery strategy to facilitate a new service operations agreement between Marin Transit and Golden Gate Transit.
- ❖ Amended Human Resources policies and expanded employee support for remote work environments.
- ❖ 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 service providers for ongoing added costs in response to the pandemic.
- ❖ Exercised the option years for the Michael's Transportation contract, allowing Marin Transit to continue providing yellow bus service to Ross Valley Schools.

Marin Transit 2022 Look Ahead

- ❖ Integrate diversity, equity, and inclusion throughout all Marin Transit activities
 - Monitor and update the equity 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.
- ❖ Transition the Marin Access Services Contract from Whistlestop/Vivalon to Transdev and monitor performance.
- ❖ Monitor and evaluate the Marin Transit Connect pilot and the new technology platform for trip planning, scheduling, and dispatch.
- ❖ Finalize negotiations with Golden Gate Transit for a new interagency agreement.
- ❖ Issue RFP for most/all contracted fixed route transit services.
- ❖ 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.
- ❖ Evaluate free fare pilot programs and make recommendations.
- ❖ Plan for free summer pass for students for 9 weeks in the summer.
- ❖ Update Marin Transit Title VI Program for Federal Transit Administration.
- ❖ Make improvements to 3000 Kerner facility for maintenance of paratransit fleet in February 2022.
- ❖ Make improvements to 600 Rush Landing to improve fencing and security at the site.

- ❖ Continue property search for a site for parking, vehicle maintenance, and future charging for larger buses.
- ❖ Complete purchase of four battery electric buses.
- ❖ Initiate vehicle replacement purchases of five paratransit vehicles and 7 battery-electric hybrid buses.
- ❖ Establish funding for 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.
- ❖ Participate in MTC's Regional Transit Network Management business case analysis and implementation of the Transformation Action Plan.
- ❖ Participate in San Rafael Transit Center Relocation Project design.
- ❖ Participate in Canal District Community Based Transportation Plan development.



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January 10, 2022

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

SUBJECT: Contract with Velox Design & Construction for the Construction of Renovations to 3000 Kerner Blvd.

board of directors

Dear Board Members:

kate colin
president
city of san rafael

RECOMMENDATION: Authorize General Manager to negotiate and execute a contract with Velox Design & Construction for an amount not to exceed \$346,524.68.

judy arnold
vice president
supervisor district 5

SUMMARY:

Staff recommends that your Board authorize the General Manager to enter into an agreement with Velox Design & Construction (Velox) for the construction of renovation improvements to Marin Transit's building at 3000 Kerner Blvd. The renovations will include building of interior walls, renovation of a bathroom into an ADA Accessible restroom, and other improvements to make it ready for use at the Marin Access Maintenance and Operations facility.

stephanie moulton-peters
2nd vice president
supervisor district 3

damon connolly
director
supervisor district 1

Marin Transit released an Invitation for Bids (IFB) for this project on December 17, 2021 and held a public bid opening on January 3, 2022. No bids were received. The time period for bids was relatively short due to the need to have the building ready by February 1, 2022 for the opening of the Marin Access Facility at 3000 Kerner Blvd.

eric lucan
director
city of novato

When no bids were received on January 3, 2022 Marin Transit reached out to all planholders for the project and Velox responded that they would be able to provide a bid within the next week. Marin Transit staff is recommending a sole source award of this contract due to the urgency to complete the project for operations on February 1, 2022.

katie rice
director
supervisor district 2

dennisrodoni
director
supervisor district 4

Bid Analysis by Marin Transit determined that Velox's bid is both responsive and responsible and meets all the construction requirements. The bid price is under the Architect's estimate of \$588,632. Marin Transit determines that the bid is a fair and reasonable price.

brian colbert
alternate
town of san anselmo

Once the contract is awarded, staff expects construction to begin immediately and be complete in February 2022.

FISCAL IMPACT: The bid came in under the Engineer's estimate and within the budgeted amount. The construction costs for this contract with Velox Design & Construction will not exceed \$346,524.68. These costs are included in the FY 2022 Budget as FD – Facility – Kerner Improvements. The project funded with District Capital Reserve funding.

Respectively submitted,

A handwritten signature in black ink, appearing to read "Anna Penoyar". The signature is fluid and cursive, with a large initial "A" and a long, sweeping underline.

Anna Penoyar
Capital Projects Manager



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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

January 10, 2022

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

SUBJECT: Bus Maintenance and Storage Facility Needs Update

Dear Board Members:

RECOMMENDATION: Continue authorization of the General Manager to issue non-binding offers to lease or own property for parking and maintaining the Marin Transit fleet.

SUMMARY: Marin Transit has insufficient property to maintain, park and install electrical charging infrastructure for the District's fleet of 112 vehicles. The District purchased real property at 600 Rush Landing in Novato in January 2020 and at 3000 Kerner in San Rafael in July 2021. These properties provide maintenance for paratransit vehicles and parking for approximately a third of the fixed route fleet. Maintenance for fixed route vehicles, parking for all paratransit vehicles and parking for 2/3 of the fixed route fleet is currently provided through a patchwork of leased and contractor owned facilities. This structure, while always challenging, is now a critical issue as the District converts to zero emission vehicles and needs to re-bid operations contracts. This letter reviews the prior studies that established the need for facilities, details the current contractor and District leased and owned parking and maintenance facilities, and updates the Board on current opportunities.

BACKGROUND: Marin Transit has sought to own one or more sites for operation and maintenance of the fleet for more than 10 years. Several analyses and updates have been provided to your Board in the past four years. Staff presented an update (Attachment A) on facilities at the January 2021 Board meeting and the Ad Hoc Committee on Facilities Siting has met twice in the past 14 months. Your Board authorized the General Manager to make non-binding offers to acquire property in 2015 and the Ad Hoc Committee supported a continuation of that authorization in 2019. Staff continues to apply Board adopted site evaluation criteria in analyzing properties for potential purchase or lease.

Staff presented a study on *Evaluating Costs and Benefits of a Marin Transit Operations and Maintenance Facility* to your Board in August 2017. The study assumed a future facility will serve all Marin Transit fixed route and Marin Access paratransit services, excluding those operated by Golden Gate Transit. The framework identified qualitative and quantitative costs and benefits over a ten-year period.

The analysis concluded that a District-owned facility offers substantial strategic and operational advantages over continued use of contractor-leased facilities.

Current Facilities

The District owns a fleet of 112 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 has not been available within the County of Marin and the District currently relies on seven contractor-owned and leased sites to park and maintain the fleet. This is in addition to the Marin Transit-owned sites at Rush Landing in Novato and 3000 Kerner in San Rafael, and the County-owned fueling site. Table 1 below summarizes these sites and the map in Attachment B shows their locations and functions.

Table 1 – Locations of Contractor Maintenance and Storage Yards as of February 1, 2022

Contractor	MCTD Vehicles	Location	Acreage	Function
Golden Gate Transit	24	1011 Andersen Dr, San Rafael ⁽¹⁾	9.92	Maintenance, Storage, Fueling, Charging
		1 Golden Gate Pl, Novato ⁽¹⁾	6.13	Fueling
		8 Lovell Ave, San Rafael ⁽¹⁾	1.11	Maintenance
Marin Airporter	36	1455 Hamilton Pkwy, Novato	1.88	Storage
		1301 Andersen Dr, San Rafael	~0.50	Storage
		2333 Kerner Blvd, San Rafael	0.25	Storage
		4 Peter Behr Dr, San Rafael ⁽¹⁾⁽²⁾	N/A	Fueling
		7505 Redwood Blvd, Novato	0.95	Maintenance
MV Transportation	27	600 Rush Landing, Novato ⁽¹⁾⁽³⁾	2.50	Storage, Charging
		4 Peter Behr Dr, San Rafael ⁽¹⁾⁽²⁾	N/A	Fueling
		3000 Kerner Blvd, San Rafael ⁽³⁾	0.67	Maintenance
Transdev	51 ⁽⁴⁾	1011 Andersen Dr, San Rafael (GGBHTD)	0.86	Storage
		1 Golden Gate Pl, Novato (GGBHTD)	0.35	Storage
		4 Peter Behr Dr, San Rafael ⁽²⁾	N/A	Fueling

Notes:

(1) Indicates site is equipped with Clipper communication equipment

(2) County Fuel Island

(3) Site owned by Marin Transit

(4) Includes vehicles owned by Golden Gate Transit operated under Marin Transit's paratransit contract

600 Rush Landing and 3000 Kerner Sites

The two properties acquired by Marin Transit in the past two years have helped stabilize operations but do not meet all of Marin Transit's fleet parking and maintenance facility needs.

600 Rush Landing is used primarily as a parking facility for Supplemental School, Muir Woods Shuttle and Stagecoach vehicles. There are currently twenty-seven 29 to 35 foot buses at Rush Landing. An infrastructure project is currently underway to bring additional power to the site in order to charge four 40-foot electric buses which will be parked there within the next month. There is potential to park about 16 more of the smaller (less than 32 foot) buses and two more 40ft-electric buses. Vehicles operated out of Rush Landing are maintained at a leased site about a mile away. A feasibility analysis of 600 Rush Landing determined that the site is not suitable for a large bus maintenance facility due primarily to the property's irregular shape.

Marin Transit purchased 3000 Kerner with the intent of providing a maintenance facility for smaller (20 to 24 foot) vehicles. Up to three maintenance bays will be used to service the 55 cutaway vehicles operated for Marin Access (paratransit) services. Fourteen of these vehicles are owned by Golden Gate Bridge, Highway and Transportation District (GGBHTD) and are operated under Marin Transit's contract for paratransit services. The site provides offices for administration, dispatch, schedulers, and Travel Navigators. Employee parking is available on-site, but paratransit vehicles are parked at GGBHTD owned facilities in San Rafael and Novato. GGBHTD provided the paratransit vehicle parking in a no-fee revokable license agreement with Marin Transit.

Improvements are planned or underway for both of these Marin Transit owned sites.

Facility Impact on Conversion to Zero Emissions

Marin Transit has two zero emission, battery electric buses and four additional zero emission transit buses are being delivered in January and February 2022. Marin Transit has been successful in partnering with PG&E to bring electrical capacity to the to Rush Landing facilities to charge up to six transit buses. Electrical charging infrastructure is being installed for the four new zero emission vehicles.

Due to the high cost of electric infrastructure and battery charging projects the District cannot undertake them unless the District owns or has a long term lease on the sites. This means the District cannot continue the conversion to zero emission vehicles until the District can secure additional property.

Facility Impact on Upcoming Service Contract Packages

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

Based on prior industry surveys, the District's lack of vehicle parking and facilities is the primary reason contractors do not bid on Marin Transit operations service contracts. The lack of the facilities created the need for Marin Transit to maintain four service contracts and contributes to additional administrative costs, operational inefficiencies, and the need for a larger vehicle spare

ratio. If Marin Transit had sufficient facilities, all services could be operated by one contractor and the District would be able to provide the maximum service level for the public.

All Marin Transit fixed route contracts are close to expiring and staff is actively developing the next procurement for contract operations. In addition, staff is in negotiations with Golden Gate Bridge Highway and Transportation District (GGBHTD) for a new operations and maintenance contract. GGBHTD is the District's highest cost operator and the outcome of those negotiations will determine how much service Marin Transit can afford to operate with GGBHTD.

Upcoming Facility Needs

Marin Transit's goal is to have the ability to park and maintain all of its 100+ vehicles. Of the 100+ transit vehicles owned by Marin Transit, about 31 larger buses (30-40ft vehicles) and 16 smaller buses can be parked at 600 Rush Landing and all the smaller cutaway transit vehicles (vans and shuttles) can be maintained at 3000 Kerner. Currently, all other vehicle parking and maintenance is accommodated on sites leased by Marin Transit or owned/leased by contractors. To meet future requirements for a zero-emission fleet and to stabilize the operation, the District needs:

- additional permanent parking for at least 30-35 larger buses,
- additional permanent parking for about 50 smaller transit vehicles,
- a large bus maintenance facility to accommodate full-size buses, and
- employee parking, break rooms, and administrative space at the parking and maintenance locations.

Marin Transit staff continue to look for opportunities to purchase suitable sites for these purposes.

Exact facilities needs are dependent on many factors including parcel configuration (which determines usable space), contract service packages and vehicles assigned to the contract, vehicle size and fuel type, and number of contractors. We will need to match these needs with the upcoming service contract packages.

Opportunities for Additional Facilities

Marin Transit staff continues to look for sites to purchase. The District is looking at sites for paratransit vehicle parking adjacent to the new paratransit maintenance facility.

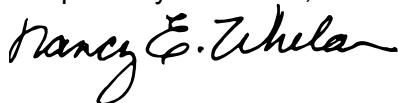
Identification of a site for maintenance and parking of larger fixed route vehicles is significantly more challenging. Staff continues to identify and pursue opportunities to acquire publicly and privately owned property. Marin Transit staff has asked to purchase or lease excess property owned by GGBHTD as a part of the current contract negotiations.

As this work progresses, staff recommends that your Board continue to authorize the General Manager to make non-binding offers for the purchase or lease of property to operate and maintain Marin Transit's fleet. Your Board last made this authorization in 2015. The Board's Ad Hoc Site Evaluation Committee continues to meet with staff to provide guidance and direction for evaluating potential sites. All final purchase or lease agreements for real property will be considered by your Board for approval.

FINANCIAL IMPACT:

There is no current fiscal impact. Staff will evaluate any future investment in bus maintenance and storage facilities and will return to the Board with the results of the evaluation and recommendations for consideration.

Respectfully submitted,



Nancy Whelan
General Manager

Attachment A: January 11, 2021 Board item: Bus Maintenance and Storage Facility Needs
Attachment B: Map of Marin Transit and Contractor Owned and Leased Facilities



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January 11, 2021

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

SUBJECT: Bus Maintenance and Storage Facility Needs

Dear Board Members:

board of directors

dennis rodoni
president
supervisor district 4

kate colin
vice president
city of san rafael

judy arnold
2nd vice president
supervisor district 5

damon connolly
director
supervisor district 1

eric lucan
director
city of novato

katie rice
director
supervisor district 2

kathrin sears
director
supervisor district 3

RECOMMENDATION: Information only.

SUMMARY: Marin Transit purchased real property at 600 Rush Landing in Novato in January 2020. While this property meets some of Marin Transit's needs, the District needs additional property for parking and maintenance. This letter details the contractor leased and owned parking and maintenance facilities and discusses the advantages for the District in owning facilities. It will also describe the planned improvement for the Rush Landing location and ongoing efforts to identify additional properties to purchase.

BACKGROUND:

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 sites.

Current Facilities

The District's fleet is operated and maintained at storage and maintenance facilities owned or leased by contractors located throughout the county, as shown in Table 1 below and in the map included as Attachment A. For the short term, Marin Transit has been able to operate and expand services with these dispersed facilities. However, the District has identified the necessity of investing in a permanent facility as it transitions to hybrid electric and battery electric buses.

Staff presented a study on *Evaluating Costs and Benefits of a Marin Transit Operations and Maintenance Facility* to your Board in August 2017. The study assumed a future facility will serve all Marin Transit fixed route and Marin Access paratransit services, excluding those operated by Golden Gate Transit. The framework identified qualitative and quantitative costs and benefits over a ten-year

period. The analysis concluded that a District-owned facility offers substantial strategic and operational advantages over continued use of contractor-leased facilities.

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.

Table 1 - Locations of Contractor Maintenance and Storage Yards

Contractor	Vehicles	Location	Acreage	Function
Golden Gate Transit	23	1011 Andersen Drive, San Rafael ⁽¹⁾	9.92	Maintenance, Storage, Fueling
		1 Golden Gate Place, Novato ⁽¹⁾	2.94	Fueling
		8 Lovell Ave, San Rafael	1.11	Maintenance
Marin Airporter	31	1455 Hamilton Parkway, Novato	1.88	Storage
		1301 Andersen Dr, San Rafael	~0.5	Storage
		3833 Redwood Hwy, San Rafael	2.08	Storage
		4 Peter Behr Dr, San Rafael ⁽¹⁾⁽²⁾	N/A	Fueling
MV Transportation	22	7505 Redwood Blvd, Novato	0.95	Maintenance
		600 Rush Landing, Novato ⁽¹⁾⁽³⁾	2.5	Storage, Fueling
		12784 Sir Francis Drake Blvd, Inverness	~0.1	Storage
		4 Peter Behr Dr, San Rafael ⁽¹⁾⁽²⁾	N/A	Fueling
Marin Coordinating Council	55 ⁽⁴⁾	15 Jordan St, San Rafael	0.58	Maintenance
		648 Lindaro St, San Rafael	0.74	Storage
		7409 Redwood Blvd, Novato	0.61	Storage
		4 Peter Behr Dr, San Rafael ⁽¹⁾⁽²⁾	N/A	Fueling

Notes:

- (1) Indicates site is equipped with Clipper communication equipment
- (2) County Fuel Island
- (3) Site Purchased by Marin Transit in 2020
- (4) Includes vehicles owned by Golden Gate Transit operated under Marin Transit's paratransit contract

Site Evaluation Criteria

In June 2015, your Board authorized the General Manager to identify and initiate negotiations on terms to purchase or lease sites for a maintenance and operations facility. In October 2016, your Board established goals and criteria for evaluating potential bus maintenance and operations facility sites. Attachment B, *Initial Site Evaluation and Criteria for Siting a Marin Transit Bus Maintenance and Operations Facility*, describes these selection criteria. At a minimum, the site should be at least three acres for a single site or two sites in combination, consistent with the local jurisdiction's General Plan, and the site purchase and development should be financially feasible and cost-effective. Other Board-adopted location criteria include:

1. Within Marin County to minimize deadhead or non-revenue service costs
2. Accessible to US 101
3. Compatible land use / good neighbor potential
4. Sufficient size and accessibility to maneuver and store buses
5. Primary egress and ingress routes to site are compatible with local circulation plan
6. Site readiness
7. Minimal vulnerability in case of a natural disaster
8. Title VI Equity Analysis
9. Preliminary Analysis of Potential Environmental Impacts on Site Surroundings

With the assistance of a commercial real estate broker, staff explored over fifty sites to identify those that might meet the District's fleet and facility needs as well as the selection criteria. Any future site will be evaluated using the same criteria.

Rush Landing Site Evaluation and Potential Improvements

Attachment C summarizes the full site evaluation for Rush Landing based on the above criteria. The property fulfills many of the evaluation criteria. Due to the size and shape of the site, it cannot adequately store the District's entire fleet and is not suitable for a large maintenance facility. Marin Transit currently parks over 20 buses at Rush Landing, and there is potential to park up about 20 more. Marin Transit's ownership of the site will attract additional bidders for contract operations. Competition will be further enhanced with site improvements and acquiring additional parking and maintenance facility capacity.

The District has several projects underway to improve 600 Rush Landing. One project will bring additional power and electric bus charging infrastructure to the site. Another project will determine the feasibility of constructing maintenance bays on the site. This may eliminate the need for one or more contractor-leased maintenance yards.

Upcoming Needs

Staff have identified the following site requirements for additional property that reflect planning for future operations and maintenance needs. These criteria may be met by a new site alone or together with 600 Rush Landing:

Table 2 - Potential Needs for Parking and Maintenance

Potential Needs	Parking/Other	Maintenance (minimum)
Paratransit	55 Cutaways	3 smaller maintenance bays
Rural, Seasonal/MWS, Supplemental School	21 Buses	2 maintenance bays

Local and Fixed Route (excluding GGT-operated)	31 Buses	3 larger maintenance bays
All	Employee parking Scheduling/dispatch office Driver/employee break room	

Golden Gate Transit owns sufficient land for the operation of Marin Transit's services. For this reason, needs for fleet operated by them have been excluded from this list.

Marin Transit is also looking at when contracted services will go out to bid because this is when potential savings of owning and providing parking and maintenance facilities to contractors will be realized. Table 3 shows the current operations and maintenance contracts and their end dates. Golden Gate Transit's contract has been omitted here due to their existing ability to maintain and park vehicles.

Table 3 - Current Service Contracts

Contract Provider	Services	Contract Expiration
Marin Coordinating Council (Vivalon)	Marin Access - Paratransit services (partner with GGT) - Demand Response - Travel Navigators	Contract end: 6/30/2020 1 st Option year end: 6/30/21 One additional option year remaining
MV Transportation	Fixed Route Services - Rural service - Seasonal/MWS - Supplemental School	Contract end: 6/30/21 Two option years available
Marin Airporter	Fixed Route Services - Local shuttle - Local big bus	Contract end: 6/30/21 Two option years available

Marin County properties that meet the District's needs are rare. Marin Transit is concurrently focused on properties with built in potential for a maintenance facility. As noted above, there is some capacity to expand parking at 600 Rush Landing. In seeking candidate locations for a maintenance facility, desired features include the capacity for:

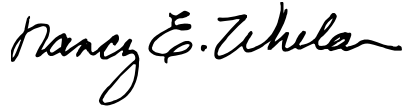
- Warehouse or automotive use
- Roll up garage doors/maintenance bays
- 16+ feet clear height
- Ingress/egress – access and flow
- All utilities
- Parts supply storage
- Some office and breakroom.

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

FINANCIAL IMPACT:

There is no current fiscal impact. Staff will evaluate any future investment in bus maintenance and storage facilities and will return to the Board with the results of the evaluation and recommendations for consideration.

Respectfully submitted,

A handwritten signature in black ink that reads "Nancy E. Whelan". The signature is written in a cursive style with a large, looped 'N' and 'W'.

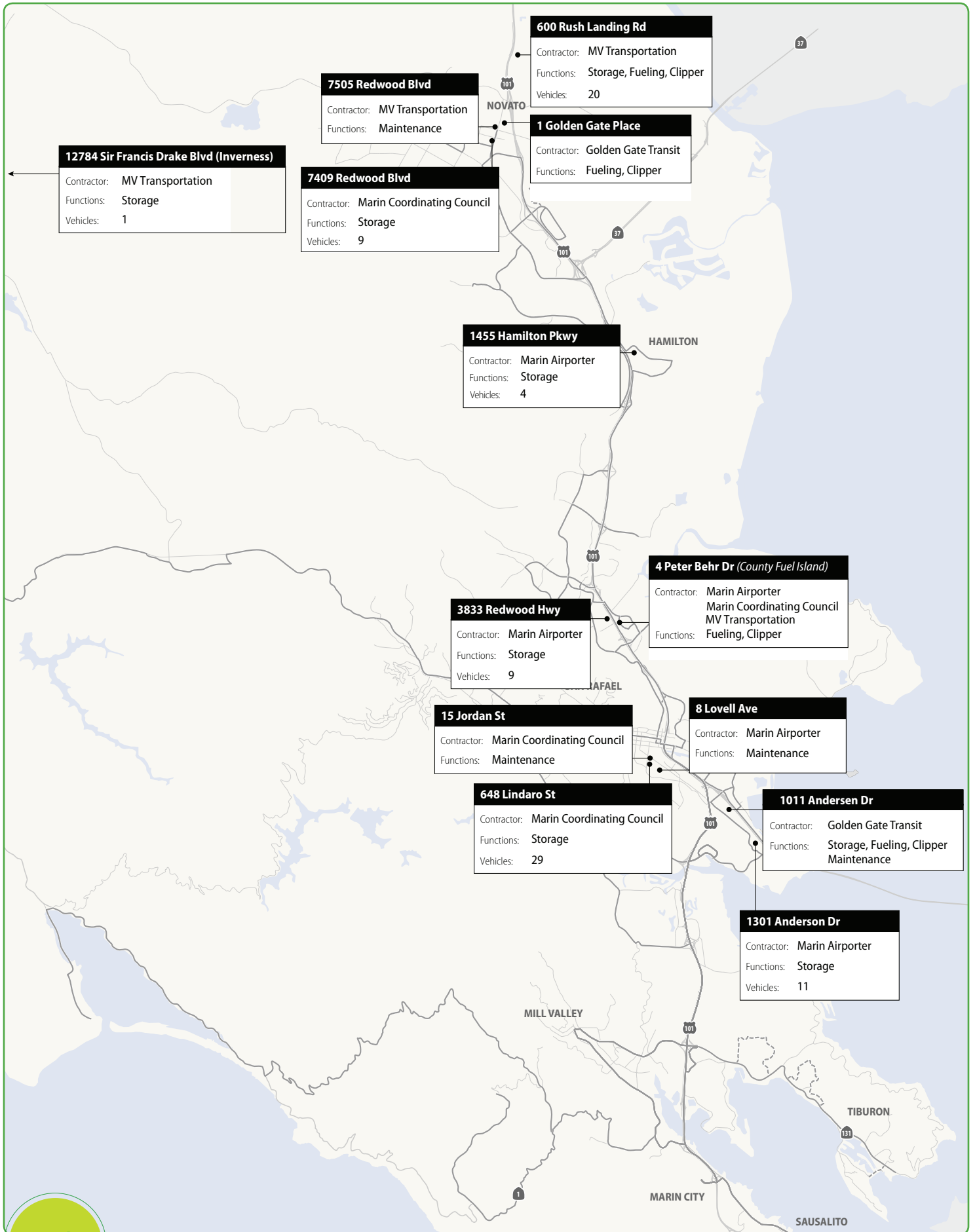
Nancy Whelan
General Manager

Attachment A: Map of Contractor Owned and Leased Facilities

Attachment B: Site Evaluation Criteria

Attachment C: Site Evaluation Criteria for 600 Rush Landing

Attachment D: Project Fact Sheet



Facility Locations and Functions by Contractor

Threshold Criteria

These requirements must be met. If they are not met, the site will be rejected.

- A Minimum size for a single site or combination of two sites shall be at least 3 acres.
- B Land use shall be consistent with the General Plan.
- C Purchase and development of the site shall be financially feasible and cost effective.

Selection Criteria		Potential Score
1	Minimize deadhead or non-revenue service costs	Peak period travel time to San Rafael Transit Center (SRTC) less than 12 minutes and within 4 miles
		Peak period travel time to SRTC between less than 25 minutes and within 8 miles
		Peak period travel time to SRTC less than 40 minutes and within 12 miles
		Peak period travel time to SRTC more than 40 minutes or 12 miles
2	Accessible to US 101	Within 1 minute from a US 101 on ramp
		Within 5 minutes from a US 101 on ramp
		Within 10 minutes from a US 101 on ramp
		10+ minutes from a US 101 on ramp
3	Compatible land use / good neighbor potential	Current zoning and use is same or similar to proposed bus maintenance and storage facility use
		Zoning is consistent with a bus maintenance and storage facility, or the site is eligible for a conditional use permit
4	Sufficient size and accessibility to maneuver and store buses	Accommodates 75 bus and shuttle vehicles
		Accommodates 45 - 75 bus and shuttle vehicles
		Accommodates 30-45 bus and shuttle vehicles
		Accommodates less than 30 bus and shuttle vehicles
5	Primary egress and ingress routes to site are compatible with local circulation plan	Primary access route is adjacent to or on frontage road of highway
		Primary access route is on arterial
		Primary access route is on local collector
6	Site Readiness	Developable within three years
		Developable within five years
		Developable within ten years
		<i>*Extra point if site is partially available within 2 years</i>
7	Minimal vulnerability in case of a natural disaster	Multiple bus and shuttle vehicle access opportunities
		Single point of vehicle access
8	Results of Title VI Equity Analysis as specified in FTA guidance C 4702.1B, issued in October 2012	No Title VI equity impacts
		Identified impacts can be reasonably mitigated
		Site meets minimum Title VI requirements based on substantial legitimate justification, though identified impacts cannot be reasonably mitigated
9	Preliminary Analysis of Potential Environmental Impacts on Site Surroundings	Indicates minimal or no Environmental Justice impacts, consistent with FTA guidance C 4037.1, issued in August 2012

Scoring: ● 3 Best ◐ 2 Adequate ◑ 1 Less than Adequate ○ 0 Inadequate

600 Rush Landing

Threshold Criteria








These requirements must be met. If they are not met, the site will be rejected.

A	Minimum size for a single site or combination of two sites shall be at least 3 acres.	✓
B	Land use shall be consistent with the General Plan.	✓
C	Purchase and development of the site shall be financially feasible and cost effective.	✓

Selection Criteria

1	Minimize deadhead or non-revenue service costs	Peak period travel time to San Rafael Transit Center (SRTC) less than 12 minutes and within 4 miles	
		Peak period travel time to SRTC between less than 25 minutes and within 8 miles	
		Peak period travel time to SRTC less than 40 minutes and within 12 miles	
		Peak period travel time to SRTC more than 40 minutes or 12 miles	
2	Accessible to US 101	Within 1 minute from a US 101 on ramp	
		Within 5 minutes from a US 101 on ramp	
		Within 10 minutes from a US 101 on ramp	
		10+ minutes from a US 101 on ramp	
3	Compatible land use / good neighbor potential	Current zoning and use is same or similar to proposed bus maintenance and storage facility use	
		Zoning is consistent with a bus maintenance and storage facility, or the site is eligible for a conditional use permit	
4	Sufficient size and accessibility to maneuver and store buses	Accommodates 75 bus and shuttle vehicles	
		Accommodates 45 - 75 bus and shuttle vehicles	
		Accommodates 30-45 bus and shuttle vehicles	
		Accommodates less than 30 bus and shuttle vehicles	
5	Primary egress and ingress routes to site are compatible with local circulation plan	Primary access route is adjacent to or on frontage road of highway	
		Primary access route is on arterial	
		Primary access route is on local collector	
6	Site Readiness	Developable within three years	 +1
		Developable within five years	
		Developable within ten years	
		+1 * <i>Extra point if site is partially available within 2 years</i>	

600 Rush Landing

7	Minimal vulnerability in case of a natural disaster	 Multiple bus and shuttle vehicle access opportunities	
		 Single point of vehicle access	
8	Results of Title VI Equity Analysis as specified in FTA guidance C 4702.1B, issued in October 2012	 No Title VI equity impacts	N/A
		 Identified impacts can be reasonably mitigated	
		 Site meets minimum Title VI requirements based on substantial legitimate justification, though identified impacts cannot be reasonably mitigated	
9	Preliminary Analysis of Potential Environmental Impacts on Site Surroundings	 Indicates minimal or no Environmental Justice impacts, consistent with FTA guidance C 4037.1, issued in August 2012	N/A

Scoring:  **3** Best  **2** Adequate  **1** Less than Adequate  **0** Inadequate

Marin Transit

Bus Maintenance & Storage Facility

January 2021

- Goals:**
- Reduce ongoing operational costs
 - Increase competition for future service operation contracts
 - Reduce long term risks

Estimated Project Cost: \$30,500,000

Land Required: 3+ acres

Vehicles: 98 buses and shuttles

Maintenance Bays: 3 - 5

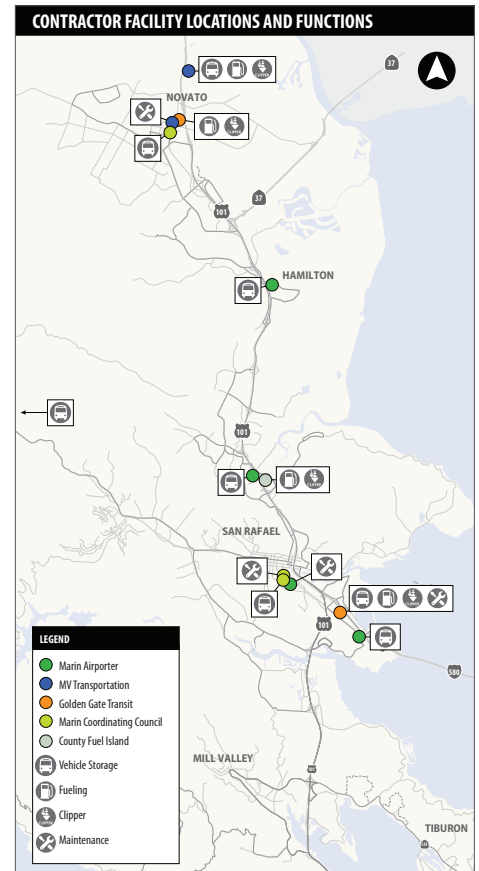
Summary

Marin Transit operates local fixed route, paratransit, and mobility management services under contracts with four providers. Marin Transit provides these contractors with the vehicles needed to operate the service and relies on them to provide maintenance and storage facilities. Between all of the contractors, this amounts to four maintenance yards, eight storage yards, and four fueling locations all within the county.

Marin Transit purchased a 2.5 acre parcel in January, 2020 at 600 Rush Landing to park vehicles. Marin Transit is investigating whether maintenance can be added to the site, and is in the meantime looking for additional facility leasing or purchasing opportunities to increase competition for contracted services to include bidders who do not have access to land within the county, reduce risk long term risk, and consolidate existing facilities.

Site Evaluation Criteria

- Minimize deadhead or non/revenue service costs
- Accessible to US 101
- Sufficient size and accessibility to maneuver and store buses
- Compatible land use/good neighbor potential
- Primary egress and ingress routes are compatible with local circulation plan
- Site Readiness (Ready for development)
- Minimal vulnerability in case of a natural disaster
- Minimal Title VI equity impacts
- Minimal or no Environmental Justice impacts



Desired Vehicle Capacity

- 40' Buses - 14 spaces
- 35' Buses - 24 spaces
- 30' Buses - 12 spaces
- 29' Shuttle - 12 spaces
- 24' Shuttle - 14 spaces
- 22' Paratransit - 22 spaces
- Employee parking - 150+ spaces
- Maintenance Bays - 3 to 5



Example of maintenance bays



Successes - 600 Rush Landing, Novato

- Marin Transit purchased 600 Rush Landing in January 2020
- Site is 2.5 acres and irregularly shaped, bordered by U.S. Hwy 101 on the western border, and SMART train tracks to the east
- Site currently accomodates parking for 20 buses, with capacity for ~20 more.



Bus parking at 600 Rush Landing

Active Site Improvement Projects

- ⚡ Battery Electric Bus power and charging installation
- 🔧 Maintenance capacity feasibility study
- 💡 Enhanced fencing & lighting



Aerial of 600 Rush Landing

Continued Needs

While 600 Rush Landing fulfills some of Marin Transit's needs, the site cannot accomodate the Marin Transit's whole fleet. The District is still searching for land to supplement 600 Rush Landing. Continued needs include:

- Parking for Yellow Buses
- Parking for remaining Fleet
- Maintenance

Maintenance Needs

With parking available at 600 Rush Landing, Marin Transit's current focused on properties with built-in maintenance potential. Desired features include:

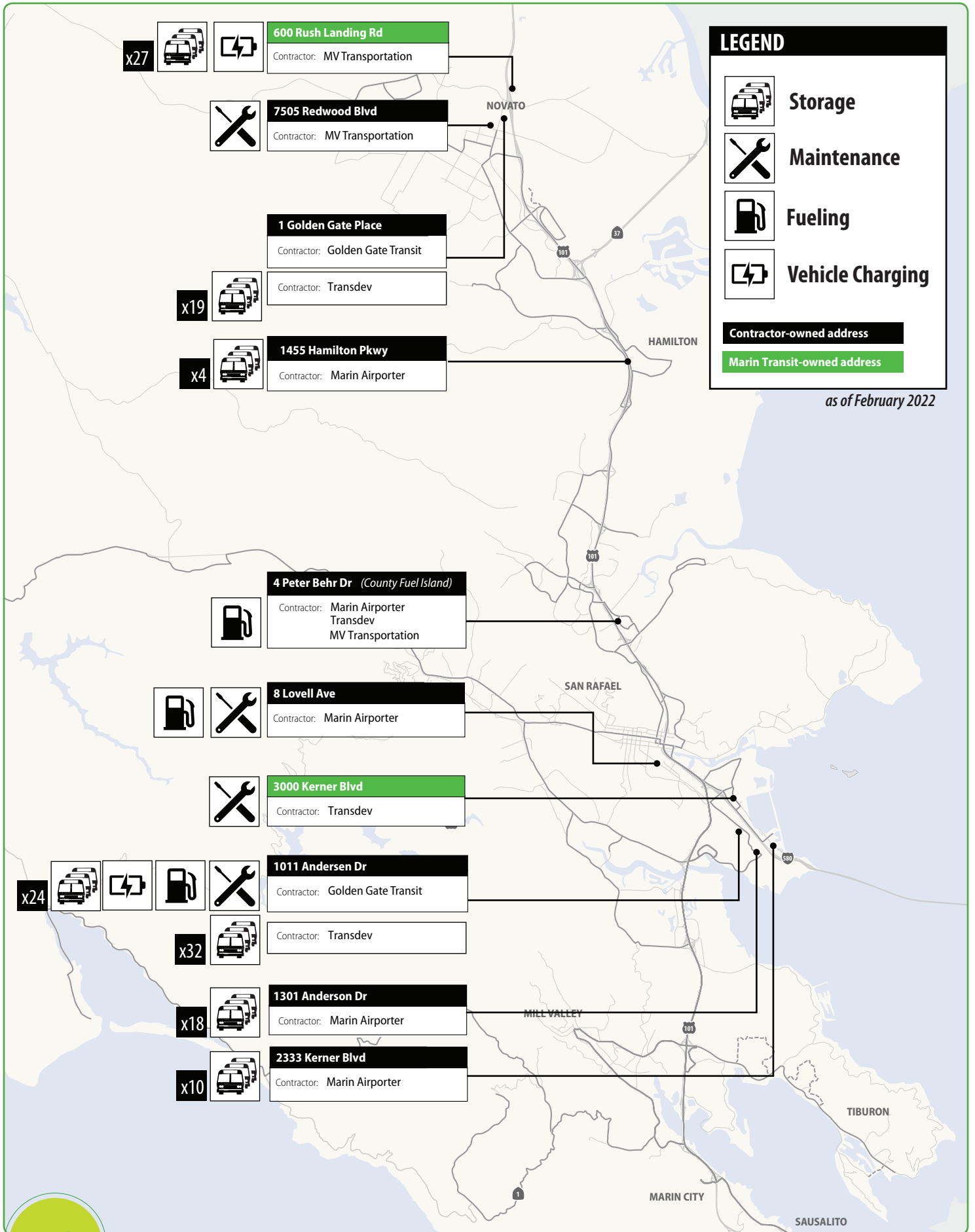
- Warehouse or automotive use
- Rollup garage doors/maintenance bays
- 16+ feet clear height
- Ingress/egress - access and flow
- All utilities
- Parts supply storage
- Some office space and breakroom
- Potential for electric vehicle charging



Yellow Bus and Hybrid Bus in service



Example of maintenance building



as of February 2022





711 grand ave, #110
san rafael, ca 94901

ph: 415.226.0855
fax: 415.226.0856
marintransit.org

January 10, 2022

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

SUBJECT: Local Transit Ridership and Service Trends

Dear Board Members:

RECOMMENDATION: Information item only.

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

BACKGROUND: The onset of the COVID pandemic in March of 2020 significantly altered many aspects of day-to-day life, including travel patterns and travel behavior. Immediately following shelter-in-place orders in 2020, ridership of public transit service nationwide plummeted. Marin County implemented mandatory safety measures to limit the spread of the virus including social distancing, mask requirements, and enhanced cleaning protocols for shared public spaces including transit vehicle.

Due to a devoted team of drivers, mechanics, and other operational support staff, the District's contractors sustained local transit services throughout the pandemic, including during the mandatory shelter-in-place periods. Many changes have been made during the last 21 months to account for social distancing and respond to the mobility needs of the community. This letter and attached presentation outline some of the key observations and takeaways on how transit is being used and supplied today compared to pre-COVID conditions.

SUMMARY: Staff reviewed ridership and survey data collected between September 2019 and September 2021 to formulate the following observations. This analysis was done on all transit services including the fixed route services and the demand response services.

Ridership

Transit ridership nationwide has continued to suffer following the onset of the pandemic in March of 2020. Throughout 2021 ridership for public transit is still 40-60% below 2019 levels. In California, ridership recovery is 10% below the national averages and approximately 60% below normal conditions. Auto traffic, as measured in vehicle miles traveled (VMT) during this same period, has recovered to nearly 100% of pre-COVID levels.

Marin Transit ridership systemwide dropped to its lowest mark in April of 2020, immediately following the initial shelter-in-place orders. This month was approximately 80% below typical ridership levels. Since that time, ridership has slowly returned, with September 2021 down approximately 30% compared to pre-COVID conditions. This recovery

is stronger than many other agencies nationwide and in California and the greater Bay Area. Staff makes the following observations on ridership after looking in detail at the route and program level ridership.

Fixed Route Ridership Trends

- Current ridership is approximately 70% of pre-COVID levels (down 30%).
- Compared to all other bus and rail operators in the North Bay (Sonoma, Marin, Napa, and Solano Counties), Marin Transit has experienced the best recovery in fixed route ridership. Most other peer agencies are experiencing ridership returns closer to 50% pre-COVID levels.
- Since April 2020, every month (except three) has shown growth in ridership, including the past 10 months. Ridership growth has slowed significantly in the past few months after the rise from the return of student riders.
- At the route typology level, the local connectors (community shuttles), Supplemental School, Muir Woods, and Partnership (College of Marin) services have experienced the most significant declines in ridership compared to pre-COVID conditions. *It's important to note that Supplemental School and Muir Woods have faced corresponding drops in service levels due to driver shortages.*

Demand Response Ridership Trends

- Current ridership is approximately 50% of pre-COVID levels.
- Compared to all other bus and rail operators in the North Bay (Sonoma, Marin, Napa, and Solano Counties), Marin Transit has experienced an average or typical trend in recovery in demand response ridership. Most other peer agencies are experiencing ridership between 44% and 67% of pre-COVID levels.
- Demand response services showed very little growth month over month during the first year after the start of the pandemic. The last six months have shown steady growth month over month.
- At the program level, the Catch-A-Ride subsidized taxi program experienced the most significant decline in ridership (-74%), while the Volunteer Driver program showed the least declines. It is important to note that Volunteer Driver ridership in West Marin dropped significantly more than ridership on the program in the urbanized areas of the County.

Local Transit Travel Behavior

Staff reviewed several data sources to determine how travel patterns and usage of the local transit services have changed during the pandemic. Ridership by time of day, by fare payment type, and by route were used in the fixed route analysis. Demand response ridership information provides a greater depth of understanding due to the scheduled nature of the trips. The Rider database can be queried to determine unique rider behavior to better understand not just total quantity of travel, but also individual travel trends over time.

Recognizing that overall usage has decreased across all programs, staff's analysis focused on comparing percentages of rides in September 2019 (pre-COVID) and September 2021 (current) to arrive at the following observations.

Fixed Route Travel Changes

- Aside from an overall decline in ridership, there are **no major changes in how the system is being used**
- There was a slight shift away from trip making during the midday and PM peak hours (-6%, 10:00am-6:30pm) to AM peak hours (+6%, 6:00-10:00am)

- By passenger type, youth ridership shows the largest overall declines
 - College of Marin (-5%)
 - K-12 Youth Pass (-4%)
 - Youth Cash (-1%)
- K-12 Youth pass usage on Supplemental routes increased from 46% to 58% of all trips, cash and clipper declined
- Monthly pass ridership has increased 5%
- Overall Clipper usage has dropped 2%

Demand Response Ridership Trends

- Riders made slightly few trips on average, per month, in 2021 compared to 2019
- Paratransit trip purposes that saw the greatest decline include Education (-94%), Medical (-67%), Adult Day Programs (-64%), Worship (-61%), and Shopping (-60%).
- No significant change in the day of week of travel
- Slight shift in trip making by time of day from the PM Peak (-5%) to the Midday (+4%)
- No significant change in demographic conditions of riders (age, race, gender)

FINANCIAL IMPACT:

There is no current fiscal impact associated with this item.

Respectfully submitted,



Robert Betts
Director of Operations & Planning

Attachment A: Presentation



Ridership and Service Trends

January 10, 2022

- **Overview of Service & Fare Policy Changes**
- **Ridership Trends (pre-COVID vs current)**
 - National Trends
 - Systemwide (fixed route & demand response)
 - By Typology (fixed route) and by program (demand response)
- **Local Transit Trip Making Observations since the start of pandemic**
- **Update on Budget projections**

- **Service Changes**

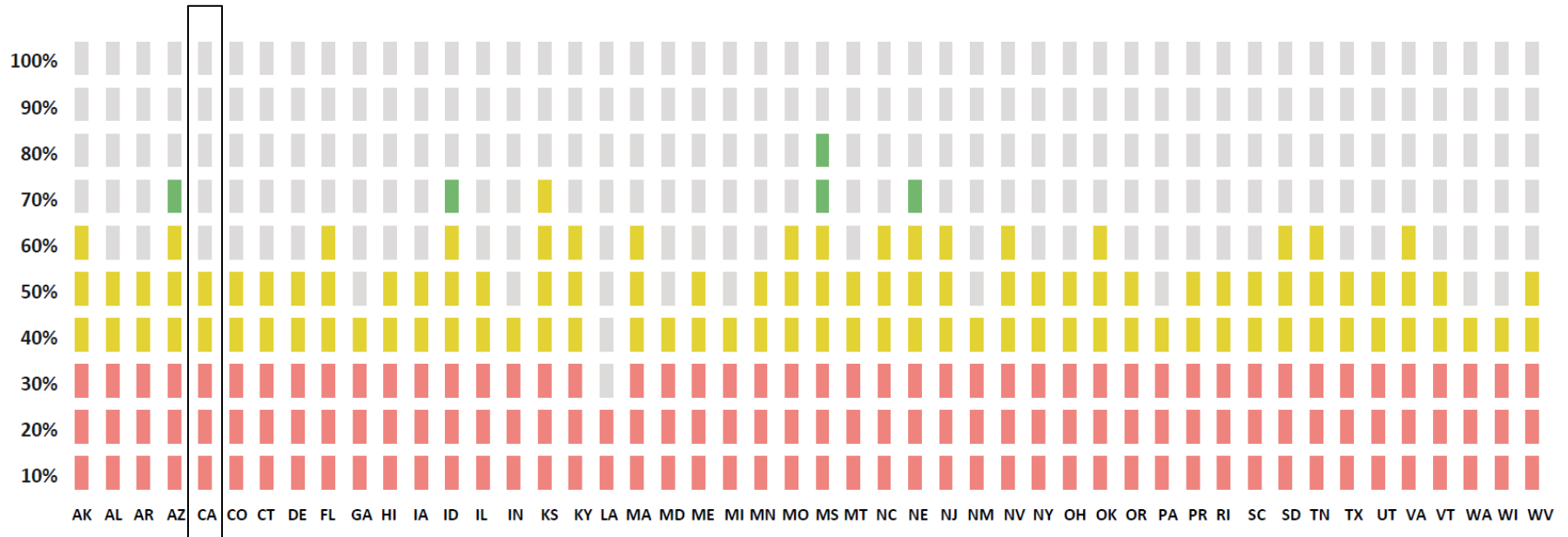
- **Backup Service added** on high ridership corridors (June 2020-June 2021)
- **Added service along Highway 101** (June 2021-current)
- **Added service on Stagecoach South Route 61** (June 2021-current)
- **Peak hour reductions** in service on **Route 22**, (September 2020-current)
- **Service reductions on Supplemental School and Muir Woods** (March 2020-current)

- **Fare Policy Changes**

- **Increased paratransit base fare (+\$1)**, effective July 1, 2020
- **Reduced monthly pass (-50%)**, effective July 1, 2020
- **New Low Income Fare Assistance** plan for Marin Access, effective July 1, 2020
- **Free fare promotions**
 - 4th of July weekend 2021
 - Senior/ADA (October 2021-March 2022)
 - 3 monthly passes for low-income families through Youth Pass program

Ridership levels: Throughout 2021 and for most U.S. states, ridership for public transit agencies recovered to 40-60% of 2019 levels

What does a 50% ridership recovery in Illinois mean? In Illinois, ~19.8 million unlinked passenger trips were registered between January and October 2019; in the same period in 2021, ~10.6 million unlinked passenger trips were registered—that's a ~50% recovery rate.



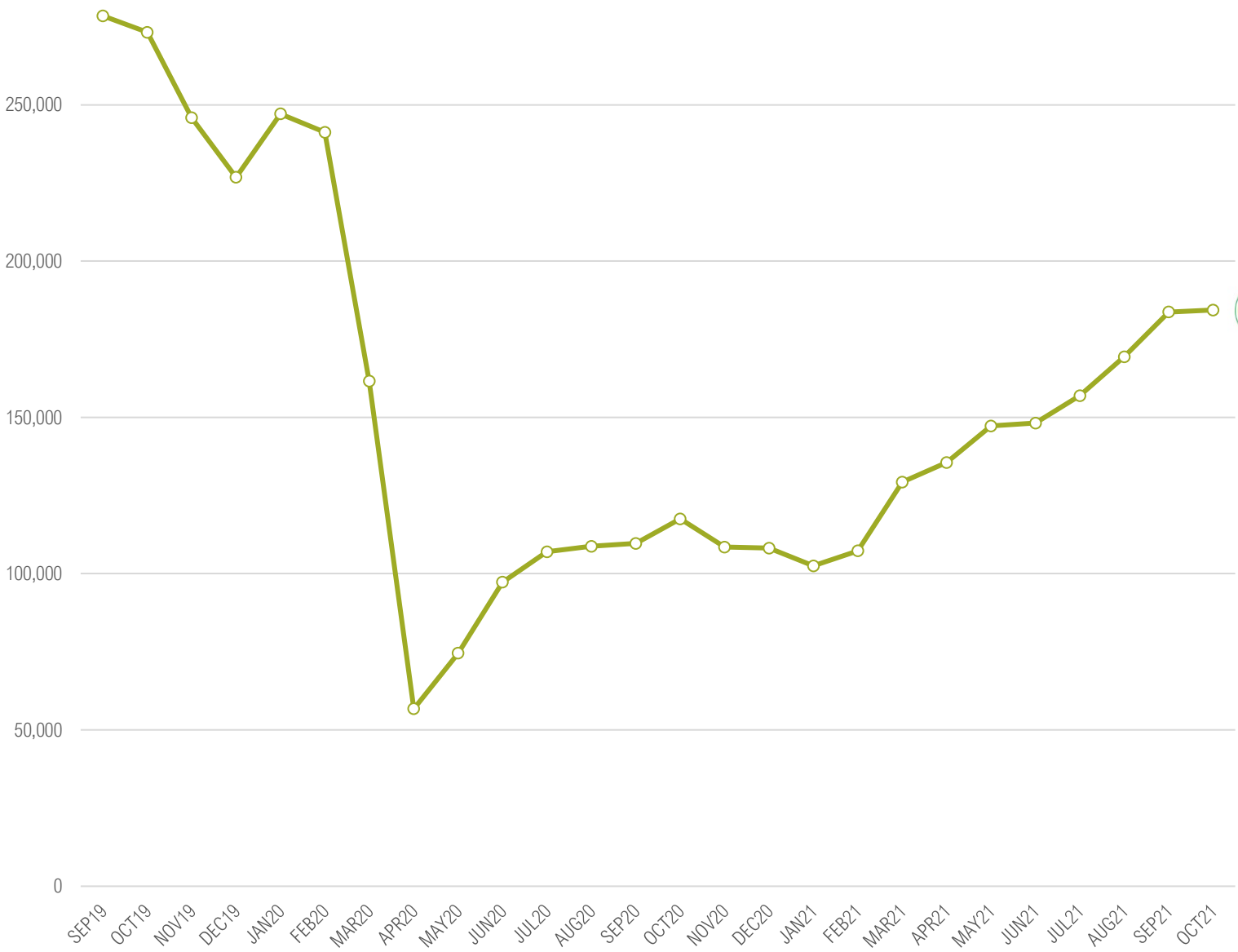
Data Source: Federal Transit Administration – [Monthly Ridership Reports](#).

No information available for states of North Dakota, New Hampshire, Virginia, or Wyoming. For transit agencies active in two or more states, we used the origin state in our analysis.

Marin Transit Ridership Trends (Fixed Route)



Monthly Fixed Route Passenger Trips



% change
Oct 2019 –
Oct 2021

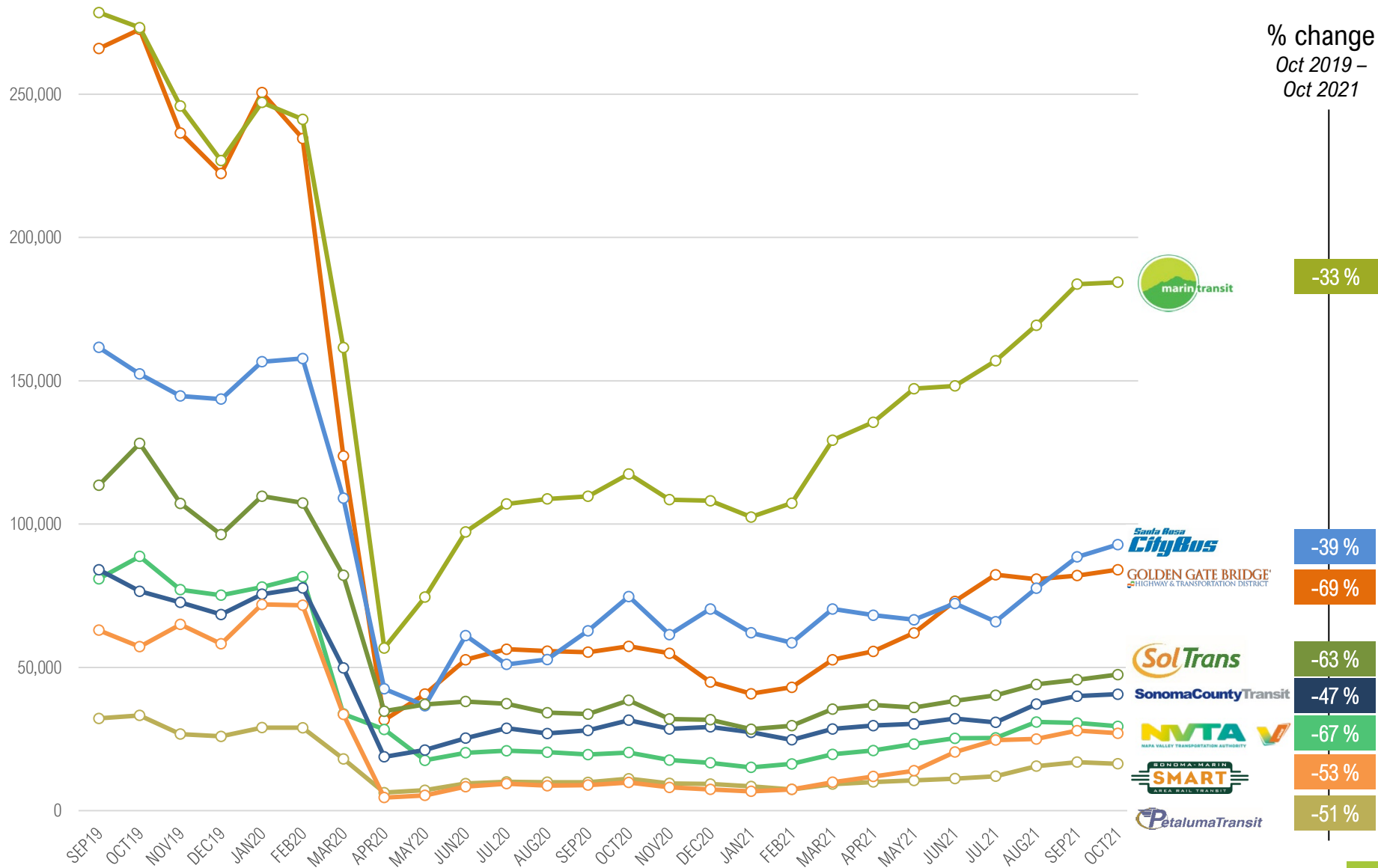
-33 %



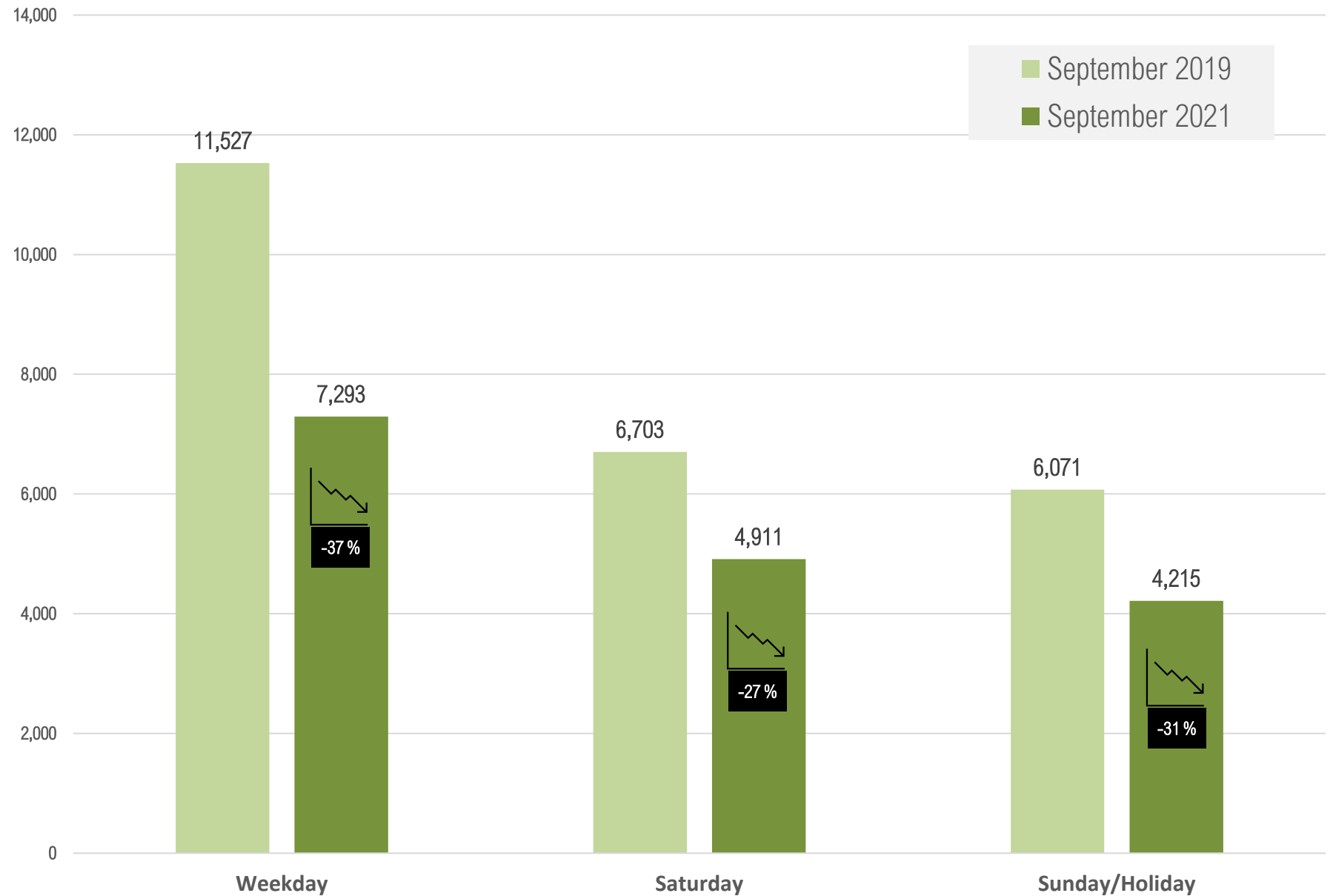
Peer Agency Ridership Trends (Fixed Route)



Monthly Fixed Route Passenger Trips

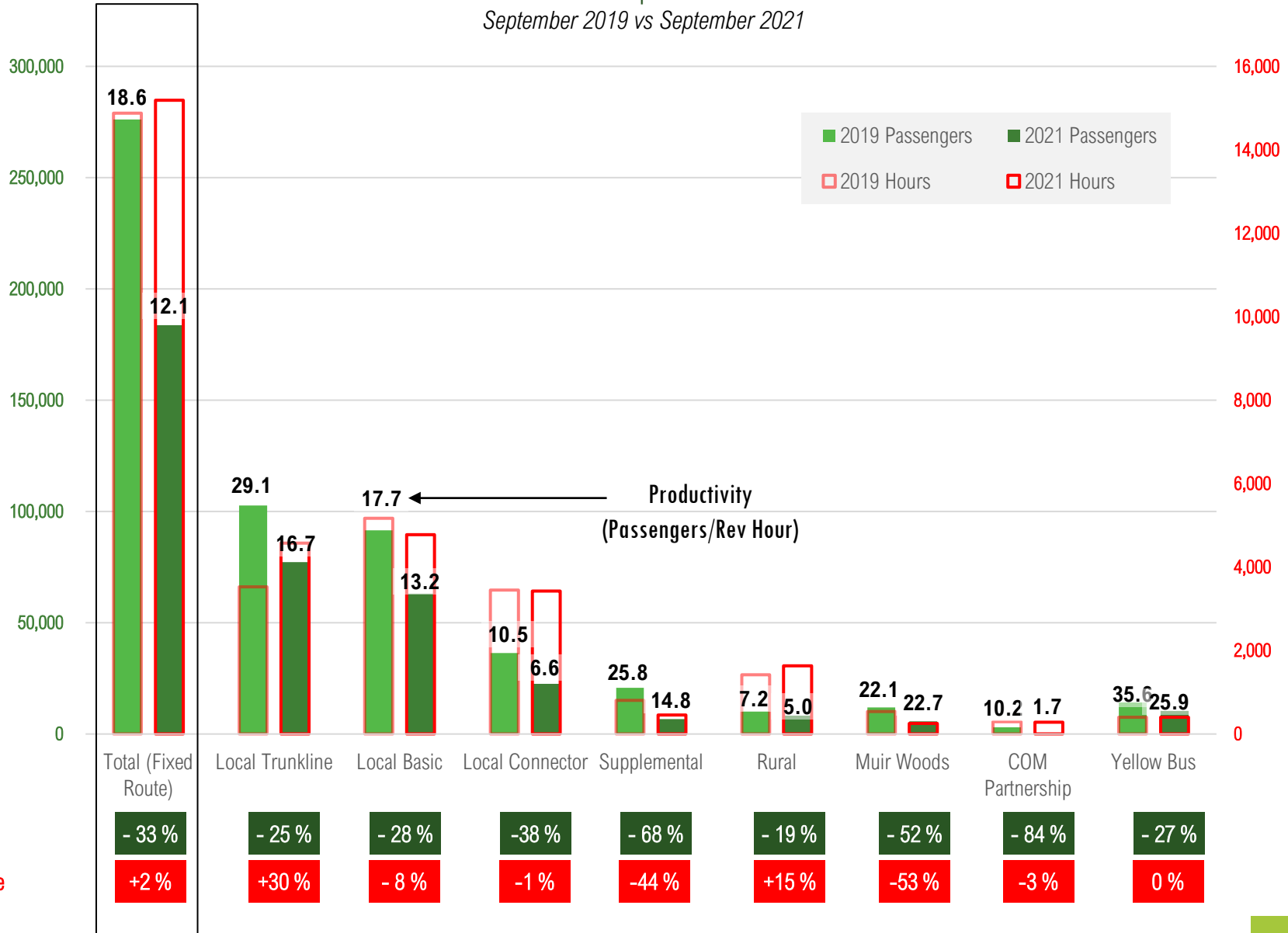


Average Daily Fixed Route Ridership



Marin Transit Ridership Trends (Fixed Route, By Typology)

Fixed Route Ridership and Revenue Hours
September 2019 vs September 2021



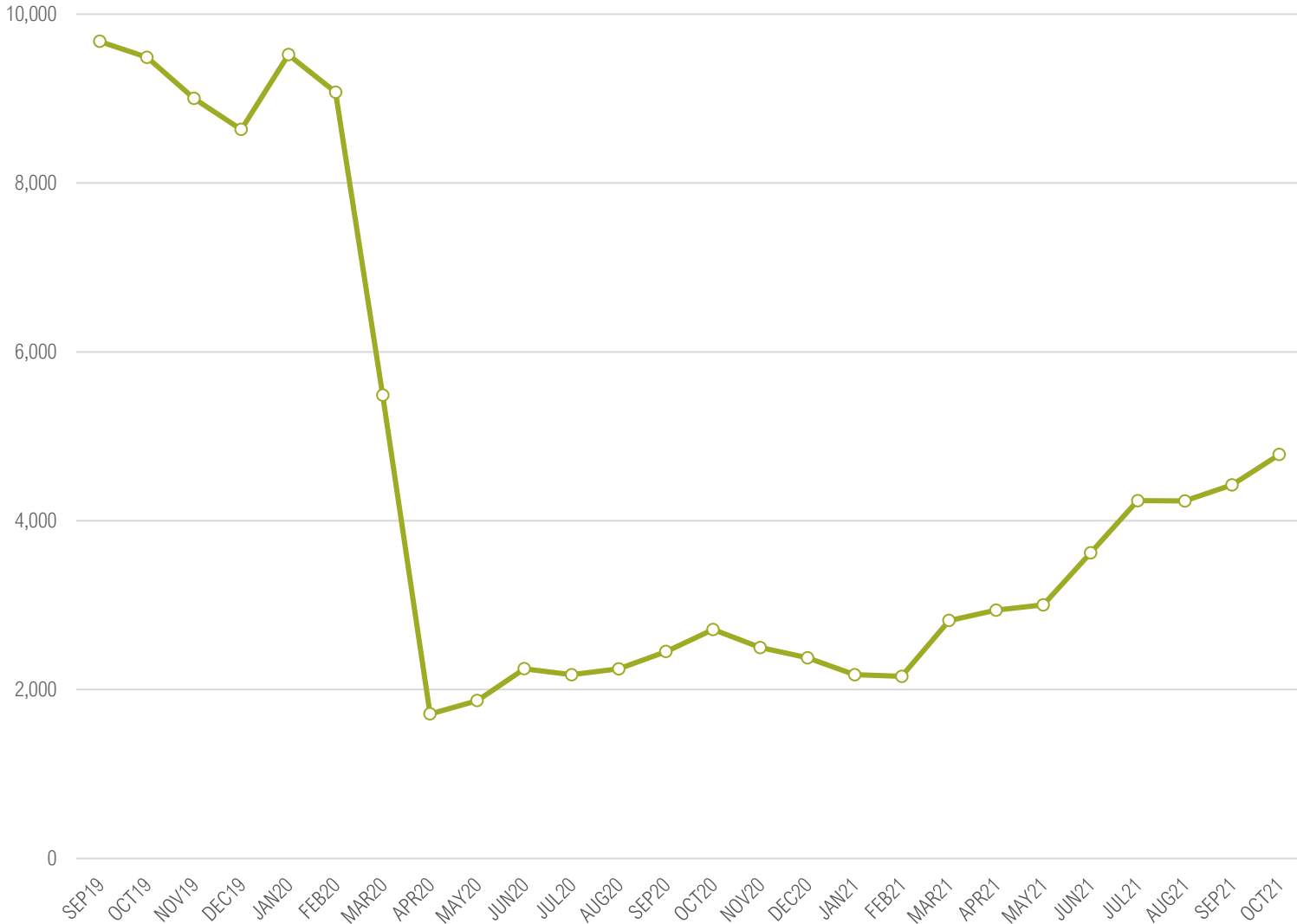
- Aside from an overall decline in ridership, **no major changes in how the system is being used**
- Slight shift away from midday and PM peak hours (-6%, 10:00am-6:30pm) to AM peak hours (+6%, 6:00-10:00am)
- By passenger type, youth ridership shows the largest overall declines
 - College of Marin (-5%)
 - K-12 Youth Pass (-4%)
 - Youth Other (-1%)
- Youth pass usage on Supplemental routes increased from 46% to 58% of all trips, cash and clipper declined
- Monthly pass ridership has increased 5%
- Clipper usage has dropped by 2%

* When comparing percentages of total rides pre-COVID and current day

Marin Transit Ridership Trends (Demand Response)



Monthly Demand Response Passenger Trips



% change
Oct 2019 –
Oct 2021

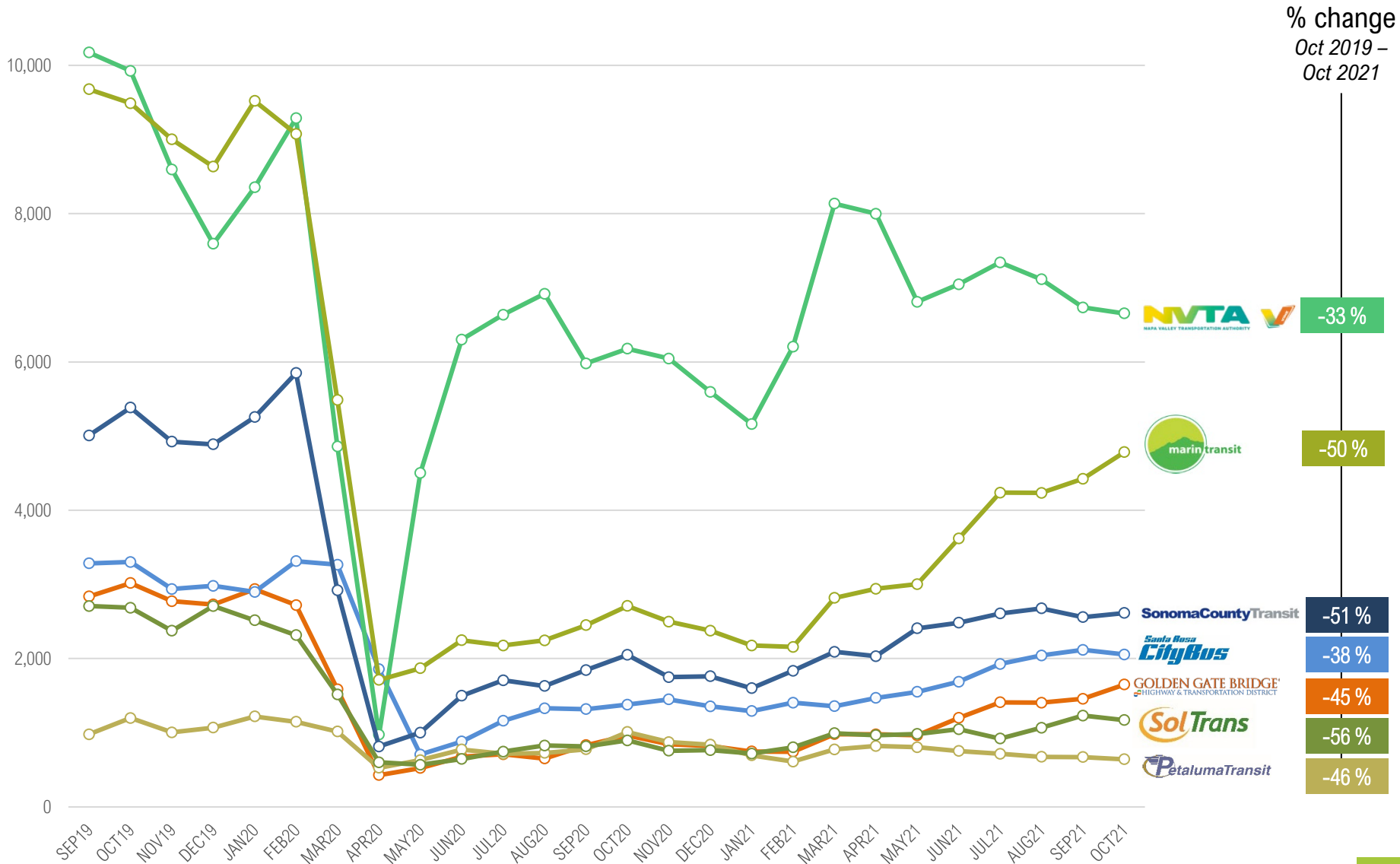
-50 %



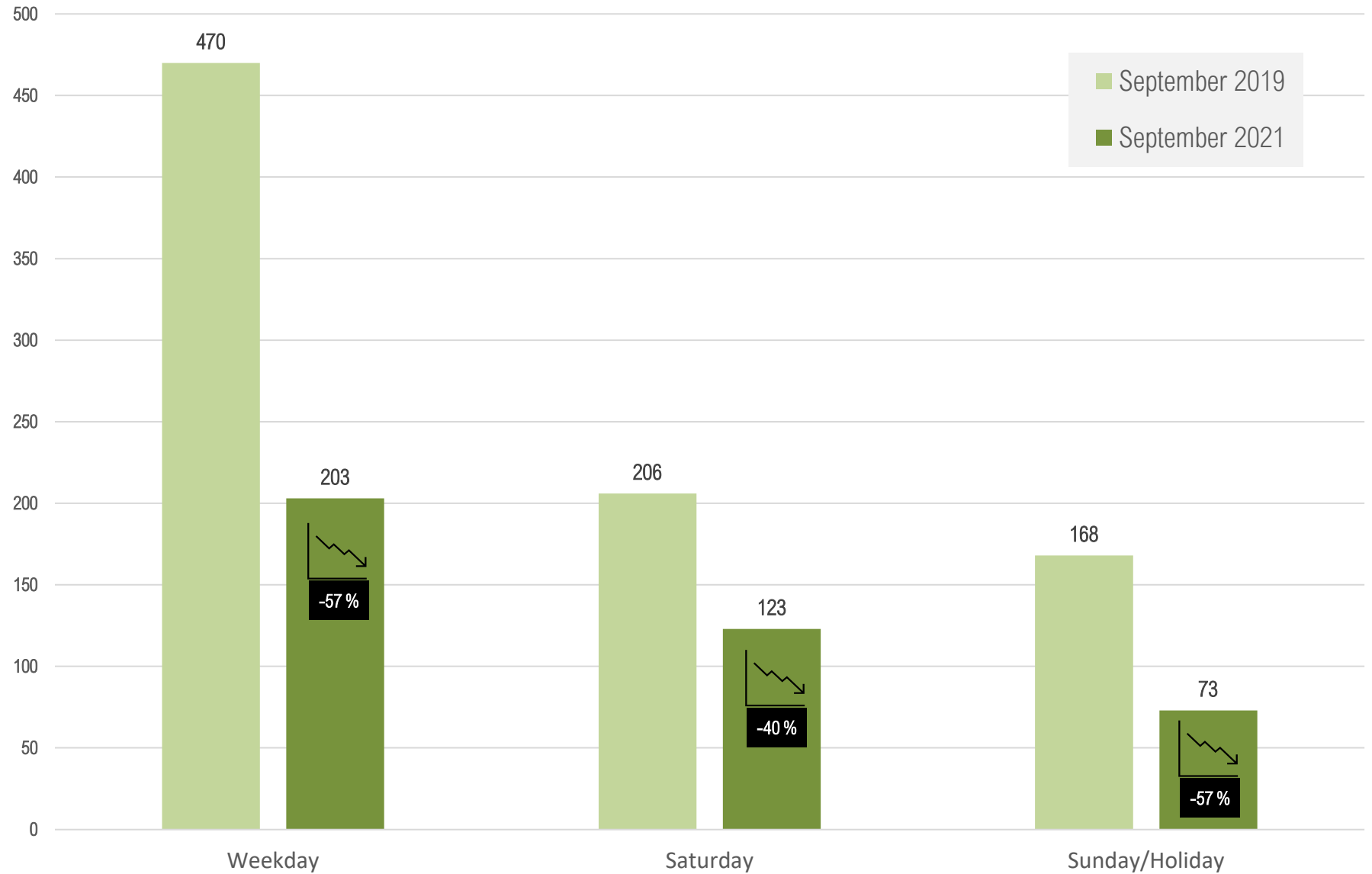
Peer Agency Ridership Trends (Demand Response)



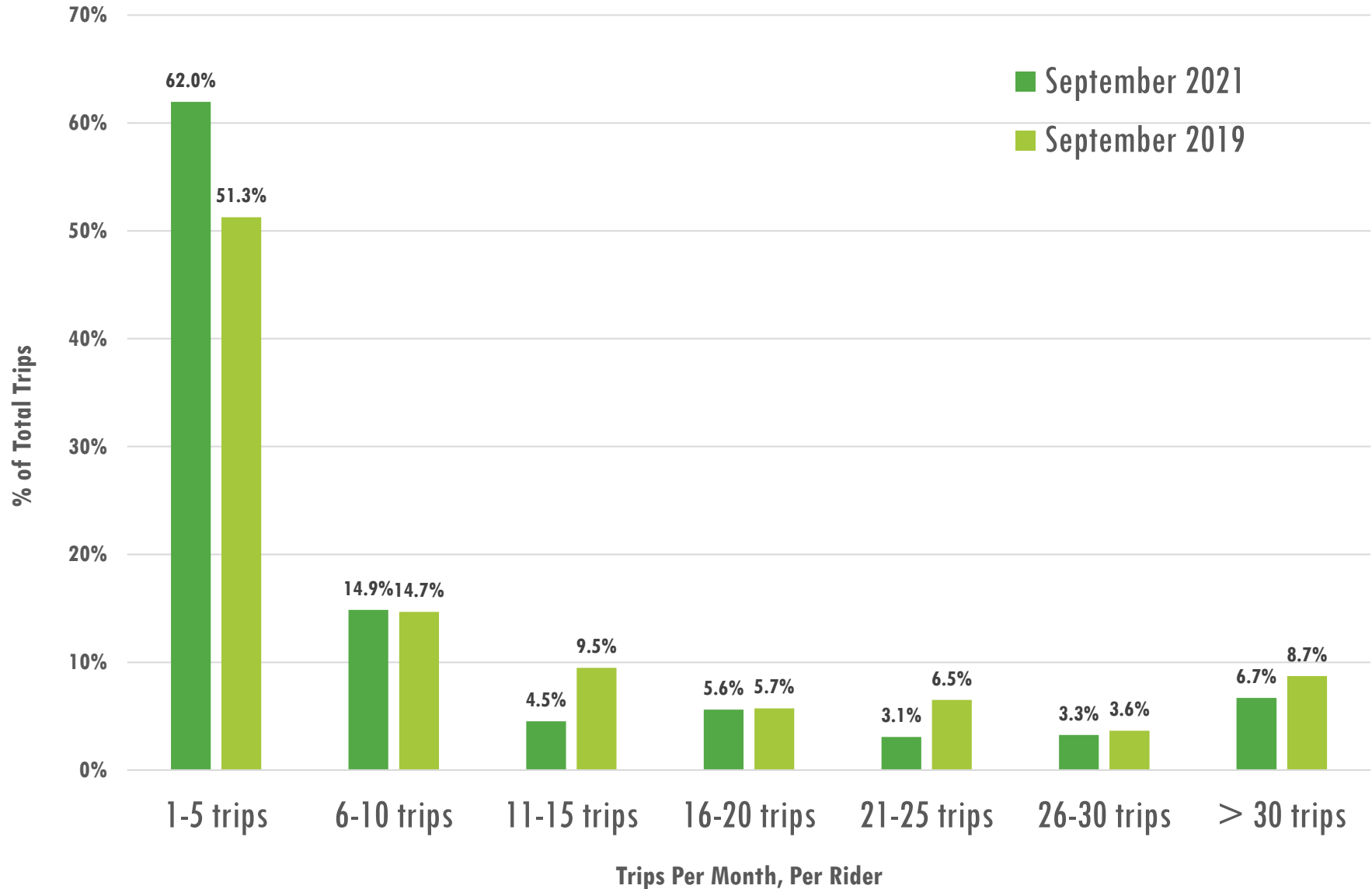
Monthly Demand Response Passenger Trips



Average Daily Demand Response Ridership



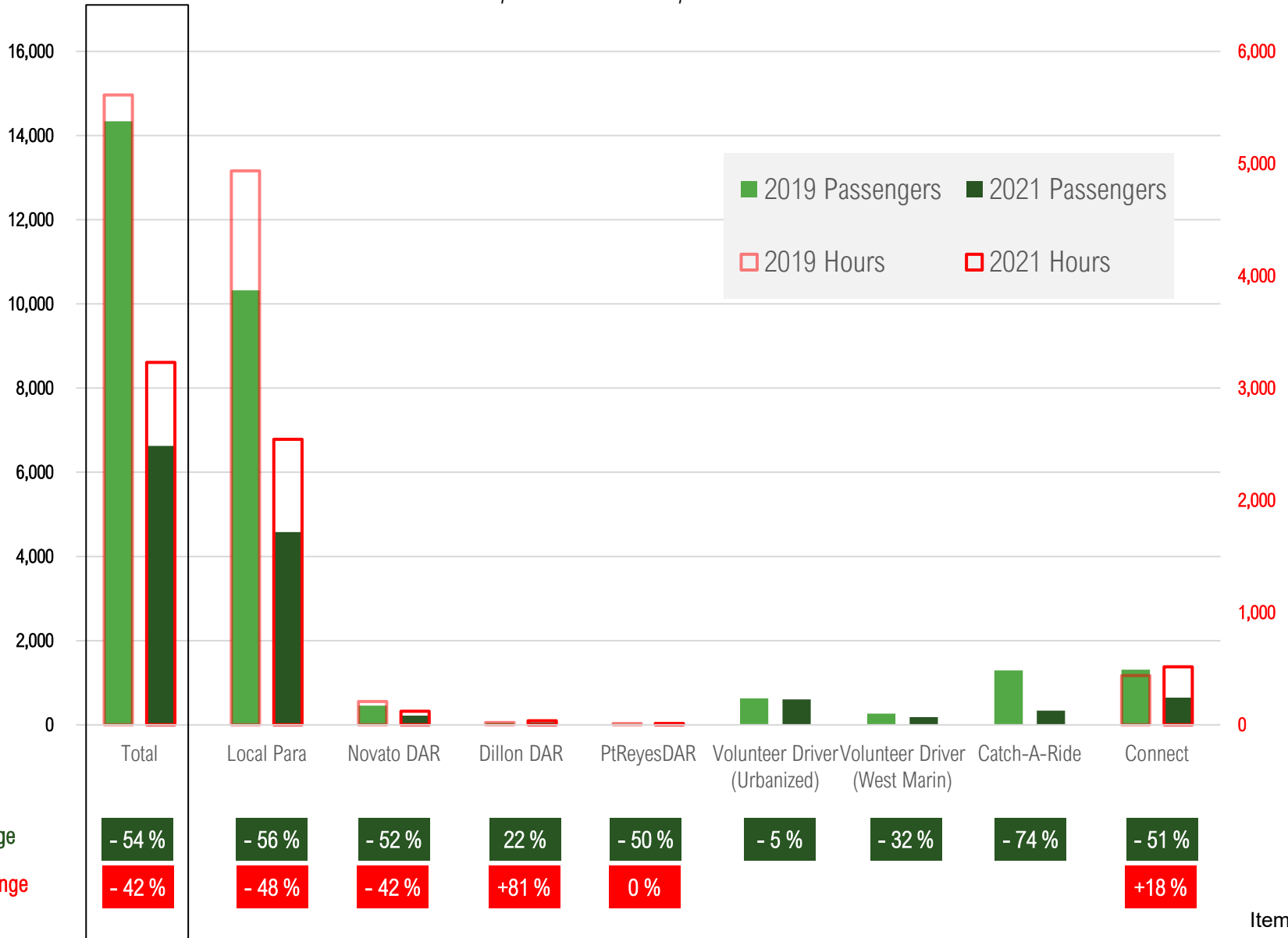
Trips Per Rider, Per Month (Demand Response)



Note: Comparing September 2019 to September 2021, the # of individual riders using services declined by 39% and ridership declined by 50%

Marin Transit Ridership Trends (Demand Response, By Program)

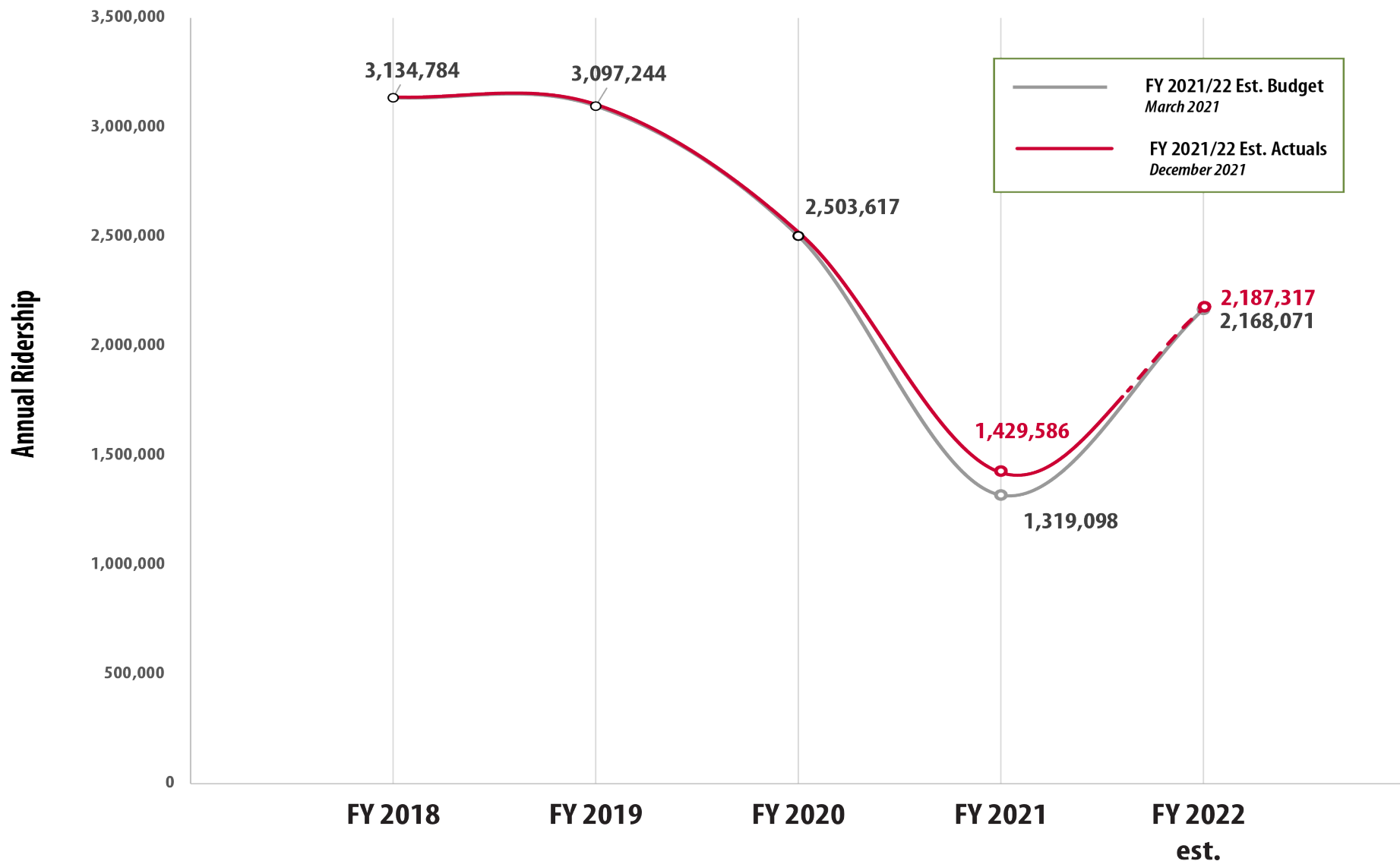
Demand Response Ridership and Revenue Hours
September 2019 vs September 2021



- Riders made slightly few trips on average, per month, in 2021 compared to 2019
- Paratransit trip purposes that saw the greatest decline include
 - Education (-94%)
 - Medical (-67%)
 - Adult Day Programs (-64%)
 - Worship (-61%) and
 - Shopping (-60%).
- No significant change in the day of week of travel
- Slight shift in trip making by time of day from the PM Peak (-5%) to the Midday (+4%)
- No significant change in demographic conditions of riders (age, race, gender)

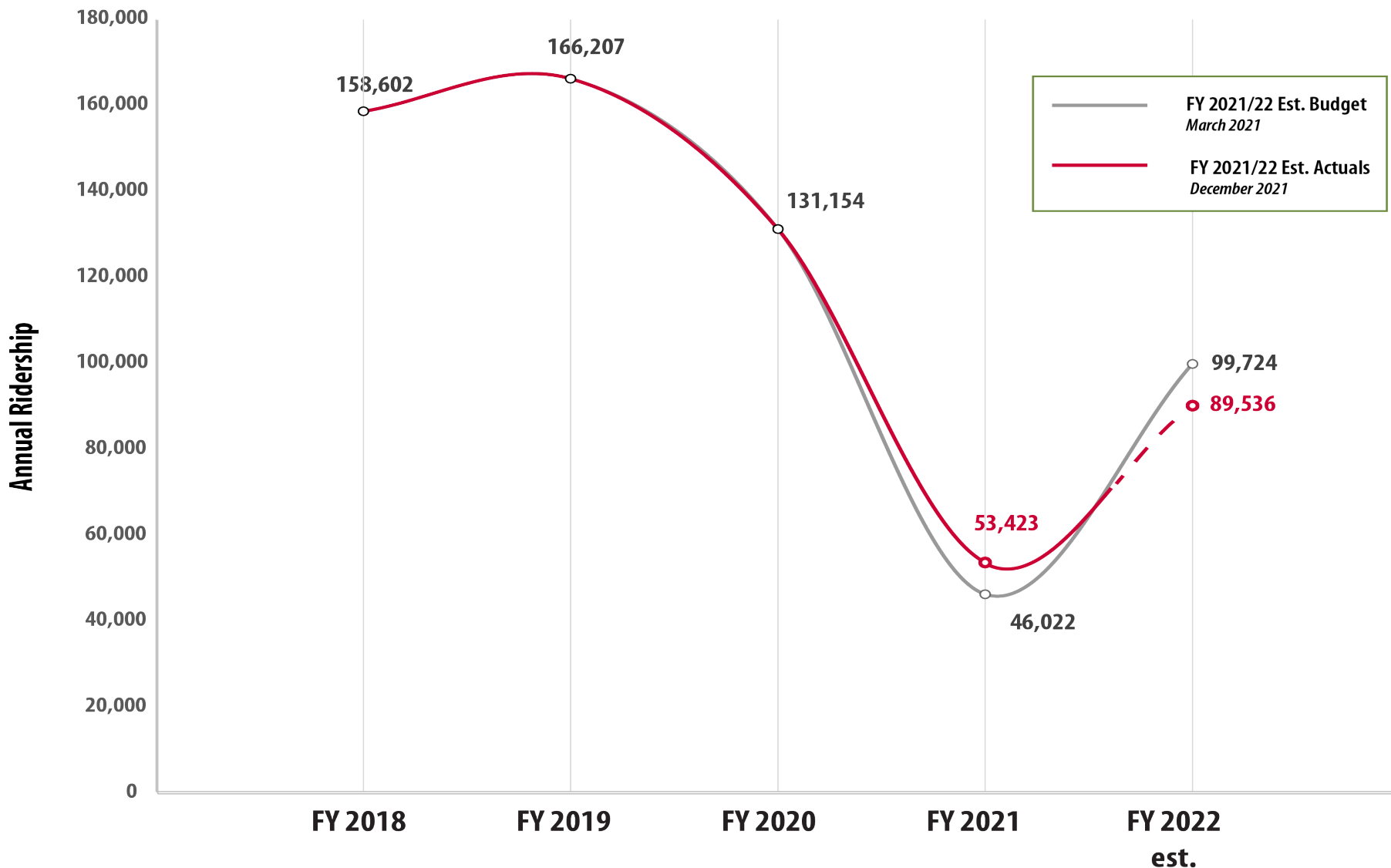
* When comparing percentages of total rides pre-COVID and current day

Fixed Route Ridership/Service Assumptions



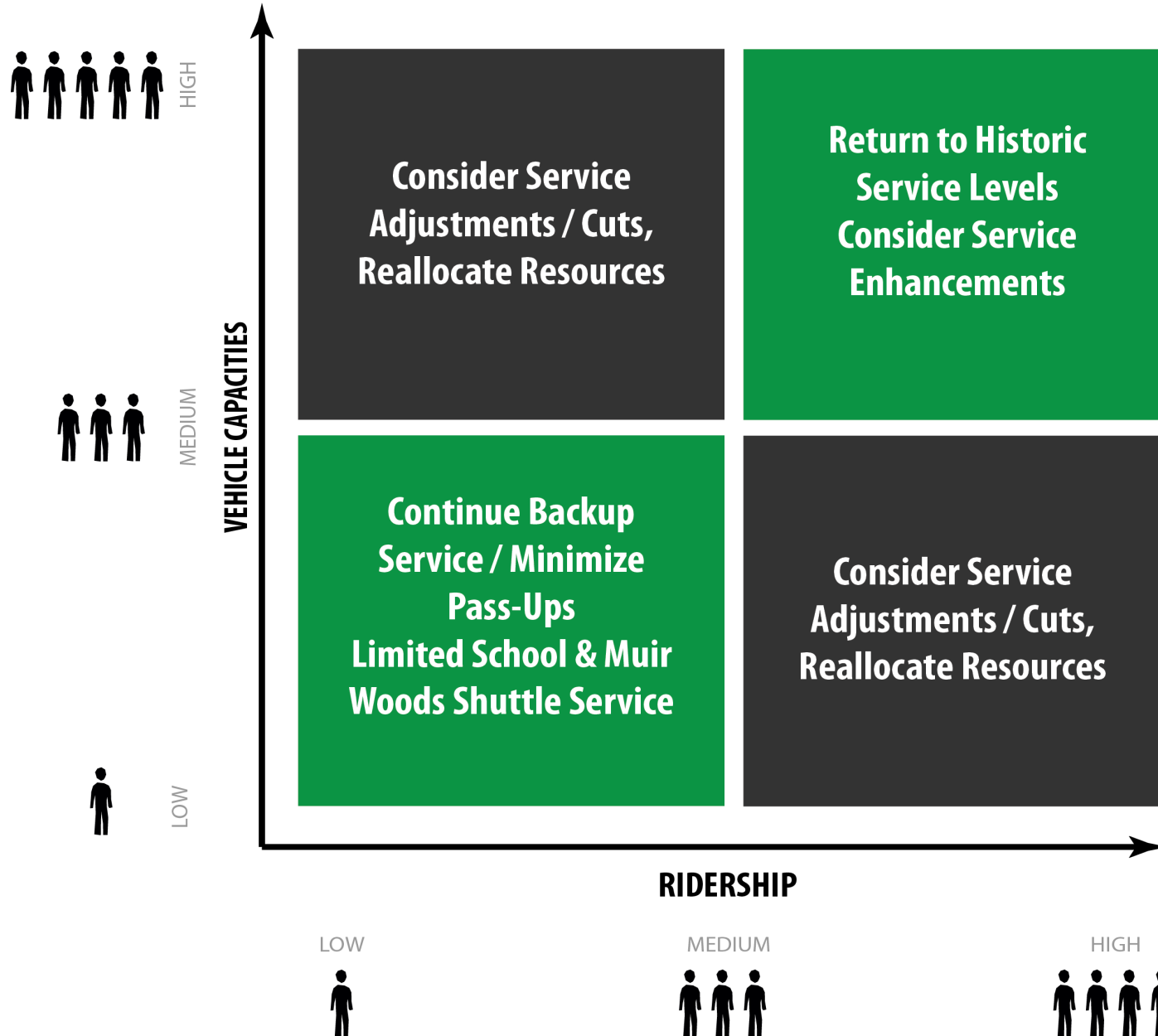
FY 2021/22 Budget Assumption: Fixed Route ridership will return to 60% pre-COVID in the first half of FY 2022 and a maximum of 80% of pre-COVID at the end of FY 2022 (average of 70% pre-COVID)

Demand Response Ridership/Service Assumptions

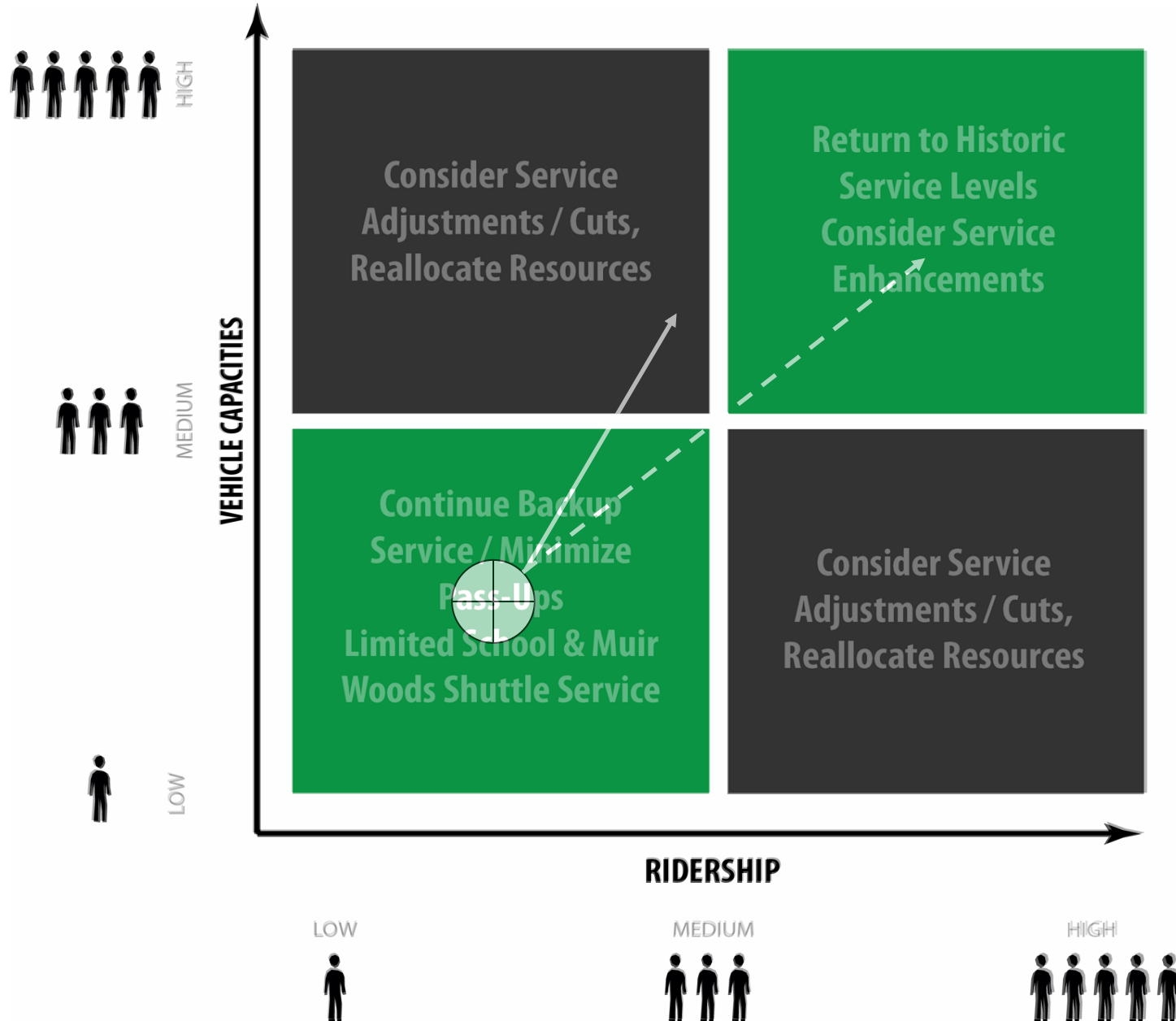


FY 2021/22 Budget Assumption: Demand Response ridership will return to 50% pre-COVID in the first half of the FY 2022 and a maximum of 70% of pre-COVID at the end of FY 2022 (Average of 60% pre-COVID)

Ridership Assumptions



Ridership Assumptions



Questions?

Robert Betts

Director of Operations & Planning

rbetts@marintransit.org