MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

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Webinar ID: 879 7268 3373

Monday, March 7, 2022

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- 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.

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MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

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Webinar ID: 879 7268 3373

AGENDA

Monday, March 7, 2022

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

1. Open Time for Public Expression
   (Limited to two minutes per speaker on items not on the District's agenda)

2. Board of Directors' Matters

3. General Manager's Report
   a. General Manager's Oral Report
   b. Monthly Monitoring Report: December 2021

4. Consent Calendar
   a. Minutes for January 10, 2022 Board Meeting
   b. Minutes for February 7, 2022 Board Meeting
   c. Marin Transit Quarterly Performance Report for the Second Quarter of FY 2021/22
   d. Marin Transit Second Quarterly Financial report for FY2021/22
   e. Extend Fixed Route Service Agreement with Marin Airporter for the Second Option Year
   f. Extend Fixed Route Service Package 2 Agreement with MV Transportation for the Second Option Year
   g. Adoption of Resolution 2022-03 Allowing for Continued Remote Public Meetings Under State Assembly Bill (AB) 361
   h. Authorizing Resolution 2022-04 for Filing Applications with the Federal Transit Administration
   Recommended Action: Approve

5. Options for Future Service
   Recommended Action: Information Only

6. Regional Transit Coordination Update
   Recommended Action: Information Only

(Continued)

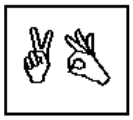
7. Marin Transit Advisory Committee Update
Recommended Action: Information Only

Convene in Closed Session

PUBLIC EMPLOYEE PERFORMANCE EVALUATION
California Government Code Section 54957
Title: General Manger

Report from Closed Session

Adjourn



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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

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brian colbert
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town of san anselmo

March 7, 2022

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

SUBJECT: General Manager Report – Monthly Report: December 2021

Dear Board Members:

RECOMMENDATION: This is a recurring information item.

SUMMARY: The attached monthly report provides an overview of Marin Transit operations for the monthly period ending December 31, 2021. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall systemwide ridership in December 2021 increased by 60.1 percent compared to December 2020, which represents a 28.1 percent decrease from the pre-COVID ridership in December 2019 and a 4.6 percent decrease from November 2021.

Ridership on fixed-route services increased by 54.3 percent from the prior year, which is a 26.4 percent decline compared to pre-COVID in December 2019. Ridership on Marin Access services increased by 56.2 percent compared to December 2020, which represents a 50.7 percent decline from December 2019. December 2021 was the twenty-second month of ridership affected by the ongoing COVID-19 global pandemic.

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

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Nancy E. Whelan

Nancy Whelan
General Manager

Attachments

Monthly Customer Feedback Report

December 2021

Month:	December 2021							
	Program							
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	Total
Commendation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Service Delivery Complaint	**14**	**12**	**5**	**4**	**1**	**0**	**0**	**36**
Accessibility	0	0	0	0	0	0	0	0
Driver Conduct Complaint	4	4	2	0	0	0	0	10
Driving Complaint	5	1	0	0	0	0	0	6
Early Trip	0	2	0	1	0	0	0	3
Equipment Issue	0	0	1	0	0	0	0	1
Farebox	0	0	0	0	0	0	0	0
Late Trip	0	2	1	0	0	0	0	3
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	0	0	2	1	0	0	3
No-Show	0	0	1	1	0	0	0	2
Off-Route	0	0	0	0	0	0	0	0
Pass-Up Complaint	5	3	0	0	0	0	0	8
Service Structure Complaint	**2**	**1**	**2**	**0**	**0**	**0**	**1**	**6**
Bus Stop Improvement Request	1	0	1	0	0	0	0	2
Fares	0	0	0	0	0	0	0	0
Other Complaint	0	1	0	0	0	0	1	2
Scheduling Complaint	1	0	0	0	0	0	0	1
Service Improvement Suggestion	0	0	1	0	0	0	0	1
Safety Complaint	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Total Service Hours	9,601	3,509	2,037	328	2,948	-	18,425	18,425
Commendations per 1,000 Hours	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Complaints per 1,000 Hours	1.7	3.7	3.4	12.2	0.3	-	0.1	2.3

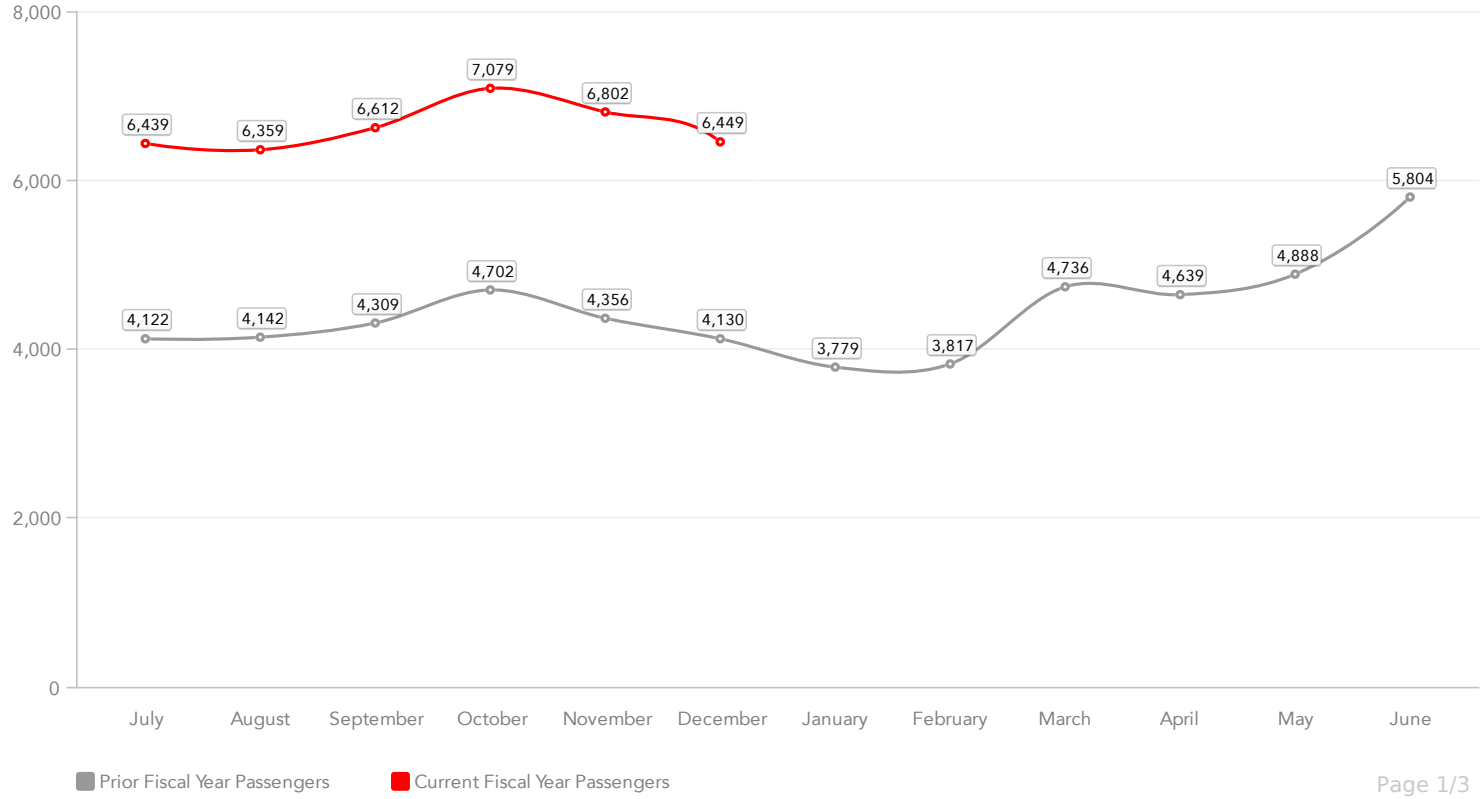
Total Passengers	130,081	21,285	10,940	4,451	5,582	1,019	179,625	179,625
Commendations per 1,000 Passenger:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Complaints per 1,000 Passengers	0.1	0.6	0.6	0.9	0.2	0.0	0.0	0.2

FISCAL YEAR	MONTH
2022	All

Year-to-Date Ridership Trends

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

Demand Response Passengers by Month

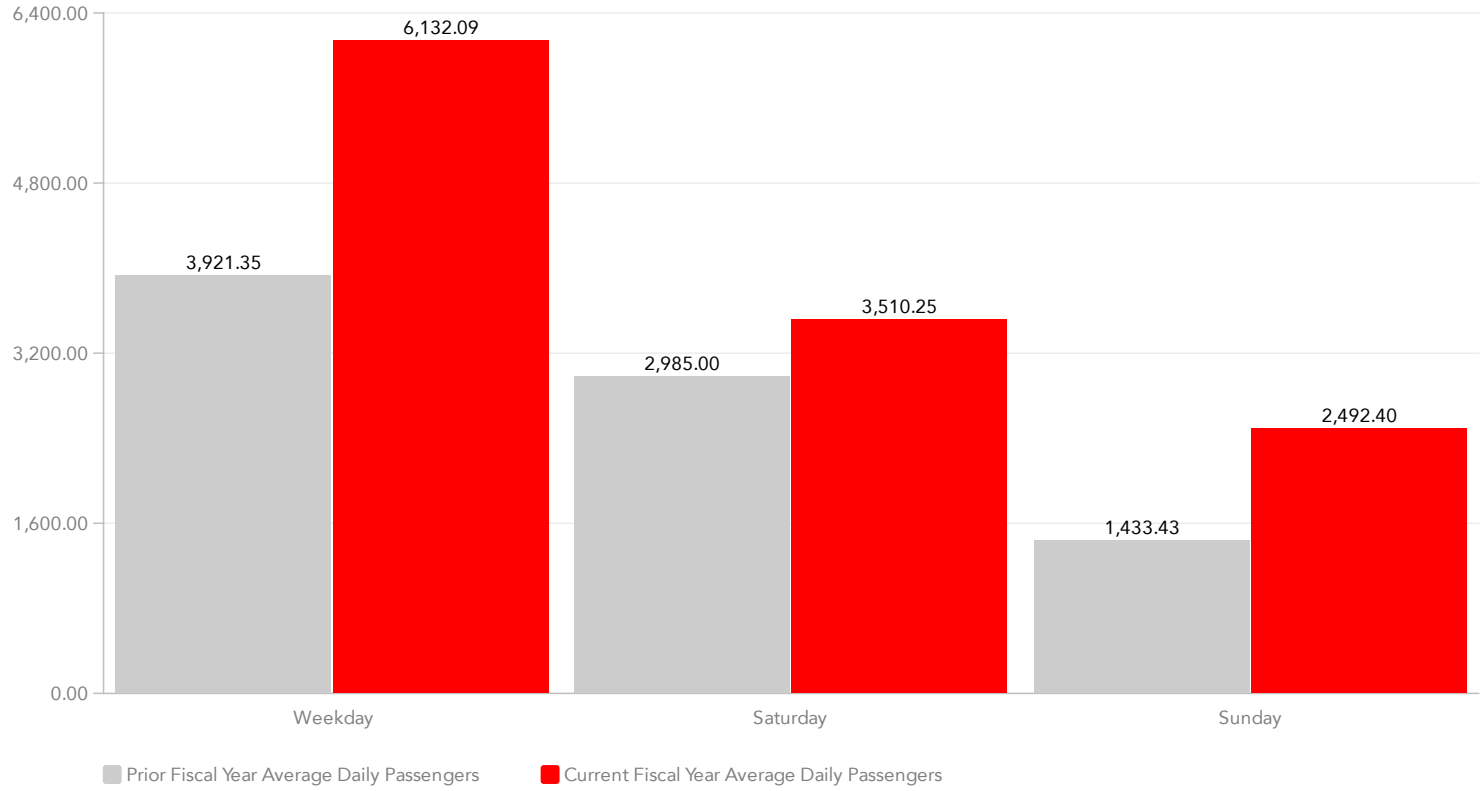


Monthly Comparison

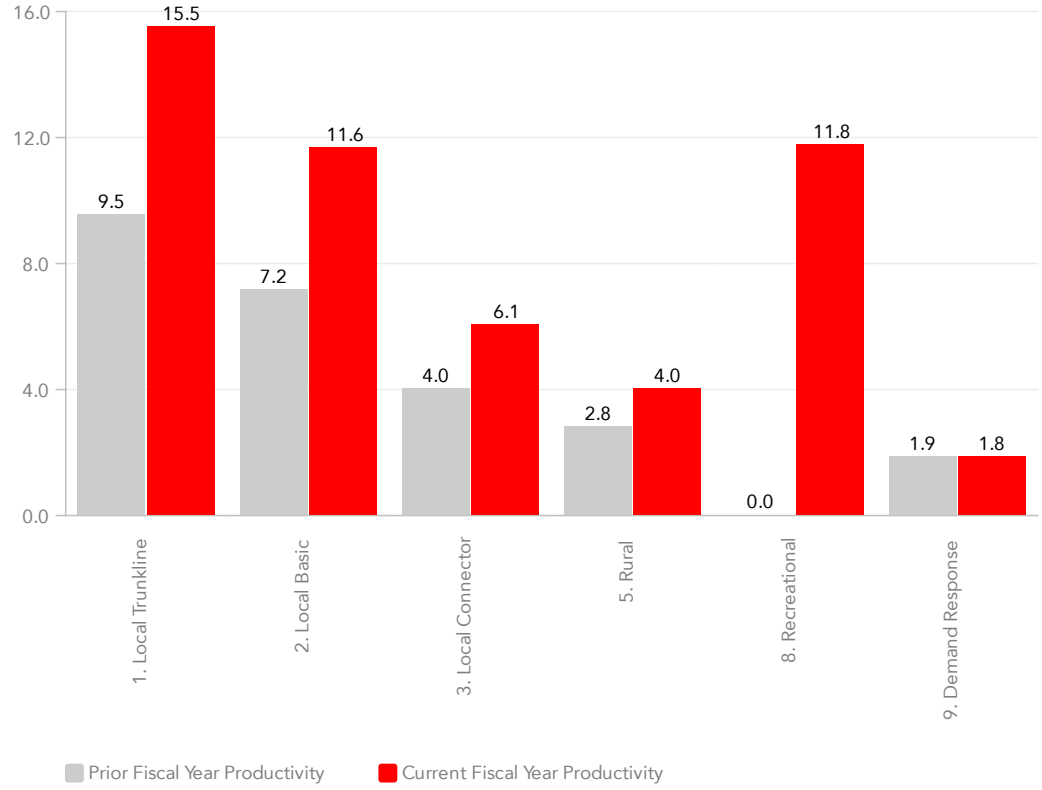
MONTH

Dec

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, January 10, 2022 at 10:00 A.M.

Roll Call

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

Absent: **None**

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

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

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

1. Organization of Transit District

Vice President Arnold made a motion to nominate Stephanie Moulton-Peters for President, Katie Rice for Vice President, and Eric Lucan for Second Vice President. Director Rodoni seconded the nominations.

M/s: Director Rice – Director Lucan

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

Noes: None

Absent: Director Connolly

{Director Rice joined the meeting at 10:05 A.M}

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

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

3. Board of Directors' Matters

President Moulton-Peters asked if any member of the Board wished to speak.

Director Colbert and President Moulton-Peters commended General Manager Nancy Whelan, Robert Betts, and staff for their work during the Holiday season that ensured Marin City students had adequate transportation.

President Moulton-Peters asked if there were any other Board of Directors' Matters. Seeing none she called for the General Manager's Report.

4. General Manager's Report

General Manager Nancy Whelan expressed gratitude to former Board President Colin for her leadership over the last year and welcomed Director Moulton-Peters as Marin Transit's new Board President.

Ms. Whelan reported on the Marin Access contractor transition status. Staff have scheduled meetings with adult day programs, top trip generators, and are conducting outreach to Rural Dial-A-Ride and shopper shuttle coordinators to ensure awareness of the upcoming changes. The Paratransit Coordinating Council approved three new voting members. The new members include the Marin County Commission on Aging, the Marin Center for Independent Living and the Public Authority of Marin.

Staff are coordinating permits and other preparations at 3000 Kerner, including painting, re-carpeting, heating, ventilation, and air conditioning replacement and sprinkler-fire suppression. Fencing, warehouse preparation, asbestos abatement, and sewer lateral replacement have been completed.

Transdev General Manager Jhashe Holloway reported on staffing updates and noted that except for a Safety Manager, all key management and office positions have been filled. Twenty-two drivers and three mechanics have been hired. Recruitment is still in progress and Transdev will host a job fair on January 13th and 14th.

General Manager Nancy Whelan reported on the Gap Grant. Ms. Whelan noted it was derived from Measure B funds in 2014 and rebranded as the Marin Access Innovation Incubator in 2017. In December 2021 the team gathered community input to identify needs. On January 26, 2022, a meeting with stakeholders will take place to identify projects. Staff will return to the Board in the future and report on outcomes.

Eighty percent of 479 contract employees have been vaccinated against COVID-19. Seventy-two contract employees have tested positive for COVID-19 since the onset of the pandemic. There has been one fatality due to COVID-19.

Ms. Whelan provided on update on the free transit pass for low-income families promotion. Two hundred and eighty applications were received, and 560 monthly passes were mailed out to 190 families in December.

Last month staff and Director Rodoni toured the Gillig Facility where the District's four electric buses are being built. The first electric bus has been

delivered to the District. The electric charging project is under way at Rush Landing. Staff project the electric buses will be in service by summer 2022.

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. October 2021 was the twentieth month of ridership affected by the ongoing COVID-19 global pandemic.

Director Rodoni expressed appreciation to staff for the invitation to tour the Gillig factory and complimented Gillig's state-of-the-art facility.

Director Lucan asked what incentives are available to support contractor vaccinations. Ms. Whelan answered that employees are offered two paid hours to get vaccinated. Staff continue to work with the contractors to ensure compliance with the latest guidelines. The Golden Gate Bridge, Highway and Transportation District (GGBHTD) has made vaccination mandatory for new hires but not existing employees. Director Lucan noted that 80 percent is far above the national average but low for Marin County. Director Lucan expressed preference for a vaccine policy. Director Arnold asked if there are contractors refusing to vaccinate. Ms. Whelan responded that there are individuals that are reluctant or choose not to get vaccinated. She also stated that some have asked for an exemption for the vaccination.

President Moulton-Peters asked if any member of the public wished to speak.

Kate Powers commended Marin Transit for delivering on helping the County of Marin reduce its greenhouse gas emissions through the sourcing of alternative fuel vehicles and hopes to see range of the electric buses increase.

{Director Connolly joined the meeting at 10:25 A.M}

5. Consent Calendar

a. Minutes for December 6, 2021
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 Ahad
d. Contract with Velox Design & Construction for the Construction of Renovations to 3000 Kerner Blvd.

Recommended Action: Approve.

M/s: Director Arnold – Director Colin

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

Noes: None

Absent: None

Abstain: None

6. Bus Maintenance and Storage Facility Needs Update

Director Nancy Whelan provided an update on the current contractor and District parking and maintenance facilities and updated the Board on current opportunities.

The District has insufficient property to maintain, park and install electrical charging infrastructure for the District's fleet of 112 vehicles. This structure is now a critical issue as the District converts to zero emission vehicles and needs to re-bid operations contracts.

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. Staff continue to look for opportunities to purchase suitable sites for these purposes. Staff recommends the 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. The Board last made this authorization in 2015.

Director Rice commended Ms. Whelan for the excellent report and for addressing the challenges ahead. Ms. Rice asked if there is capacity for public transit vehicle parking in existing real estate that is controlled by public transit agencies. Ms. Whelan responded that GGBHTD facilities in Novato and on Anderson have excess space. Marin Transit has requested to utilize approximately four acres of that excess space. No agreements have been reached.

Director Rice requested that staff include links to each individual item in the Board agenda PDF.

Director Connolly and Director Colin expressed support for negotiations with GGT for utilization of the unused space.

President Moulton-Peters acknowledged the increasing demand for service and emphasized the importance of controlling property at this time in order to make the contract bidding process more efficient. President Moulton-Peters emphasized the need to come to an agreement with GGBHTD for the utilization of the unused space.

President Moulton-Peters asked if any member of the public wished to speak.

Kevin Carroll suggested reaching out to SMART and inquiring about their unused properties.

General Manager Nancy Whelan clarified that the existing partnership and contract for service and maintenance would continue with GGBHTD even if the excess property were acquired. Ms. Whelan noted that SMART properties have been reviewed but will be reconsidered.

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.

M/s: Director Rice – Director Arnold

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

Noes: None

Absent: None

7. Local Transit Ridership and Service Trends

Director of Operations and Planning Robert Betts presented on ridership and service trends observed between September 2019 and September 2021. 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. The analysis included all transit services including the fixed route services and demand response services.

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).

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 (six percent, 10:00am-6:30pm) to AM peak hours (six percent, 6:00am-10:00am)
- By passenger type, youth ridership shows the largest overall declines
    - College of Marin (-5 percent)
    - K-12 Youth Pass (-4 percent)
    - Youth Cash (-1 percent)
- K-12 Youth Pass usage on Supplemental routes increased from 46 percent to 58 percent of all trips, cash and clipper declined

- Overall Clipper usage has dropped 2 percent

Demand Response 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 percent), Medical (-67 percent), Adult Day Programs (-64 percent), Worship (-61 percent), and Shopping (-60 percent).
- No significant change in the day of week of travel
- Slight shift in trip making by time of day from the PM Peak (-5 percent) to the Midday (+4 percent)
- No significant change in demographic conditions of riders (age, race, gender)

President Moulton-Peters commended Mr. Betts on the comprehensive presentation.

Director Colbert asked if the trends are an indication of what transit is going to look like moving forward. Mr. Betts stated that changing commute and telecommuting patterns will continue to impact transit usage. Mr. Betts suggested 80 percent post-pandemic ridership is achievable. Additional increases will take longer. Mr. Colbert requested follow-up on the 20 percent disparity.

President Moulton-Peters shared an anecdote from a neighbor who is no longer participating in as many activities and thus not using transit because of fear of contagion.

President Moulton-Peters asked if any member of the public wished to speak.

Kevin Carroll asked about reinstating the Muir Woods Shuttle service to the Sausalito Ferry.

Mr. Bett's responded that there are no plans to reinstate service to Sausalito Ferry at this time.

Director Whelan remarked that staff will return to the Board in the future with more service trend updates and analysis.

Recommended Action: Information only.

Adjourn President Moulton Peters adjourned the meeting at 11:36 A.M.

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PRESIDENT

ATTEST:

_____
CLERK

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, February 7, 2022 at 10:00 A.M.

Roll Call

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

Absent: **None**

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

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.

Board President Moulton-Peters opened the meeting at 10:02 A.M.

1. Open Time for Public Expression (limited to two minutes per speaker on items not on the District's agenda)

   Board President Moulton-Peters 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 Moulton-Peters asked if there were any other Board of Directors' Matters. Seeing none she called for the General Manager's Report.

3. General Manager's Report

   Staff Report

   General Manager Nancy Whelan reported on the Marin Access contract transition with Transdev. All services including vehicles and phone systems were successfully migrated on February 1st.

   Jhashe Holloway, General Manager at Marin Access, provided details on the seamless transition.

   Ms. Whelan highlighted marketing and outreach efforts to inform riders of the transition, including regular meetings with Advisory Committees, the publication of the Marin Access Newsletter, e-blasts, and the publishing of a Marin Access Transition Resource Document for riders. Construction remains underway at 3000 Kerner. Current projects include framing, electric and air connections in the shop, and HVAC replacement.

Ms. Whelan noted potential service disruptions and highlighted routes that could potentially be affected by the strike authorized by Golden Gate Transit drivers on January 24. Staff is coordinating strike contingency plans.

Overall systemwide ridership in November 2021 increased by 66.8 percent compared to November 2020, which represents a 30.2 percent decrease from the pre-COVID ridership in November 2019 and a 6.6 percent decrease from October 2021.

Director Rice asked how staff will inform riders of a strike. Ms. Whelan highlighted utilizing the District's website, notifying partnering agencies and community groups, postings on social media outlets, and email communications as means of informing riders. Robert Betts Director of Operations & Planning emphasized real-time messaging on digital signage at stops, bus stop notices, and staff presence at high impact stops and transfer locations. Ms. Rice emphasized the importance of supplementing impacted routes in high ridership areas like the Canal District.

Director Rodoni emphasized the importance of supporting the transit-dependent communities in Marin County and asked for follow-up on how staff would supplement service in high ridership areas. Ms. Whelan replied that staff will keep the Board updated as staff evaluate options for supplementing service in high ridership areas.

Director Arnold expressed gratitude for the updates on the new Marin Access Maintenance facility.

President Moulton-Peters expressed gratitude to General Manager Nancy Whelan and Jhashe Holloway for the report on the Marin Access services transition.

Director Colbert requested staff ensure communications about the possible strike include students and relevant school districts.

Linda Jackson emphasized the importance of informing the public of a possible strike before it happens.

Shane Weinstein President of ATU 1575 provided public comment. Mr. Weinstein noted strike discussions are on-going and emphasized the union's commitment to making sure the community is not impacted.

4. Consent Calendar
   a. Adoption of Resolution 2022-02 Allowing for Continued Remote Public Meetings Under State Assembly Bill (AB) 361
   b. Update on Fiscal Year 2021/22 Contracting Opportunities and Awards
   c. Ratify Action Taken by General Manager and add $100,000 contingency authorization to construction contract at 3000 Kerner
   d. Review and Approve Update to Personnel Policies & Procedures

Recommended Action: Approve.

M/s: Director Lucan – Director Rodoni

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

Noes: None

Absent: None

5. Service Costs and Financial Trends

Staff Report

Lauren Gradia Director of Finance and Capital Programs reported on Service Costs and Financial Trends throughout the COVID pandemic. Ms. Gradia highlighted that during this timeframe, Marin Transit maintained and expanded service to provide essential fixed route service and as result fixed route operations costs did not decline. Maintaining and expanding service during the pandemic was possible due to significant Federal COVID relief funds for operations. Under baseline conditions, Marin Transit has sufficient reserves and carryforward of federal COVID relief funds to maintain financial stability through FY2022/23. After that point, the imbalance between projected operation expenses and operation revenues creates a financial cliff with full expenditure of financial reserves in FY2025/26.

Three conceptual service-related options are under evaluation that bring revenues and expenses into balance; 1) Reduce service hours, 2) Shift hours between contracts, 3) A combination of service reductions and shifting hours between contractors.

These conceptual options are designed to illustrate the magnitude of changes needed. Based on the latest service and ridership information, there are opportunities to right-size Marin Transit's fixed route service in the near-term. Additional service was added during the pandemic to address temporary vehicle capacity restrictions and reductions in Golden Gate Bridge, Highway and Transportation District (GGBHTD) regional service. A re-assessment of this added service, alongside an analysis of less productive service could help achieve financial stability without significant disruptions to passengers. By making smaller, more incremental changes sooner, the District can improve the financial outlook without needing large disruptive changes. This is also an opportunity to address observed changes in travel patterns from the COVID-19 pandemic. Staff will present more details on how service can be adjusted at the March 2022 board meeting.

Director Colin asked about the expenditure of federal funds. Ms. Gradia noted that federal funds have a four-year expenditure. Director Colin and President Moulton-Peters asked for clarification on facility constraints. Ms. Gradia noted that shifting hours from contractors would involve a rebid, and without having places to perform maintenance and park vehicles, it is difficult for contractors

to take on additional service, or for the District to attract other vendors to bid on service. Ms. Gradia noted that staff will return to the Board with a deeper analysis of the options.

Director Rodoni asked if incoming funds are being considered. Ms. Gradia answered that all operations funds have been awarded. Ms. Gradia noted funding opportunities through the new federal act and state budget surplus, however those funds are anticipated to fund capital programs and not operations programs. Ms. Gradia noted that the item primarily focuses on operations revenues which are not likely to be affected by the new federal funds.

Recommended Action: Information only.

6. Convene in Closed Session

The Board went into closed session.

Report from Closed Session:

President Moulton-Peters reported that direction was given to staff.

Adjourn President Moulton Peters adjourned the meeting at 12:21 P.M.

SINE DIE

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PRESIDENT

ATTEST:

_____
CLERK

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katie rice
vice president
supervisor district 2

eric lucan
2nd vice president
city of novato

judy arnold
director
supervisor district 5

kate colin
director
city of san rafael

damon connolly
director
supervisor district 1

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

March 7, 2022

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

SUBJECT: Marin Transit Quarterly Performance Report for the Second Quarter of FY 2021/22

Dear Board Members:

RECOMMENDATION: Accept report.

SUMMARY: As part of the District's service monitoring process, staff have prepared a quarterly performance report alongside the quarterly financial report. Attached is the report for the second quarter of FY 2021/22.

The quarterly report provides route-level statistics and performance measures with financial data and an in-depth analysis of trends. The report discusses any relevant external factors such as service changes.

Additional detailed analyses of system performance and trends are provided in an annual system performance report. This report is available on the District's website at https://marintransit.org/service performance reports in addition to the monthly reports.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Aida Banihashemi
Planning Manager

Attachments

Quarterly Performance Report for FY 2021/22 Q2

This report summarizes the operational performance of Marin Transit services for the second quarter of FY 2021/22 from October 1, 2021 through December 31, 2021. The Quarterly Performance Report provides detailed route-level statistics, analyzes trends, and evaluates performance measures established under Measure A and Measure AA.

Report Format

The data presented in this report is generated directly from TransTrack, Marin Transit's data management system. TransTrack enables Marin Transit to consolidate and analyze all operational data from the District's transit programs and contractors as one system. The reporting tools capture all costs associated with service operations and are not limited to contractor costs. This reporting format most accurately represents the District's actual costs of providing service.

Route performance is presented relative to typology-based targets. The Board updated the targets on April 2, 2018, as part of a larger performance monitoring plan update. These typology-based targets aim to match routes and service levels to the markets they are intended to serve. All performance and financial data are consistent with the District's reporting for the National Transit Database.

Performance Goals

Performance goals at the route level are measured in both productivity (unlinked passengers per hour and per trip) and cost-effectiveness (subsidy per unlinked passenger trip). **Table 1** below summarizes route level performance goals by typology. Note that there are currently no productivity or cost-effectiveness goals identified for the Yellow Bus or Partnership service typologies.

Table 1: Productivity and Subsidy Goals by Service Typology

Service Typology	Routes	Unlinked Passenger Trips per Hour (at or above)	Subsidy per Passenger Trip (at or below)
Local Trunkline	35, 36, 71, 71x	20	$4.50
Regular Local	17/17x, 22, 23, 23X, 29, 49	18	$6.50
Local Connector	219, 228, 233, 245, 251, 257	8	$9.00
Supplemental	613, 617, 619, 625, 645, 649, 651, 654	20 per trip	$3.00
Rural	61, 68	6	$12.00
Recreational	66 (Muir Woods Shuttle)	25	$3.00
Demand Response	Local DAR, Novato DAR, Dillon Beach/Tomales DAR, Point Reyes DAR	2	$35.00

Performance Summary

In the second quarter of FY 2021/22, Marin Transit carried a total of 569,356 passengers systemwide. This represents an increase of 63.9% in ridership compared to the second quarter of the previous fiscal year and an increase of 4.5% from the first quarter of the fiscal year. On fixed-route transit services, Marin Transit carried 525,011 riders. This is an increase of 57.1% from the second quarter of FY 2020/21 and an increase of 2.9% from the first quarter of the fiscal year. The Yellow Bus program carried 24,015 passengers, a program which did not run in FY 2020/21. Marin Access services carried 20,330 trips on demand

response and mobility management programs. This reflects an increase of 54.2% compared to the second quarter of the last fiscal year and an increase of 3.1% compared to the first quarter of FY 2021/22. The tables at the end of this report provide a breakdown of all route-level statistics.

Local Trunkline (Routes 35, 36, and 71)
In the second quarter of FY 2021/22, Local Trunkline services carried 227,010 passengers. This represents a decrease of 20.9% from the second quarter of FY19/20 pre-COVID. Collectively, these routes represent an increase of 78.1% compared to the second quarter of FY 2020/21, and an increase of 2.7% compared to the first quarter of FY2021/22. Route 35 had an average of 21.2 passengers per revenue hour, meeting the productivity target of 20 passengers per revenue hour. No other Local Trunkline routes met their productivity target of 20 passengers per hour, and none met their subsidy target of $4.50 per passenger. Local Trunkline service accounted for 30.4% of fixed route service in revenue hours and 43.2% of fixed route ridership in the second quarter of FY2021/22.

Local Basic (Routes 17, 22, 23, 23x, 29, and 49)
Local Basic services carried a total of 177,521 passengers during the second quarter of this fiscal year. This represents an increase of 67.5% compared to the second quarter of the last fiscal year, and an increase of 3.2% from the first quarter of the fiscal year. In the second quarter of FY 2021/22 the Local Basic routes had a 27.6% decline in ridership compared to the second quarter of FY19/20 pre-COVID. Route 23X had an average of 20.8 passengers per revenue hour, meeting the productivity target of 18 passengers per revenue hour. No other Local Basic routes met their performance target of 18 passengers per hour, and none met the subsidy target of $6.50 per passenger. Local Basic routes represented 31.3% of fixed route revenue hours and 33.8% of fixed route ridership in the second quarter of FY2021/22.

Local Connector (Routes 219, 228, 233, 245, 251, and 257)
During the second quarter of the fiscal year, Local Connector services carried 67,212 total passengers. This is 51.2% higher than the previous year and represents an 8% increase from the first quarter of the fiscal year. In the second quarter of FY 2021/22 the Local Connector routes had a 31.9% decline in ridership compared to the second quarter of FY19/20 pre-COVID. Route 245 had an average of 8.7 passengers per revenue hour, meeting the productivity target of 8 passengers per revenue hour. No other Local Connector routes met the productivity target of 8 passengers per hour, and none met the subsidy target of $9.00 per passenger. Local Connector routes accounted for 22.5% of fixed route service in revenue hours and provided 12.8% of fixed route ridership in the second quarter of FY 2021/22.

Supplemental School (Routes 613, 617, 619, 625, 645, 649, 651, and 654)
Supplemental School routes carried 17,118 passengers in the second quarter of FY 2021/22. Route 645 had an average of 26.9 passengers per trip, meeting the productivity target of 20 passengers per trip. No other Supplemental School routes met the productivity target of 20 passengers per trip, and none met the subsidy target of $3.00 per passenger. Supplemental School routes accounted for 1.5% of fixed route service in revenue hours and provided 3.3% of fixed route ridership in the second quarter of FY 2021/22.

Rural (West Marin Stagecoach Routes 61 and 68)
In the second quarter of the fiscal year, the two Stagecoach routes carried 21,729 passengers. This is a 63.1% increase from the prior year and an 8.7% decrease compared to the first quarter of FY 2021/22. A decrease in ridership from the summer to the fall is a normal seasonal fluctuation for the Stagecoach routes. In the second quarter of FY 2021/22 the Rural routes had a 9.9% decline in ridership compared to the second quarter of FY19/20 pre-COVID. Neither route met their productivity goal of 6 passengers per hour, nor their subsidy goal of $12.00 per passenger. Stagecoach routes accounted for 10.8% of fixed route service in revenue hours, and ridership represented 4.1% of fixed route ridership in the second quarter of FY2021/22.

Partnership Services (Route 622 – College of Marin Express)
Route 622 carried 951 passengers in the second quarter of FY 2021/22. There are no service targets for this route. It accounted for 1.4% of fixed route revenue hours and 0.2% of fixed route ridership in the second quarter of FY 2021/22.

Yellow Bus
In the second quarter of 2021/22, Ross Valley School District yellow bus carried 24,015 passengers.

Recreational (Route 66-Muir Woods Shuttle)
The Muir Woods Shuttle currently runs weekend/holiday-only service. In the second quarter of FY 2021/22, the Muir Woods Shuttle carried 13,470 passengers. It did not meet its productivity goal of 25 passengers per hour, nor its subsidy goal of $3.00 per passenger. The Muir Woods Shuttle accounted for 2% of fixed route service in revenue hours, and ridership represented 2.6% of fixed route ridership in the second quarter of FY2021/22.

Marin Access
Mobility Management programs offered by Marin Access include demand response services, Catch-A-Ride, and Volunteer Driver programs.

In the second quarter of FY 2021/22, local paratransit carried 14,382 passengers. The service productivity average of 1.8 passengers per hour did not meet the 2.0 standard. The number of passengers represents a 73.3% increase in ridership compared to the prior fiscal year. In the second quarter of FY 2021/22 local paratransit had a 49.9% decline in ridership compared to the second quarter of FY19/20 pre-COVID. With a subsidy per passenger of $73.20, the service did not meet the subsidy target of $35.00 per passenger.

The Novato Dial-a-Ride service carried 755 passengers. The service productivity average of 2.1 passengers per hour did meet the 2.0 standard. Ridership was 44.6% higher than in the previous fiscal year. The service did not meet the subsidy target of $35.00 per passenger.

The Dillon Beach/Tomales Dial-a-Ride provides curb-to-curb pick-up and drop-off between Dillon Beach, Tomales, and Petaluma, and operates on Wednesdays only. During the second quarter of the fiscal year, the service carried 134 passengers, a 139.3% increase compared to last year. The service productivity average of 2.1 passengers per hour did meet the 2.0 passengers per hour target. The service did not meet the subsidy target of $35.00 per passenger.

In July 2016, Marin Transit added a new general public dial-a-ride service between Point Reyes Station and Novato. The service currently runs twice per month on the first and third Monday. In the second quarter of the fiscal year, the service carried 64 passengers, 128.6% higher than the second quarter of last year. At 2.0 passengers per hour, the rural dial-a-ride met its 2.0 productivity target. The service did not meet its subsidy target of less than $35.00 per passenger.

The Volunteer Driver Program completed 2,576 trips in the second quarter of FY 2021/22. This represents a 2.4% increase compared to the previous fiscal year.

The Catch-a-Ride program provided 950 one-way trips. This is a decrease of 16.4% compared to the prior year.

Marin Transit launched the on-demand microtransit pilot program called Marin Transit Connect in May of 2018. In July 2020, Marin Transit expanded the Connect service area from limited areas of Northern and Downtown San Rafael to 2.5 sq. miles surrounding all of Marin's SMART rail stations and introduced an updated on-demand Connect pilot. This program carried a total of 1,469 passengers in the second quarter of the FY 2021/22, a 133.2% increase from the prior year. There are currently no

board-adopted performance targets for the Connect service. At the beginning of FY 2019/20, staff provided a one-year evaluation report of the previous Connect pilot program that suggested performance targets of 4.0 passengers per hour and $15.00 per passenger trip. Connect performance continued to improve in FY 2019/20. At this time, the program has 6.1 riders per revenue hour, exceeding the suggested target of 4.0. However, the program is not meeting the suggested $15.00 per passenger subsidy target, primarily due to low utilization from first-last mile commuters. Commuters were the largest rider group prior to the COVID-19 pandemic and have significantly reduced their travel due to the post COVID travel demand changes.

Ridership Trends

The Governor issued a Shelter-in-Place order for the State of California that began on March 16, 2020 in response to the COVID-19 global pandemic. The order advised the public to limit travel to essential trips only, including on public transportation. This led to a precipitous decline in travel demand and in overall ridership starting in FY 2019/20. Although ridership has increased in the second quarter of FY 2021/22 compared to the beginning of the pandemic, ridership continues to be significantly lower than pre-pandemic levels. Marin Transit continues to provide regular service. However, the pandemic has led to significant impacts on Marin Transit operations, ridership levels, and corresponding fare revenue on fixed route and Marin Access services. The Muir Woods Shuttle has resumed weekend/Holiday service from Pohono since mid-June 2021, and most Supplemental School routes began operation in August 2021.

In the second quarter of FY 2021/22, most ridership occurred on Local Trunkline routes that serve the Highway 101 corridor from Marin City to Novato and the Canal to San Rafael Transit Center corridor. These transit corridors have historically been the busiest in Marin County and serve dense, lower-income, and minority communities. Residents in these corridors are more likely to be essential workers who rely on public transportation. The District is also seeing lower declines in ridership on West Marin Stagecoach routes and rural dial-ride services, likely because transit riders who live in more rural areas of the county do not have as many transportation options.

Overall, in this quarter Marin Transit routes had a 63.9% increase in overall ridership compared to the second quarter of FY 2020/21 and a 30.1% decline in ridership compared to the second quarter of FY19/20 pre-COVID. This represents a 29.1% decrease in ridership on fixed-route and a 50.6% decline on Demand Response services compared to pre-COVID.

The increase in systemwide ridership compared to the second quarter of FY 2020/21 is more a reflection of how steep ridership fell at the beginning of the pandemic than of how strong ridership growth this quarter has been, although it does represent stronger growth than most other agencies experienced across the Bay Area and the US. According to the National Transit Database, nationwide bus ridership increased 26.3% during the second quarter of FY 2021/22 compared to the prior year. The District continues to experience a steady rebound in ridership, in particular after the lift of COVID capacity limitations since mid-July of 2021 and the gradual reopening of the economy.

Regionally, Marin Transit fixed route services continue to perform relatively well compared to other North Bay transit agencies. In the second quarter of FY 2021/22, Golden Gate Transit carried 242,527 passengers on its fixed route bus service, representing less than half of Marin Transit's fixed route ridership (524,910), while SMART carried only 77,623 passengers. In between Marin Transit and the national trend, Golden Gate Transit experienced a 54.4% increase in fixed route bus ridership in this quarter compared to the second quarter of FY2020/21, and with their new expanded service that started in May 2021, SMART experienced a 205.5% increase in ridership compared to the first quarter last year. At 57.1%, Marin Transit experienced an increase in fixed route ridership this quarter comparable to, or more robust than other Bay Area transit agencies that provide local countywide transit services. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE),

SamTrans, and Solano County Transit (SolTrans) experienced a 57.6%, 53%, and 27.9% increase in ridership, respectively, relative to the second quarter of FY 2020/21.

Compared to the prior year, demand for Marin Access mobility management and demand response programs increased by 54.2% during the second quarter of FY 2021/22. The increase can be partially attributed to the day programs reopening. Additionally, as vaccine effectiveness has been further proven, seniors and other members of the public who are more susceptible to COVID-19 have increased their traveling in comparable amounts to the general public.

Table 2 below compares these factors, and qualitatively evaluates their potential impact on ridership.

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2020/21 Q2	FY 2021/22 Q2	Impact
Days Operated	Weekdays	66	66	--
	Weekends & Holidays	32	35	▲
	Muir Woods Shuttle	0	34	▲▲▲
Service Disruptions (cancelled/missed service)		39	111	▼▼▼
Rainfall (inches)		2.5	20.2	▼▼
Gas Prices		$3.13	$4.53	▲▲

Due to the national labor shortage, Marin Transit's operating contractors have had difficulty hiring new drivers, which has led to a significant amount of missed service on the Supplemental School routes, as they were not running the previous fiscal year and therefore needed new staff to operate them. The District continues to work and communicate with its contractors and the schools served by Supplemental School routes to minimize missed service and ensure as many students can get to and from their classes on time as possible.

QUARTER
Q2 FY2021

Fixed-Route

Fixed-Route Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
1. Local Trunkline	35	120,332	▲60.3%	5,674	▼10.8%	21.2	▲9.4
	36	55,484	▲47.7%	3,372	▼1.9%	16.5	▲5.5
	71	51,194	▲245.3%	4,969	▲127.5%	10.3	▲3.5
	Rollup	**227,010**	**▲78.1%**	**14,014**	**▲16.9%**	**16.2**	**▲5.6**
2. Local Basic	17	45,724	▲91.5%	3,645	▲7.1%	12.5	▲5.5
	22	26,191	▲46.7%	2,914	▼3.2%	9.0	▲3.1
	23	38,173	▲61.1%	2,781	▼0.2%	13.7	▲5.2
	23X	13,669	▲127.9%	656	▲0.7%	20.8	▲11.6
	29	8,352	▲95.5%	637	▼1.6%	13.1	▲6.5
	49	45,412	▲48.1%	3,815	▲5.9%	11.9	▲3.4
	Rollup	**177,521**	**▲66.9%**	**14,448**	**▲2.5%**	**12.3**	**▲4.7**
3. Local Connector	219	8,570	▲42.3%	1,569	▼0.9%	5.5	▲1.7
	228	12,384	▲51.0%	2,410	▼0.2%	5.1	▲1.7
	233	6,270	▲32.2%	1,028	▼4.5%	6.1	▲1.7
	245	9,291	▲52.6%	1,062	▼2.3%	8.7	▲3.2
	251	18,826	▲49.5%	2,389	▼0.2%	7.9	▲2.6
	257	11,871	▲74.5%	1,934	▲1.1%	6.1	▲2.6
	Rollup	**67,212**	**▲51.2%**	**10,391**	**▼0.7%**	**6.5**	**▲2.2**
4. Supplemental	613	3,473		142		24.5	
	617	1,773		32		55.0	
	619	3,669		177		20.7	
	625	707		46		15.5	
	645	2,473	▲288.8%	77	**▼76.0%**	32.0	▲20.6
	649	70		22		3.2	
	651	4,388		157		27.9	
	654	565		50		11.3	
	Covid	0		0			
	Rollup	**17,118**		**703**		**24.3**	
5. Rural	61	6,729	▲125.2%	2,351	▲52.2%	2.9	▲0.9
	68	15,000	▲45.1%	2,628	▲4.0%	5.7	▲1.6
	Rollup	**21,729**	**▲63.1%**	**4,980**	**▲22.3%**	**4.4**	**▲1.1**
6. Partnership Services	122	0	▼100.0%	0	▼100.0%		
	622	951		653		1.5	
	Rollup	**951**	**▼47.7%**	**653**	**▼5.2%**	**1.5**	**▼1.2**
7. Yellow Bus	Hdn Valley	1,738		3		579.3	
	White Hill	22,277	▲742,466.7%	3	-	7,425.7	▲7,424.7
	Rollup	**24,015**	**▲800,400.0%**	**6**	**▲100.0%**	**4,002.5**	**▲4,001.5**
8. Recreational	66	13,470		945	▲31,416.3%	14.2	▲14.2
	Rollup	**13,470**		**945**	**▲31,416.3%**	**14.2**	**▲14.2**
Rollup		**549,026**	**▲87.1%**	**46,141**	**▲11.7%**	**11.9**	**▲4.8**

* Change compared to same quarter of prior year

Fixed-Route

Fixed-Route Financial Statistics by Route

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
1. Local Trunkline	35	$883,344	▼11.7%	$108,047	▲36.2%	$6.44	▼$5.83	12.2%	▲4.3%
	36	$524,808	▼2.5%	$51,689	▲28.9%	$8.53	▼$4.74	9.8%	▲2.4%
	71	$777,403	▲119.7%	$55,067	▲195.5%	$14.11	▼$8.50	7.1%	▲1.8%
	Rollup	**$2,185,555**	**▲15.5%**	**$214,803**	**▲55.6%**	**$8.68**	**▼$5.09**	**9.8%**	**▲2.5%**
2. Local Basic	17	$419,921	▲14.3%	$44,558	▲64.1%	$8.21	▼$6.03	10.6%	▲3.2%
	22	$333,563	▲3.3%	$26,795	▲26.7%	$11.71	▼$5.20	8.0%	▲1.5%
	23	$432,251	▲0.3%	$36,361	▲33.4%	$10.37	▼$6.65	8.4%	▲2.1%
	23X	$102,102	▲0.1%	$10,747	▲53.4%	$6.68	▼$9.16	10.5%	▲3.7%
	29	$99,094	▼2.0%	$7,448	▲39.1%	$10.97	▼$11.44	7.5%	▲2.2%
	49	$443,529	▲14.1%	$36,721	▲19.4%	$8.96	▼$2.71	8.3%	▲0.4%
	Rollup	**$1,830,460**	**▲6.9%**	**$162,629**	**▲37.0%**	**$9.40**	**▼$5.59**	**8.9%**	**▲2.0%**
3. Local Connector	219	$179,758	▲8.1%	$8,220	▲19.4%	$20.02	▼$6.46	4.6%	▲0.4%
	228	$267,968	▲8.0%	$11,970	▲9.7%	$20.67	▼$8.26	4.5%	▲0.1%
	233	$114,754	▲3.6%	$5,349	▼5.3%	$17.45	▼$4.70	4.7%	▼0.4%
	245	$121,514	▲6.7%	$7,042	▲7.2%	$12.32	▼$5.31	5.8%	▲0.0%
	251	$271,684	▲8.5%	$14,904	▲12.9%	$13.64	▼$5.20	5.5%	▲0.2%
	257	$219,865	▲10.1%	$9,562	▲15.7%	$17.72	▼$10.43	4.3%	▲0.2%
	Rollup	**$1,175,543**	**▲7.9%**	**$57,046**	**▲10.8%**	**$16.64**	**▼$6.71**	**4.9%**	**▲0.1%**
4. Supplemental	613	$26,077		$1,716		$7.01		6.6%	
	617	$6,507		$326		$3.49		5.0%	
	619	$31,970		$1,928		$8.19		6.0%	
	625	$7,916		$434		$10.58		5.5%	
	645	$13,230		$920		$4.98		7.0%	
	649	$3,317		$50		$46.69		1.5%	
	651	$25,427		$1,909		$5.36		7.5%	
	654	$7,481		$489		$12.38		6.5%	
	Covid	$0		$0					
	Rollup	**$121,927**		**$7,772**		**$6.67**		**6.4%**	
5. Rural	61	$289,172	▲54.5%	$5,915	▲154.8%	$42.09	▼$19.76	2.0%	▲0.8%
	68	$320,198	▲3.3%	$11,433	▲26.1%	$20.58	▼$8.52	3.6%	▲0.6%
	Rollup	**$609,371**	**▲22.6%**	**$17,348**	**▲52.3%**	**$27.25**	**▼$9.20**	**2.8%**	**▲0.6%**
6. Partnership Services	122	$0	▼100.0%	$0	▼100.0%				
	622	$92,045		$1,025		$95.71		1.1%	
	Rollup	**$92,045**	**▲9.6%**	**$1,025**	**▼97.8%**	**$95.71**	**▲$75.31**	**1.1%**	**▼54.7%**
7. Yellow Bus	Hdn Valley	$113,136		$6,045		$61.62		5.3%	
	White Hill	$113,136	▲3,965.7%	$77,697		$1.59	▼$925.74	68.7%	▲68.7%
	Rollup	**$226,271**	**▲8,031.5%**	**$83,742**		**$5.94**	**▼$921.40**	**37.0%**	**▲37.0%**
8. Recreational	66	$216,935	▲387,560.1	$1,916	▲43,638.8	$15.96		0.9%	▼6.9%
	Rollup	**$216,935**	**▲387,560.1**	**$1,916**	**▲43,638.8**	**$15.96**		**0.9%**	**▼6.9%**
Rollup		**$6,458,106**	**▲22.3%**	**$546,280**	**▲49.1%**	**$10.77**	**▼$5.97**	**8.5%**	**▲1.5%**

* Change compared to same quarter of prior year

Marin Access

Marin Access Passenger Statistics by Service

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
9. Demand Response	**Dillon DAR**	134	▲139.3%	65	-	2.1	▲1.2
	Local Para	14,382	▲73.3%	8,047	▲75.0%	1.8	▼0.0
	MTC	1,469	▲133.2%	242	▲171.0%	6.1	▼1.0
	Novato DAR	755	▲44.6%	365	▲66.7%	2.1	▼0.3
	PtReyesDAR	64	▲128.6%	32	-	2.0	▲1.1
	Reg Para	0		0			
	Rollup	**16,804**	**▲76.2%**	**8,751**	**▲74.9%**	**1.9**	**▲0.0**
Catch-A-Ride	**CAR_Gen**	575	▼17.6%	0			
	CAR_LowInc	375	▼14.4%	0			
	Rollup	**950**	**▼16.4%**	**0**			
Volunteer Driver	**VolDrvr**	2,164	▲10.7%	2,821	▲2.1%	0.8	▲0.1
	VolDvrWM	412	▼26.7%	722	▼14.0%	0.6	▼0.1
Rollup		**20,330**	**▲54.2%**	**12,293**	**▲42.8%**	**1.7**	**▲0.1**

Marin Access Financial Statistics by Service

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
9. Demand Response	**Dillon DAR**	$5,614	▲8.6%	$223	▲70.9%	$40.23	▼$49.75	4.0%	▲1.4%
	Local Para	$1,077,884	▲41.3%	$24,467	▲22.8%	$73.25	▼$16.29	2.3%	▼0.3%
	MTC	$143,340	▼1.8%	$6,794	▲121.6%	$92.95	▼$133.97	4.7%	▲2.6%
	Novato DAR	$47,866	▲76.7%	$2,151	▲15.3%	$60.55	▲$12.23	4.5%	▼2.4%
	PtReyesDAR	$2,720	▲8.4%	$105	▲65.4%	$40.86	▼$46.50	3.9%	▲1.3%
	Reg Para	$0		$0					
	Rollup	**$1,277,423**	**▲35.3%**	**$33,740**	**▲34.7%**	**$74.01**	**▼$22.34**	**2.6%**	**▼0.0%**
Catch-A-Ride	**CAR_Gen**	$41,863	▼21.1%	$2,804	▲19.7%	$67.93	▼$4.70	6.7%	▲2.3%
	CAR_LowInc	$20,875	▼24.7%	$1,833	▲26.0%	$50.78	▼$9.22	8.8%	▲3.5%
	Rollup	**$62,738**	**▼22.3%**	**$4,637**	**▲22.1%**	**$61.16**	**▼$6.60**	**7.4%**	**▲2.7%**
Volunteer Driver	**VolDrvr**	$28,581	▲19.8%	$0		$13.21	▲$1.00	0.0%	-
	VolDvrWM	$9,916	▼8.4%	$0		$24.07	▲$4.80	0.0%	-
Rollup		**$1,378,658**	**▲30.1%**	**$38,377**	**▲33.1%**	**$65.93**	**▼$12.21**	**2.8%**	**▲0.1%**

* Change compared to same quarter of prior year

Systemwide Total

Systemwide Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
Values	569,356	▲63.9%	58,434	▲6.4%	9.7	▲3.4

Systemwide Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	$7,836,764	▲12.5%	$584,657	▲32.3%	$12.74	▼$6.04	7.5%	▲1.1%

* Change compared to same quarter of prior year

FY 2022 Marin Access Outreach and Travel Training

Travel Navigator Reporting Month: October 2021

Date(s)	Event	Description	Attendees
No outreach or travel training performed			

Travel Navigator Reporting Month: November 2021

Date(s)	Event	Description	Attendees
11/17/2021	Navigating Transit Presentation	General Marin Access Navigating Transit presentation for Public Authority of Marin IHSS workers. Presentation completed in English.	12

Travel Navigator Reporting Month: December 2021

Date(s)	Event	Description	Attendees
12/17/2021	Navigating Transit Presentation	General Marin Access Navigating Transit presentation for Public Authority of Marin IHSS workers. Presentation completed in Spanish.	16

marin transit

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town of san anselmo

March 7, 2021

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

SUBJECT: Marin County Transit District Second Quarter FY 2021/22 Financial Report

Dear Board Members:

RECOMMENDATION: Accept report.

SUMMARY: The quarterly report is an opportunity for your Board to review the District's financial status and to provide fiscal and operational accountability. This report represents all financial transactions for the District through the second quarter of Fiscal Year 2021/22.

Unaudited revenues and expenditures are shown on a full accrual basis consistent with Generally Accepted Accounting Principles (GAAP) for special districts. All known revenues and expenditures for the period are reported even if they have not been received or are awaiting payment. These include recorded estimates for property tax and other significant transactions.

District revenues and expenditures through the second quarter were consistent with the Board-adopted budget (Attachment A).

Transit Operating Expenses
FY 2021/22 transit operating expenses through the second quarter (Attachment A, Page 1) are $16 million, which is 45 percent of the annual budget of $35.7 million. With these expenditures, Marin Transit delivered 47 percent of budget fixed route service hours and 33 percent of budgeted demand response service hours as identified in Table 1.

Transit Operating Revenue
Marin Transit's FY2021/22 operating revenues through the second quarter (Attachment A, Page 1) are $18.1 million or 49 percent of the annual budget of $37 million.

Capital Budget
Through the second quarter, Marin Transit's expenditures in the Capital Budget (Attachment A, Page 1) were $3.7 million or 22 percent of the $17.2 million budget. Capital revenues typically tie closely to expenditures as they tend to be on a reimbursement

basis. Attachment C includes a complete Capital Report for all major Marin Transit capital projects for the current period.

Table 1: FY 2021/22 Year to Date (YTD) thru Second Quarter Service Operations

Service	Budgeted Annual Revenue Hours	Revised - Budgeted Annual Revenue Hours	YTD thru Q2 Actual Revenue Hours	% of Annual
Regular Local and Trunk Line	118,200	118,200	57,167	48%
Community Shuttles	44,800	44,800	20,916	47%
Supplemental School Service[1]	9,000	9,000	2,061	23%
Muir Woods Shuttle	4,440	4,440	1,879	42%
West Marin Stagecoach Service	20,000	20,000	9,974	50%
Fixed Route Subtotal	*196,440*	*196,440*	*91,997*	*47%*
Rural Dial A Ride	400	400	244	61%
Transit Connect	6,120	6,120	447	7%
Novato Dial-A-Ride	2,600	2,600	704	27%
Local Paratransit Service	40,700	40,700	15,498	38%
Regional Paratransit Service	4,400	4,400	1,242	28%
Yellow School Bus Service	6 buses	6 buses	4	-
Service	**Annual Estimated Trips**	**Revised Estimated Annual Trips**	**YTD thru Q1 Actual Trips**	**% of Annual**
Catch A Ride	9,800	9,800	2,045	21%
Volunteer Driver	13,500	13,500	5,197	38%
Note: 1) Includes College of Marin service				

FISCAL/STAFFING IMPACT: There are no fiscal impacts associated with this report.

Respectfully submitted,

Lauren Gradia
Director of Finance and Capital Projects

Attachment A: FY2021/22 Second Quarter Financial Report
Attachment B: FY2021/22 Budget Amendments
Attachment C: Capital Project Report

Attachment A

Marin Transit
FY2021/22 Q2 Budget Report
From 7/1/2021 Through 12/31/2021

(In Whole Numbers)

	FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue					
Capital	5,754,427	8,158,442	8,182,709	743,504	9.09%
Facility Operations	171,360	0	0	0	0.00%
Vehicle Operations	34,368,575	36,948,095	37,036,527	18,078,657	48.81%
Total Revenue	40,294,362	45,106,537	45,219,236	18,822,161	41.62%
Expenses					
Capital	5,685,746	13,838,442	17,106,296	3,673,024	21.47%
Facility Operations	85,307	0	0	0	0.00%
Vehicle Operations	29,749,318	35,381,744	35,730,684	15,991,418	44.76%
Total Expenses	35,520,371	49,220,186	52,836,980	19,664,442	37.22%
Expenditures	35,520,371	49,220,186	52,836,980	19,664,442	37.22%
Net Revenue Over Expenditures	4,773,991	(4,113,649)	(7,617,744)	(842,281)	11.06%

Attachment A

Marin Transit
FY2021/22 Q2 Budget Report
From 7/1/2021 Through 12/31/2021

Operations Summary - Admin, Local, Rural, Marin Access, Yellow Bus

	FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Fare Revenue	1,654,777	3,017,579	3,017,579	1,303,827	43.20%
Advertising & Other Revenue	367,408	610,447	610,447	285,896	46.83%
Fee for Service	1,267,335	1,342,481	1,342,481	754,385	56.19%
Interest	125,928	160,700	160,700	(8,595)	(5.34)%
Measure A	1,106,168	0	0	0	0.00%
Measure AA	9,159,204	12,726,002	12,726,002	3,001,229	23.58%
Measure B	910,679	944,943	944,943	603,403	63.85%
Property Taxes	4,975,162	4,940,101	4,940,101	2,630,944	53.25%
Redevelopment Area (RDA) Fees	56,556	45,500	45,500	25,165	55.30%
State Transit Assistance (STA)	1,680,205	2,384,860	2,384,860	1,330,647	55.79%
Transit Development Act (TDA)	3,817,097	5,871,942	5,871,942	3,282,614	55.90%
Other State	32,769	32,300	32,300	9,907	30.67%
FTA Funds	9,207,534	5,294,542	5,294,542	4,663,437	88.08%
National Park Service	14,331	418,694	418,694	195,799	46.76%
Cost Center Revenue Transfers	(6,578)	(841,996)	(753,564)	0	0.00%
Total Revenue	34,368,575	36,948,095	37,036,527	18,078,657	48.81%
Salaries and Benefits	2,478,182	2,806,721	2,806,721	1,271,544	45.30%
Consultant Services	299,251	590,752	590,752	164,040	27.76%
Professional Service-Legal	15,999	103,000	103,000	44,860	43.55%
Security and Maintenance	220,559	388,631	388,631	181,144	46.61%
Customer Service	681,567	678,352	569,638	420,511	73.82%
Mobility Management Support Programs	0	92,360	92,360	0	0.00%
Grants to External Agencies	232,085	410,406	410,406	42,444	10.34%
Office Supplies	330,566	397,352	397,352	190,678	47.98%
Covid Cleaning and Supplies	219,261	342,000	342,000	43,969	12.85%
General Insurance	63,052	72,928	72,928	78,746	107.97%
Contract Service Operation	23,220,992	25,960,597	26,229,348	12,131,264	46.25%
Membership & Prof Development	34,694	53,888	53,888	33,685	62.50%
Mileage and Travel	413	25,750	25,750	4,253	16.51%
Marketing	96,232	178,411	178,411	25,804	14.46%
Communication	188,554	264,888	264,888	138,363	52.23%
Fuel	1,891,121	3,124,622	3,313,525	1,312,364	39.60%
Utilities	0	65,000	65,000	14,218	21.87%
Vehicle Leases	0	26,236	26,236	12,643	48.18%
Office - Rental and Overhead	140,532	146,260	146,260	71,058	48.58%
Cost Center Transfers	(363,742)	(346,410)	(346,410)	(190,170)	54.89%
Total Expenses	29,749,318	35,381,744	35,730,684	15,991,418	44.75%
Net Revenue Over Expenditures	4,619,257	1,566,351	1,305,843	2,087,238	159.83%

Attachment A

Marin Transit
FY2021/22 Q2 Budget Report
From 7/1/2021 Through 12/31/2021

Detail - Administration		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Interest	4070400	125,928	160,700	160,700	(8,595)	(5.34)%
Redevelopment Fees	4079950	23,894	20,500	20,500	14,330	69.90%
Residual ABX 126	4079954	32,662	25,000	25,000	10,835	43.33%
PropTax-CurrntSecured	4080101	4,366,859	4,472,425	4,472,425	2,236,213	50.00%
County Fee-SV2557Admin Basic Tax	4080102	(62,492)	(68,494)	(68,494)	(29,898)	43.65%
Property Tax-Unitary	4080103	39,531	40,170	40,170	0	0.00%
PropTax-CurrntUnSecur	4080104	82,857	80,000	80,000	74,715	93.39%
Educ Rev Augm Fund-Redist	4080105	451,508	320,000	320,000	315,903	98.71%
PropTax-Supp CY SECR	4080106	89,757	90,000	90,000	26,526	29.47%
PropTax-Supp Unsecured	4080107	1,711	1,000	1,000	1,501	150.08%
PropTax-Redemtion	4080108	2,952	2,000	2,000	2,121	106.05%
Property Tax-Prior Unsecured	4080109	2,480	3,000	3,000	3,863	128.77%
National Park Service	4089901	154	150	150	0	0.00%
Other State	4119940	217	300	300	216	72.01%
Total Revenue		5,158,018	5,146,751	5,146,751	2,647,730	51.44%
Transfers						
Property Tax Transfer	4700001	(271,548)	(3,098,005)	(3,098,005)	(324,353)	10.47%
Total Transfers		(271,548)	(3,098,005)	(3,098,005)	(324,353)	10.47%
Net Revenue		4,886,470	2,048,746	2,048,746	2,323,377	113.40%
Expense						
Salaries	5010200	1,526,167	1,800,921	1,800,921	929,825	51.63%
Employee Benefits	5020000	952,015	1,005,800	1,005,800	341,719	33.97%
Consultant Services	5030301	86,368	206,000	206,000	58,578	28.28%
Professional Svcs - Legal	5030303	15,999	103,000	103,000	44,860	43.55%
Prof Svcs - Accounting and Audit	5030305	35,898	37,693	37,693	3,910	10.37%
Office Supplies	5049901	3,035	13,390	13,390	3,490	26.06%
Small Furn/Equip	5049902	10,193	10,300	10,300	4,503	43.72%
Software	5049903	90,751	90,000	90,000	62,122	69.02%
Copier Suppl & Srvc	5049904	8,286	10,017	10,017	4,210	42.02%
Postage	5049905	1,062	3,377	3,377	1,124	33.28%
Computers	5049906	9,282	22,145	22,145	8,395	37.90%
Communication - Phone	5050201	32,009	33,475	33,475	19,096	57.04%
Insurance - Gen Liability	5060301	63,052	72,928	72,928	78,746	107.97%
Membership & Prof Development	5090101	34,694	53,888	53,888	33,685	62.50%
Mileage and Travel	5090202	413	25,750	25,750	4,253	16.51%
Marketing	5090801	2,068	13,911	13,911	4,476	32.17%
Office Rental	5121200	140,532	146,260	146,260	71,058	48.58%
Total Expense		3,012,384	3,648,855	3,648,855	1,674,050	45.88%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	(2,305,491)	(2,654,451)	(2,654,451)	(1,195,214)	45.02%
Cost Center Transfer Overhead	5100101	(444,644)	(563,590)	(563,590)	(244,899)	43.45%
Total Transfers		(2,750,134)	(3,218,041)	(3,218,041)	(1,440,114)	44.75%
Total Expense		262,250	430,814	430,814	233,936	54.30%

Attachment A

Marin Transit
FY2021/22 Q2 Budget Report
From 7/1/2021 Through 12/31/2021

Detail- Local		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Special Fares - Paid By Another Agency	4020000	198,763	556,323	556,323	188,650	33.91%
Advertising Revenue	4060301	201,573	273,712	273,712	86,048	31.43%
Lease of Property	4070301	165,835	336,735	336,735	199,848	59.34%
Measure A Sales Tax	4092001	944,535	0	0	0	0.00%
Measure AA - Sales Tax	4092005	6,979,897	8,680,992	8,680,992	1,624,465	18.71%
State Transit Assistance -Population Based	4110101	766,220	824,860	824,860	520,647	63.11%
Transit Develoment Act (TDA)	4110102	3,817,097	5,871,942	5,871,942	3,282,614	55.90%
State Transit Assistance - Revenue Based	4110104	853,985	1,500,000	1,500,000	750,000	50.00%
SREC Credits	4119911	14,010	16,000	16,000	6,929	43.30%
Fed- FTA 5307 STP	4139912	70,520	0	0	0	0.00%
Fed-FTA 5307 CARES	4139914	6,760,570	3,654,814	3,654,814	3,654,814	100.00%
National Park Service	4139951	14,177	418,544	418,544	195,799	46.78%
Fare Revenue	4140100	1,270,458	1,563,217	1,563,217	833,679	53.33%
Total Revenue		22,057,640	23,697,139	23,697,139	11,343,493	47.87%
Transfers						
Property Tax Transfer	4700001	6,045	300,000	300,000	0	0.00%
Program Revenue Transfer	4700002	33,412	80,000	80,000	0	0.00%
Total Transfers		39,457	380,000	380,000	0	0.00%
Net Revenue		22,097,097	24,077,139	24,077,139	11,343,493	47.11%
Expense						
Consultant Services	5030301	97,394	210,000	210,000	49,720	23.67%
Fare Processing Charges	5030310	14,679	18,035	18,035	9,688	53.71%
Customer Service	5030320	352,011	338,910	338,910	250,795	74.00%
Custodial Service	5030602	0	68,291	68,291	7,151	10.47%
Security Services	5030701	220,501	298,324	298,324	150,857	50.56%
Fuel	5040101	1,451,828	2,268,597	2,457,500	963,267	39.19%
Electrical Power	5040160	40,695	120,000	120,000	29,139	24.28%
Utilities (Facility)	5040180	0	35,000	35,000	12,337	35.24%
Small Furn/Equip	5049902	1,586	10,000	10,000	8,421	84.21%
Software	5049903	38,188	43,260	43,260	38,805	89.70%
COVID- Supplies and Cleaning	5049911	173,290	244,927	244,927	42,825	17.48%
Communication-MERA Radio	5050204	668	0	0	0	0.00%
Communication-AVL	5050205	102,286	114,987	114,987	104,347	90.74%
Communication-Data	5050206	5,856	13,467	13,467	511	3.79%
Purchased Transportation - In Report	5080101	17,718,445	18,374,221	18,374,221	8,764,535	47.70%
Marketing	5090801	60,229	90,000	90,000	15,274	16.97%
Total Expense		20,277,655	22,248,020	22,436,923	10,447,669	46.56%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	1,541,638	1,801,776	1,801,776	745,311	41.36%
Cost Center Transfer Overhead	5100101	277,803	307,752	307,752	152,714	49.62%
Total Transfers		1,819,441	2,109,528	2,109,528	898,025	42.57%
Total Expense		22,097,097	24,357,548	24,546,451	11,345,695	46.22%

Attachment A

Marin Transit
FY2021/22 Q2 Budget Report
From 7/1/2021 Through 12/31/2021

Detail - Rural		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Measure A Sales Tax	4092001	27,059	0	0	0	0.00%
Measure AA - Sales Tax	4092005	564,320	664,630	664,630	664,630	100.00%
Fed-FTA 5311 Rural	4139920	228,695	231,649	231,649	115,825	49.99%
Fed-FTA 5311 CARES	4139923	800,000	523,877	523,877	0	0.00%
Fare Revenue	4140100	52,419	81,474	81,474	39,014	47.88%
Total Revenue		1,672,493	1,501,630	1,501,630	819,469	54.57%
Transfers						
Property Tax Transfer	4700001	258,925	1,158,429	1,158,429	278,230	24.02%
Total Transfers		258,925	1,158,429	1,158,429	278,230	24.02%
Net Revenue		1,931,418	2,660,059	2,660,059	1,097,699	41.27%
Expense						
Consultant Services	5030301	8,090	15,914	15,914	3,845	24.15%
Fuel	5040101	158,951	257,829	257,829	88,617	34.37%
Small Furn/Equip	5049902	1,642	5,000	5,000	0	0.00%
COVID- Supplies and Cleaning	5049911	5,014	13,073	13,073	103	0.79%
Communication-AVL	5050205	12,887	18,182	18,182	12,454	68.49%
Communication-Data	5050206	697	1,126	1,126	0	0.00%
Purchased Transportation - In Report	5080101	1,624,308	1,909,351	1,912,025	928,610	48.56%
Marketing	5090801	6,197	20,000	20,000	4,145	20.72%
Total Expense		1,817,786	2,240,473	2,243,147	1,037,774	46.26%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	96,282	124,348	124,348	49,734	39.99%
Cost Center Transfer Overhead	5100101	17,350	37,310	37,310	10,191	27.31%
Total Transfers		113,632	161,658	161,658	59,925	37.07%
Total Expense		1,931,418	2,402,131	2,404,805	1,097,699	45.64%

Attachment A

Marin Transit
FY2021/22 Q2 Budget Report
From 7/1/2021 Through 12/31/2021

Detail - Marin Access

		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Measure A Sales Tax	4092001	134,574	0	0	0	0.00%
Measure AA - Sales Tax	4092005	1,353,396	2,767,180	2,767,180	491,191	17.75%
Measure B	4099950	910,679	944,943	944,943	603,403	63.85%
State Transit Assistance -Population Based	4110101	60,000	60,000	60,000	60,000	100.00%
State Prop Tx Relief HOPTR	4119910	18,541	16,000	16,000	2,762	17.26%
Fed-FTA 5307 Urbanized Area Formula	4139910	697,574	802,802	802,802	802,802	100.00%
Fed-FTA 5307 CARES	4139914	559,614	0	0	45,354	0.00%
Fed-FTA 5310 Mobility	4139915	90,561	81,400	81,400	44,642	54.84%
Fare Revenue	4140100	133,137	242,900	242,900	113,751	46.83%
GGBHTD Payment for Local Paratransit	4601003	693,171	527,331	527,331	400,901	76.02%
GGBHTD Payment for Regional Paratransit	4601004	574,164	705,473	705,473	353,484	50.10%
Total Revenue		5,225,411	6,148,028	6,148,028	2,918,290	47.47%
Transfers						
Property Tax Transfer	4700001	0	784,361	784,361	31,700	4.04%
Program Revenue Transfer	4700002	(33,412)	(80,000)	(80,000)	0	0.00%
Total Transfers		(33,412)	704,361	704,361	31,700	0.00%
Net Revenue		5,191,999	6,852,389	6,852,389	2,949,990	43.05%
Expense						
Consultant Services	5030301	52,189	83,900	83,900	50,378	60.04%
Fare Processing Charges	5030310	61	0	0	556	0.00%
Customer Service	5030320	329,556	339,442	230,728	169,716	73.55%
Custodial Service	5030602	0	20,000	20,000	1,383	6.91%
Security Services	5030701	0	0	0	1,476	0.00%
Fuel	5040101	239,647	478,197	478,197	231,341	48.37%
Utilities (Facility)	5040180	0	30,000	30,000	1,881	6.27%
Small Furn/Equip	5049902	0	10,000	10,000	23	0.22%
Software	5049903	166,425	178,064	178,064	58,962	33.11%
COVID- Supplies and Cleaning	5049911	40,395	84,000	84,000	1,041	1.23%
Communication-MERA Radio	5050204	20,204	22,246	22,246	0	0.00%
Communication-Data	5050206	13,948	35,000	35,000	1,956	5.58%
Purchased Transportation - In Report	5080101	3,327,108	4,335,581	4,644,704	1,853,341	39.90%
Purchased Transportation - Regional	5080102	551,131	659,320	616,274	331,676	53.81%
Marketing	5090801	27,738	51,500	51,500	1,909	3.70%
Misc-Exp Transit User Training	5098001	0	12,360	12,360	0	0.00%
Gap Grant	5098002	0	80,000	80,000	0	0.00%
Total Expense		4,768,403	6,419,609	6,576,972	2,705,638	41.14%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	358,919	355,281	355,281	202,798	57.08%
Cost Center Transfer Overhead	5100101	64,677	106,599	106,599	41,553	38.98%
Total Transfers		423,597	461,880	461,880	244,352	52.90%
Total Expense		5,192,000	6,881,489	7,038,852	2,949,990	41.91%

Attachment A

Marin Transit
FY2021/22 Q2 Budget Report
From 7/1/2021 Through 12/31/2021

Detail - Yellow Bus

		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Yellow Bus Fares - Paid by Another Agency	4030000	0	151,000	151,000	0	0.00%
Local Government Payments	4090101	0	109,677	109,677	0	0.00%
Measure AA - Sales Tax	4092005	261,591	613,200	613,200	220,943	36.03%
Fare Revenue - Yellow Bus	4140105	0	422,665	422,665	128,733	30.45%
Total Revenue		261,591	1,296,542	1,296,542	349,676	26.97%
Transfers						
Property Tax Transfer	4700001	0	13,219	13,219	14,423	109.11%
Total Transfers		0	13,219	13,219	14,423	109.11%
Net Revenue		261,591	1,309,761	1,309,761	364,099	27.80%
Expense						
Consultant Services	5030301	3,600	0	0	2,162	0.00%
Fare Processing Charges	5030310	1,029	19,210	19,210	4,721	24.57%
Custodial Service	5030602	0	2,016	2,016	761	37.77%
Small Furn/Equip	5049902	0	1,800	1,800	15	0.84%
Software	5049903	118	0	0	609	0.00%
Communication-AVL	5050205	0	16,327	16,327	0	0.00%
Communication-Data	5050206	0	10,079	10,079	0	0.00%
Yellow Bus School Service	5080103	0	682,124	682,124	253,102	37.10%
Marketing	5090801	0	3,000	3,000	0	0.00%
Measure AA Yellow Bus Grants	5098008	232,085	410,406	410,406	42,444	10.34%
Leases and Rentals - Passenger Vehicles	5120401	0	26,236	26,236	12,643	48.18%
Total Expense		236,832	1,171,197	1,171,197	316,457	27.02%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	25,184	106,584	106,584	39,540	37.09%
Cost Center Transfer Overhead	5100101	4,538	31,980	31,980	8,102	25.33%
Total Transfers		29,722	138,564	138,564	47,642	34.38%
Total Expense		266,554	1,309,761	1,309,761	364,099	27.79%

Attachment A

Marin Transit
FY2021/22 Q2 Budget Report
From 7/1/2021 Through 12/31/2021

Detail:Capital Budget

		Total Project Budget	FY2021/22 Budget	FY2021/22 Revised	FY2021/22 Actual	Total Project Expenditures
EA	Replace 2 Artics with 4 - 40ft Electric	4,366,507	4,357,915	4,356,883	70,398	80,022
PD	Purchase 5 paratransit replacements	505,000	505,000	505,000	2,206	2,206
PE	Purchase 1 electric paratransit	300,000	5,000	5,000	0	0
XC	Purchase 2 XHF Replacements	906,241	900,094	900,443	43,470	49,268
HY	Hybrid Battery Replacements	300,500	150,000	150,000	0	0
NR	Staff Car	49,000	49,000	49,000	201	201
	Subtotal Vehicles	***6,427,248***	***5,967,009***	***5,966,326***	***116,275***	***131,697***
BN	Novato Bus Stop Shelters	61,115	61,115	61,115	851	851
BP	ADA Bus Stop Improvements	303,000	303,000	303,000	46,905	46,905
	Subtotal Bus Stop Improvements	***364,115***	***364,115***	***364,115***	***47,756***	***47,756***
FS	Facility - Rush Landing Improvements	2,800,000	2,680,000	2,637,957	70,376	232,419
FA	Facility- Maintenance Facility Purchase	3,625,000	100,000	3,285,630	2,941,363	3,280,733
FD	Facility - Kerner Improvements	1,100,000	1,000,000	1,100,000	186,825	186,825
YF	Yellow Bus Parking Facility	3,000,000	3,000,000	3,000,000	0	0
	Subtotal Facility	***10,525,000***	***6,780,000***	***10,023,587***	***3,198,564***	***3,699,977***
RT	Realtime Signs	212,394	30,318	55,268	14,322	171,448
	Subtotal Technology Projects	***212,394***	***30,318***	***55,268***	***14,322***	***171,448***
GG	Golden Gate Capital Costs (GG)	17,000	17,000	17,000	60,975	60,975
BM	Bus Stop Maintenance (BM)	120,000	120,000	120,000	10,227	10,227
VR	Major Vehicle Repairs (VR)	200,000	200,000	200,000	32,319	32,319
IF	Infrastructure Support (IF)	360,000	360,000	360,000	192,585	192,585
	Subtotal Ongoing Capital Expenses	***697,000***	***697,000***	***697,000***	***296,106***	***296,106***
	Total Expenditures	***18,225,757***	***13,838,442***	***17,106,296***	***3,673,023***	***4,346,984***

Attachment B

FY2021/22 Q2
Budget Amendments

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2022-01 (moved from 2022-03	12/6/2021	Roll forward of FY2021 Capital Project expenditures;	Capital	Capital	EA	5230101 Vehicles	$4,357,915	($1,032)	$4,356,883
					XC	5230101 Vehicles	$900,094	$349	$900,443
					FS	5230104 Facilities	$2,680,000	($42,043)	$2,637,957
					FA	5230104 Facilities	$100,000	$3,185,630	$3,285,630
					FD	5230104 Facilities	$1,000,000	$100,000	$1,100,000
					RT	5230102 Equipment	$30,318	$24,950	$55,268
		Total Change for 2022-03						$3,267,854	
2022-02	9/13/2021	Increase local paratransit budget and adjust LPT/LPG split	Operations	LPT	NA	5080101- Purchased Transportation	$2,940,912	$192,093	$3,133,005
			Operations	LPG	NA	5080101- Purchased Transportation	$401,033	$252,411	$653,444
		Decrease regional paratransit budget	Operations	RPT	NA	5080101- Purchased Transportation	$659,320	($43,046)	$616,274
		Increase Transit Connect Budget	Operations	TCT	NA	5080101- Purchased Transportation	$533,726	$56,712	$590,438
		Increase Rural Dial A Ride Budget	Operations	TOM	NA	5080101- Purchased Transportation	$32,845	$2,674	$35,519
		Increase Novato Dial A Ride Budget	Operations	NDR	NA	5040152-Oil and Fuel	$241,500	($3,190)	$238,310
		Decrease customer service (moved to purchased transportation)	Operations	MMP	NA	5030320- Customer Service	$33,944	$5,338	$39,282

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
			Operations	LPG	NA	5030320- Customer Service	$12,269	($5,153)	$7,116
			Operations	LPT	NA	5030320- Customer Service	$116,285	($48,840)	$67,445
			Operations	RPT	NA	5030320- Customer Service	$7,223	($3,034)	$4,189
			Operations	TCT	NA	5030320- Customer Service	$33,944	($14,256)	$19,688
			Operations	CAR	NA	5030320- Customer Service	$101,823	($42,769)	$59,054
		Total Change for 2022-02						($348,940)	

Capital Projects Report FY2021/22

This capital project report provides detail FY2021/22. Project descriptions and status are given for all major capital projects. Projects are grouped according to project type as shown below.

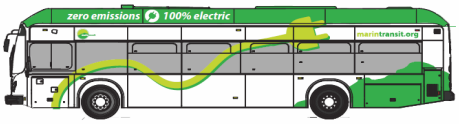
	Total Project Budgets	Total Expended FY2022	Total Project Expenditures	
Vehicles	$6,427,248	$116,275	$131,697	
Bus Stop Improvements	$364,115	$47,756	$47,756	
Facility	$10,525,000	$3,198,564	$3,699,977	
Technology Projects	$212,394	$14,322	$171,368	
Ongoing Capital Expenses	$697,000	$296,106	$296,106	(annual)
	$18,225,757	$3,673,023	$4,346,904	

VEHICLES

Purchase Four 40ft Electric Vehicles (Replacement) **Total Project Budget** **$4,366,507**

Concept: Replace two 60ft Artics with four 40ft Electric Buses

Funding: $2,656,800 Federal Section 5307
$1,338,882 State LCTOP
$370,825 Measure AA



Description: Purchase of four 40-foot Battery Electric Buses to replace three 60-foot Articulated buses beyond their useful life

Status: These vehicles will replace three 60-ft articulated buses in a seat for seat replacement. Board authorized the purchase of four 40ft Electric buses in October 2020. One vehicle was delivered in late December 2021 and the remaining will be delivered in January 2022.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
EA	$4,366,507	$80,022	25%	Jun-22

VEHICLES

Purchase 5 Paratransit Vehicles (Replacements) **Total Project Budget** **$505,000**

Concept: Purchase 16 Paratransit Replacements

Funding: $414,100 Federal 5307
$90,900 Measure AA

Description: Purchase 5 Paratransit Vehicles to replace vehicles beyond their useful life.

Status: Board authorized puchase of these vehicles in November 2021. Vehicles are estimated to arrive in September 2022.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
PD	$505,000	$2,206	0%	Mar-23

VEHICLES

Purchase 1 Electric Paratransit **Total Project Budget** **$300,000**

Concept: Purchase One Eletric Paratransit

Funding: $300,000 Measure AA

Description: Replace 1 paratransit vehicles that is beyond its useful life

Status: Marin Transit will replace one paratransit vehicle with an electric paratransit vehicle. Staff plans to bring this purchase to the Board for authorization in the Summer of 2022.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
PE	$300,000	$0	0%	Mar-23

VEHICLES

Purchase Hybrid Battery (Replacement) **Total Project Budget** **$300,500**

Concept: Purchase replacement batteries for Hybrid buses

Funding: $246,410 Federal Section 5307

$54,090 Measure AA

Description: Purchase replacement batteries for Hybrid buses

Status: As a preventive maintenance measure, under the existing maintenance contract, Marin Airporter will replace the batteries on the 2015 Hybrid Buses.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
HY	$300,500	$0	0%	Dec-22

VEHICLES

Purchase Two 35ft XHF Vehicles (Replacement) **Total Project Budget** **$906,241**

Concept: Purchase two 35ft XHF vehicles

Funding: $697,000 Federal 5307

$56,241 State STA SB1

$153,000 Measure AA

Description: Purchase of two replacement 35-foot XHFs

Status: Board authorized the purchase of two replacement XHFs in May 2020. Vehicles were delivered in October 2021. Equipment is being installed for vehicles to enter service.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
XC	$906,241	$49,268	15%	Mar-22

VEHICLES

Staff Car **Total Project Budget** **$49,000**

Concept: Purchase an electric staff car

Funding: $2,000 Measure B
$2,000 CVRP Rebate
$45,000 State STA

Description: Purchase an electric staff car to replace a retired-active vehicle

Status: Board approved the purchase of a new electric staff car on May 4, 2020. This purchase is delayed until a charging station is installed at Marin Transit's office location, and staff return to the office.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Completion Date*
NR	$49,000	$201	0%	Jun-22

BUS STOP IMPROVEMENTS

Bus Stop Improvements - Novato Bus Shelters **Total Project Budget** **$61,115**

Concept: Replace Bus Shelters in Novato

Funding: $48,892 Federal Lifeline Program
$12,223 Measure AA

Description: Purchase up to eight shelters in Novato

Status: Marin Transit will replace up to eight advertising shelters previously under contract with an advertising company through the City of Novato with low-maintenance shelters.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Completion Date*
BN	$61,115	$851	1%	Jun-22

County Wide Stop Improvements **Total Project Budget** **$303,000**

Concept: Complete construction of Bus Stop Improvements

Funding: $242,400 Federal
$60,600 Measure AA

Description: Design and construction for ADA Bus Stop Improvements

Status: A task order for final design was initiated through Marin Transit's general engineering services contract.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Completion Date*
BP	$303,000	$46,905	0%	Dec-23

ADMIN AND OPERATIONS FACILITY

Facility - Capital Improvements **Total Project Budget $2,800,000**

Concept: Acquire property and develop a maintenance facility
Funding: -$103,253 Measure AA/Capital Reserves
$103,253 FTA 5339

Description: Make improvements to Rush Landing Facility

Status: Marin Transit successfully completed the purchase of right of way at 600 Rush Landing Rd in Novato. Additional improvements are being constructed. Bus Charging infrastructure installation is underway as Phase 1. Phase 2 will include enhanced fencing and lighting.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
FS	$2,800,000	$232,419	8%	Jun-22

Maintenance Facility Purchase **Total Project Budget $3,625,000**

Concept: Acquire a maintenance facility for paratransit vehicles
Funding: $3,625,000 Measure AA/Capital Reserves

Description: 3000 Kerner - Maintenance Facility Purchase

Status: Marin Transit complete purchase of property located at 3000 Kerner Boulevard in San Rafael in July 2021. Remaining funds are being used to retrofit the building for use as a Paratransit Vehicle Maintenance Facility

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
FA	$3,625,000	$3,280,733	100%	Aug-21

Maintenance Facility - Capital Improvements **Total Project Budget $1,100,000**

Concept: Capital improvement for maintenance facility
Funding: $1,100,000 Measure AA/Capital Reserves

Description: Capital Improvements at 3000 Kerner Blvd

Status: Once the purchase of 3000 Kerner is complete, Marin Transit will perform modifications to convert the space into a paratransit vehicle maintenance facility. Planned improvements include retrofitting warehouse space for effective use for vehicle maintenance and reconfiguration of office space.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
FD	$1,100,000	$186,825	17%	Jun-22

ADMIN AND OPERATIONS FACILITY

Yellow Bus Parking Facility **Total Project Budget** **$3,000,000**

Concept: Identify and purchase property for vehicles
Funding: $3,000,000 Capital Reserve
Description: Replace temporary leased parking with a permanent location
Status: Marin Transit is evaluating and identifying opportunities for land acquisition.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
YF	$3,000,000	$0	0%	NA

TECHNOLOGY PROJECTS

TECHNOLOGY PROJECTS **Total Project Budget** **$212,394**

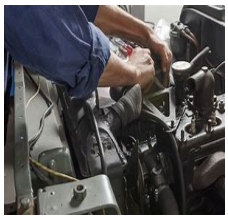
Concept: District technology projects
Funding: $99,631 Measure A
$174,163 Lifeline - Federal Section 5307
-$61,400 Federal Section 5307

Projects:		Total Project Cost	Expended to Date
RT	Realtime Signs	$212,394	$171,368

Description: Marin Transit provides technology acquisitions for vehicle operations, fare collection, and passenger information
Status: Marin Transit will continue the project to pay for fareboxes and on board equipment associated with vehicle replacements. Fleet wide AVL replacements were completed in March 2021. Real Time Signs contract has been awarded and 19 signs are installed and operational as of March 2021. The MERA radio project includes the capital bond payments.

ONGOING CAPITAL EXPENSES

Ongoing Capital Expenses **Annual Budget** **$697,000**



Concept: Ongoing capital expenses
Funding: $697,000 Measure A

Projects:		Total Project Budgets	Annual Budget	Expended in FY2022
GG	Golden Gate Capital Costs	$17,000	$17,000	$10,227
BM	Bus Stop Maintenance	$120,000	$120,000	$60,975
VR	Major Vehicle Repairs	$200,000	$200,000	$32,319
IF	Infrastructure Support	$360,000	$360,000	$192,585

Description: Ongoing capital costs associated with the Golden Gate operations
Status: Capital depreciation expenses for equipment owned by Golden Gate Transit are billed monthly. Major vehicle repairs, such as transmissions, are expended as needed. Infrastructure support includes small capital projects, staff support, and work on partner agency capital projects.

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March 7, 2022

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

SUBJECT: Extend Fixed Route Service Agreement with Marin Airporter for the Second Option Year

Dear Board Members:

RECOMMENDATION: Approve the contract extension with Marin Airporter through June 30, 2023 by exercising the second option year.

SUMMARY: Marin Transit's current contract for Operations and Maintenance of local fixed route bus service with Marin Airporter began on July 1, 2018. The term of the contract is three years with two additional option years. Your Board previously approved exercising the first option year which is scheduled to expire on June 30, 2021. Per section 104.E of the Operations and Maintenance contract, Marin Transit shall notify Marin Airporter at least 90 calendar days prior to the end of the first option year if we intend to exercise the second option year.

Staff recommends providing notice of intent to exercise the second contract extension for this additional year and extending the term of the contract until June 30, 2022. The draft letter to Marin Airporter confirming the contract extension is provided as an attachment to this report. If approved, staff will work on an amendment with Marin Airporter that will come back to your Board for final approval.

Marin Transit's ongoing monitoring and planning efforts will ultimately determine service levels for routes operated under this agreement during FY 2021/22. Based on current service levels, staff estimates that approximately 85,000 annual hours of service will be operated under this extension.

FISCAL/STAFFING IMPACT: Current contract rates for Option Year #2 are shown in the table below. Based on these rates and the expected service levels, staff estimates that the District will spend approximately $7.03 million during the second option year of this agreement. If the second option year is pursued, staff will discuss these rates and service levels with the contractor as part of the contract amendment process and will bring back any changes for your approval prior to the July 1, 2022.

Contract Year	1	2	3	Option 1	Option 2
Fiscal Year	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Cost per Revenue Hour	$49.84	$51.34	$52.89	$54.49	$56.13
Monthly Fixed Fee	$167,366	$172,387	$177,558	$182,885	$188,372

There is no staffing impact associated with this item.

Respectfully submitted,

Robert Betts
Director of Operations and Planning

Attachment:

1. Letter to Marin Airporter: Intent to Extend Contract into Option Year Two

marin transit

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brian colbert
alternate
town of san anselmo

March 7, 2022

Matt Wexler
Marin Airporter
8 Lovell Ave
San Rafael, CA 94901

RE: Intent to Extend Agreement into Option Year Two

Dear Mr. Wexler,

Per section 104.E of our Operations and Maintenance contract, Marin Transit shall notify Marin Airporter at least 90 days prior to the end of the first option year if we intend to exercise the second option year.

Please accept this letter as notification of Marin Transit's desire to extend our Operations and Maintenance Contract into the second option year, FY 2022-23. We will follow-up with you and your team to discuss the details of a contract amendment to extend the term of our agreement and capture any additional changes we anticipate during the second and final option year.

We value our longstanding partnership and look forward to continuing our agreement into the second option year.

Sincerely,

Robert Betts
Director of Operations & Planning

cc:
Nancy Whelan, General Manager, Marin Transit
Lauren Gradia, Director of Finance and Capital Projects, Marin Transit
Kelly Zalewski, Operations Manager, Marin Transit
Lawrence Forrest, Transit Manager, Marin Airporter

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brian colbert
alternate
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March 7, 2022

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

SUBJECT: Extend Fixed Route Service Package 2 Agreement with MV Transportation for the Second Option Year

Dear Board Members:

RECOMMENDATION: Approve the contract extension with MV Transportation through June 30, 2023, by exercising the second option year.

SUMMARY: Marin Transit's current contract for Operations and Maintenance – Package 2 of supplemental and recreational service with MV Transportation began on July 1, 2018. The term of the contract is three years with two additional option years. The first option year is scheduled to expire on June 30, 2021. Per section 104.E of the Operations and Maintenance contract, Marin Transit shall notify MV Transportation at least 90 calendar days prior to the end of the first option year if we intend to exercise the second option year.

Staff recommends approving the contract extension for this additional year to extend the term of the contract until June 30, 2023. The draft letter to MV Transportation confirming the contract extension is provided as an attachment to this letter.

Marin Transit's ongoing monitoring and planning efforts will ultimately determine service levels for routes operated under this agreement during FY 2022/23. Based on current service levels, staff estimates that MV will operate approximately 32,000 annual hours of service under this extension.

FISCAL/STAFFING IMPACT: Current contract rates for Option Year #2 are shown in the table below. Based on these rates and the expected service levels, staff estimates that the District will spend approximately $3.51 million during the second option year of this agreement. If the second option year is pursued, staff will discuss these rates and service levels with the contractor as part of the contract amendment process and will bring back any changes for your approval prior to July 1, 2022.

Contract Year	1	2	3	Option 1	Option 2
Fiscal Year	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Annual Revenue Hours	29,373	26,121	35,933 (est.)	30,000 (est.)	32,000 (est.)
Cost per Revenue Hour[1]	$56.59	$57.00	$58.67	$60.26	$62.20
Monthly Fixed Fee[1]	$112,143	$115,617	$123,237	$123,377	$126,570

1. Rates are developed on a tiered system based on estimated annual revenue hours.

There is no staffing impact associated with this item.

Respectfully submitted,

Robert Betts
Director of Operations and Planning

Attachment:

1. Letter to MV Transportation: Intent to Extend Contract into Option Year Two

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vice president
supervisor district 2

eric lucan
2nd vice president
city of novato

judy arnold
director
supervisor district 5

kate colin
director
city of san rafael

damon connolly
director
supervisor district 1

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

March 7, 2022

Office of the General Counsel
MV Public Transportation, inc.
2711 N. Haskell Ave
Suite 1500, LB-2
Dallas, TX 75205

RE: Intent to Extend Agreement into Option Year Two

Office of the General Counsel,

Per section 104.E of our Operations and Maintenance contract, Marin Transit shall notify MV Transportation at least 90 days prior to the end of the first option year if we intend to exercise the second option year.

Please accept this letter as notification of Marin Transit's desire to extend our Operations and Maintenance Contract into the second option year, FY 2022-23. We will follow-up with our MV General Manager, Peter Edwards, and his team to discuss the details of a contract amendment to extend the term of our agreement and capture any additional changes we anticipate during the second and final option year.

We value our longstanding partnership and look forward to continuing our agreement into the second option year.

Sincerely,

Robert Betts
Director of Operations & Planning

cc:
Nancy Whelan, General Manager, Marin Transit
Lauren Gradia, Director of Finance and Capital Projects, Marin Transit
Kelly Zalewski, Operations Manager, Marin Transit
Peter Edwards, General Manager, MV Transportation
Curtis Schleth, Operations Manager, MV Transportation

marin transit

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board of directors

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March 7, 2022

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

SUBJECT: Adoption of Resolution 2022-03 Allowing for Continued Remote Public Meetings Under State Assembly Bill (AB) 361

Dear Board Members:

RECOMMENDATION: Staff recommends that your Board adopt Resolution 2022-03 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 Newsom 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, December 6, 2021, January 10, 2022, and February 7, 2022 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,

Nancy Whelan
General Manager

Attachments:

A. Resolution 2022-03
B. Marin County Health and Human Services Letter

RESOLUTION #2022-03

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE MARIN COUNTY TRANST 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 7th day of March 2022.

_____
Board President

ATTEST:

_____
Board Secretary

COUNTY OF MARIN

DEPARTMENT OF
HEALTH AND HUMAN SERVICES
Promoting and protecting health, well-being, self-sufficiency, and safety of all in Marin County.

MARIN HEALTH & HUMAN SERVICES
Health, Well-being & Safety

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

Benita McLarin
Director, Health & Human Services

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

marin transit

711 grand ave, #110
san rafael, ca 94901

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brian colbert
alternate
town of san anselmo

March 7, 2022

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

SUBJECT: Authorizing Resolution 2022-04 for Filing Applications with the Federal Transit Administration

Dear Board Members:

RECOMMENDATION: Adopt Resolution 2022-04 Authorizing the Filing of an Application for FTA Formula Program and Surface Transportation Programs Funding for Vehicle Replacements and Americans with Disabilities Act Paratransit Operating Assistance, Committing the Necessary Local Match for FTA grant funded Projects, and Stating the Assurance of Marin Transit to complete such Projects.

SUMMARY:
Staff requests that your Board adopt a resolution authorizing the filing of applications with the Federal Transit Administration. The Metropolitan Transportation Commission (MTC) requires this resolution as part of its Transit Capital Priorities (TCP) application process. MTC adopted updated guidelines for the TCP process on January 13, 2021 to program the regional federal transit formula funds to projects according to criteria developed through the Bay Area Partnership's Transit Finance Working Group (TFWG).

On November 15, the Bipartisan Infrastructure Law (BIL) was signed into law, significantly increasing availability of formula funds. Based on these levels, MTC developed a three-year Program of Projects (POP) for FY2021/22 thru FY2023/24. As a direct federal grantee, Marin Transit is an eligible operator in the San Francisco Oakland Urbanized Area. In accordance with the TCP process, Marin Transit staff have requested funding to replace service vehicles when they exceed their useful life and for the District's share of funding to operate ADA paratransit services.

This resolution supports Marin Transit's application for funding for the projects in the tables below, for a total of $9,997,203 in federal funds. These projects are included in Marin Transit's 2020 Short Range Transit Plan and the District's 10-year financial plan.

Project Description	Federal	Local	Total
FY2021/22			
ADA Paratransit Assistance to provide required service	$1,039,640	$259,910	$1,299,550
Revenue Vehicle Rehabilitation	$240,398	$60,100	$300,498
Vehicle Replacement - 5 Paratransit Vehicles	$412,000	$103,000	$515,000
Subtotal FY2021/22	**$1,692,038**	**$423,010**	**$2,115,048**

Project Description	Federal	Local	Total
FY2022/23			
ADA Paratransit Assistance to provide required service	$1,061,461	$265,365	$1,326,826
Replace one(1) Shuttle Vehicle	$94,400	$23,600	$118,000
Replace 2 Rural Cutaway Vehicles	$188,800	$897,200	$1,086,000
Replace 7 local 35ft Hybrid Vehicles	$4,855,200	$1,213,800	$6,069,000
Replace 4 Demand Response Vans	$336,000	$84,000	$420,000
Replace 3 Demand Response Cutaways with Vans	$252,000	$63,000	$315,000
Subtotal FY2022/23	**$6,787,861**	**$2,546,965**	**$9,334,826**

Project Description	Federal	Local	Total
FY2023/24			
ADA Paratransit Assistance to provide required service	$1,089,304	$272,326	$1,361,630
Vehicle Replacement - 5 Paratransit Vehicles	$428,000	$107,000	$535,000
Subtotal FY2023/24	**$1,517,304**	**$379,326**	**$1,896,630**

FISCAL IMPACT: Following MTC approval of these projects in the regional Transportation Improvement Plan (TIP), Marin Transit will be authorized to submit annual applications for the included projects. By filing the application with FTA, the District will commit to expending the associated local match funding.

All of the above projects are included in the District's Short Range Transit Plan. The local match requirements have been anticipated and will be funded with Measure AA local sales tax funding. The projects will be included associated annual fiscal year budget.

Respectfully submitted,

Lauren Gradia
Director of Finance and Capital Programs

Attachment A-Resolution 2022-04

RESOLUTION # 2022-04

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR CAPITAL PROJECTS AND ADA PARATRANSIT OPERATING ASSISTANCE AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF MARIN COUNTY TRANSIT DISTRICT (MARIN TRANSIT) TO COMPLETE THE PROJECT

WHEREAS, Bipartisan Infrastructure Law (BIL, Public Law 117-58) reauthorizes surface transportation programs for FY2022-2026; and

WHEREAS, pursuant to BIL, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, Marin Transit is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, Marin Transit wishes to submit a grant application to MTC for funds from the FY2021/22, FY2022/23 and FY2023/24 FTA Formula Program or STP funds, for the following project(s):

Project Description	**Federal**	**Local**	**Total**
FY2021/22			
ADA Paratransit Assistance to provide required service	$1,039,640	$259,910	$1,299,550
Revenue Vehicle Rehabilitation	$240,398	$60,100	$300,498
Vehicle Replacement - 5 Paratransit Vehicles	$412,000	$103,000	$515,000
Subtotal FY2021/22	**$1,692,038**	**$423,010**	**$2,115,048**

Project Description	Federal	Local	Total
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Replace 4 Demand Response Vans	$336,000	$84,000	$420,000
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Subtotal FY2022/23	**$6,787,861**	**$2,546,965**	**$9,334,826**

Project Description	Federal	Local	Total
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ADA Paratransit Assistance to provide required service	$1,089,304	$272,326	$1,361,630
Vehicle Replacement - 5 Paratransit Vehicles	$428,000	$107,000	$535,000
Subtotal FY2023/24	**$1,517,304**	**$379,326**	**$1,896,630**

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least 18% for FTA Formula Program funds, and 11.47% for STP funds; and
2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and
3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Marin County Transit District that Marin Transit is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of ($9,997,304) for Vehicle Replacements, Bus Stop Improvements, and ADA Paratransit Operating Assistance and;

BE IT FURTHER RESOLVED that the Board of Directors of the Marin County Transit District by adopting this resolution does hereby state that:

1) Marin Transit will provide ($3,349,301) in local matching funds; and

2) Marin Transit understands that the FTA Formula Program and STP funding for the project is fixed at ($9,997,203), and that any cost increases must be funded by the Marin Transit from local matching funds, and that Marin Transit does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and

3) Projects will be built or completed as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated in year the project is programmed for in the TIP; and

5) Marin Transit will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED, that Marin Transit is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED, that Marin Transit is authorized to submit an application for FTA Formula Program and STP funds for listed projects; and

BE IT FURTHER RESOLVED, that there is no legal impediment to Marin Transit making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Marin Transit to deliver such project; and

BE IT FURTHER RESOLVED, that Marin Transit agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

PASSED AND ADOPTED by the Board of Directors of the Marin County Transit District, State of California, at a regular meeting of said Board on the 7th of March 2022,

by the following vote:

AYES:
NOES:
ABSENT:

_____
PRESIDENT

ATTEST:

_____
SECRETARY

marin transit

711 grand ave, #110
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town of san anselmo

March 7, 2022

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

SUBJECT: Options for Future Service

Dear Board Members:

RECOMMENDATION: Information item only.

BACKGROUND: Staff is presenting a series of three board presentations: Ridership and Service Trends (January 2022), Service Costs and Financial Trends (February 2022), and Options for Future Service (this item). These presentations are designed to continue to inform the public and your Board on how COVID-19 has impacted our District. Board feedback and public input will help staff develop service plan adjustments and develop service delivery options to ensure the District continues to provide excellent and sustainable transit service to Marin County.

COVID-19 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 vehicles.

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 23 months to account for social distancing and respond to the mobility needs of the community. This letter and attached presentation summarize future service delivery options the District will need to consider to maintain financial sustainability in the next 3-5 years.

SUMMARY: Staff maintains a 10-year financial model that is used for projections in the District's Short Range Transit Plan and as a basis for the annual budget process. Marin Transit staff recently initiated the FY2022/23 budget development process and will bring a draft budget to your Board on May 2, 2022 and a final budget for adoption in June 6, 2022.

The upcoming budget will highlight some of the near-term financial challenges the District will face as it continues to recover from the COVID pandemic. These challenges include:

- Declines in passenger fare revenue;
- Increases in contracted operations costs;
- Increases in fuel costs; and
- Declines in sales-tax based revenue

Based on current financial forecasts, Marin Transit has sufficient reserves and carryforward of federal COVID relief funds to maintain financial stability through FY2022/23. After that point, the imbalance between projected operation expenses and operation revenues creates a financial cliff with full expenditure of financial reserves in FY2025/26.

In response to these future financial challenges, staff have identified opportunities to bring revenues and expenses into balance. Staff considered three scenarios focusing on adjusting fixed route operating expenses as these are the single highest District expenditures. The three scenarios are:

- Scenario 1 – Reduce fixed route service hours
- Scenario 2 – Shift fixed route hours between contracts
- Scenario 3 – A combination of service reductions and shifting hours between fixed route contractors

These conceptual options are designed to illustrate the magnitude of changes needed. Scenario 1 is the most impactful option for riders as up to 25% of our service could be eliminated and would be avoided at all costs. To achieve the financial outcome needed, Scenario 2 is not feasible without additional fixed route vehicle parking and maintenance facilities. Thus, Scenario 3, a combination of shifting service and reducing service, is the preferred action to pursue.

Since all three fixed route agreements are still being finalized for the FY 2022/23 and exact financial projections are still underway, staff have not yet fully identified the exact services and amount of service that would be shifted and reduced. However, based on current ridership levels and current service levels, there appear to be opportunities to right size Marin Transit's fixed route service in the near-term while minimizing impacts on most transit users. Staff's initial evaluation of services based on ridership and other metrics used to guide service change practices, suggest the following areas as candidates for service reductions:

Routes/Geographies Where Service Was Added During the Pandemic. The District was fortunate to be in a strong financial position at the onset of the pandemic and was able to add service to corridors experiencing overcrowding (due to onboard passenger limits) and areas where regional services were reduced. Some of these added services remain today including along Highway 101 between Novato and Marin City and into Stinson Beach Bolinas on the Rural Stagecoach service.

Overlapping Services in Key Corridors. Service expansions in 2016 allowed Marin Transit to increase service frequency and offer more one-seat rides to/from the highest ridership locations in Marin County. While these offering allow riders multiple options for custom trip making, they largely duplicate services between major origins and destinations. An analysis of trip making patterns along these key corridors will likely reveal opportunities for service reductions that may have little impact on existing riders.

"Premium" Transit Offerings. If the District learned anything about ridership during the pandemic, it was the degree of dependency many local riders have on the core system. Marin local ridership has sustained better than all other North Bay transit agencies and continues to play a vital role in getting residents to jobs, school, and other daily destinations. Rather than reduce core service, staff believe it is better to consider reductions in "premium" services that offer a higher level of customized service to riders. These include the express overlay services (17X, 23X, 71X), the feeder services (219F, Connect), and recreational based services in West Marin (weekend Stagecoach and Muir Woods). Riders on these premium services are typically a different demographic (higher income and more affluent) than our typical transit rider in Marin and suggest other options may be available to fulfill these trips.

Underperforming Services. Staff regularly monitor and adjust service based on ridership and productivity (passengers per revenue hour). Future planning efforts will include this as part of the assessment for proposed service changes.

While cuts and shifts to fixed route services offer the most effective cost saving measure, staff are also evaluating other opportunities to reduce costs without significant impacts to riders. These options include:

- Evaluating Fixed Route Operational Efficiencies;
- Consolidation of Non-Paratransit Demand Response Programs;
- Reducing Costs Associated with Fixed Route Service Changes;
- Introducing Seasonal Service Schedules; and
- Revisiting Fare Policies and Promotional Efforts;

Staff is seeking input from your Board on the recommendation to pursue a shift and service cut in the upcoming fiscal year as outlined in Scenario 3 and feedback on the other opportunities identified for cost savings. Staff plan to bring back a more detailed list of service changes to your Board prior to adoption of the FY 2022/23 Budget. Depending upon the magnitude of service changes, staff may then conduct public outreach and a Title VI analysis prior to asking your Board to formally adopt any changes. It is anticipated that the soonest a major service change could happen would be late in the 2022 calendar year.

FINANCIAL IMPACT:
There is no current fiscal impact associated with this item.

Respectfully submitted,

Robert Betts
Director of Operations and Planning

Attachment:

1. Future Service Discussion Presentation

Options for Future Service

Marin Transit Board of Directors

March 7, 2022

Path to FY2023 Budget

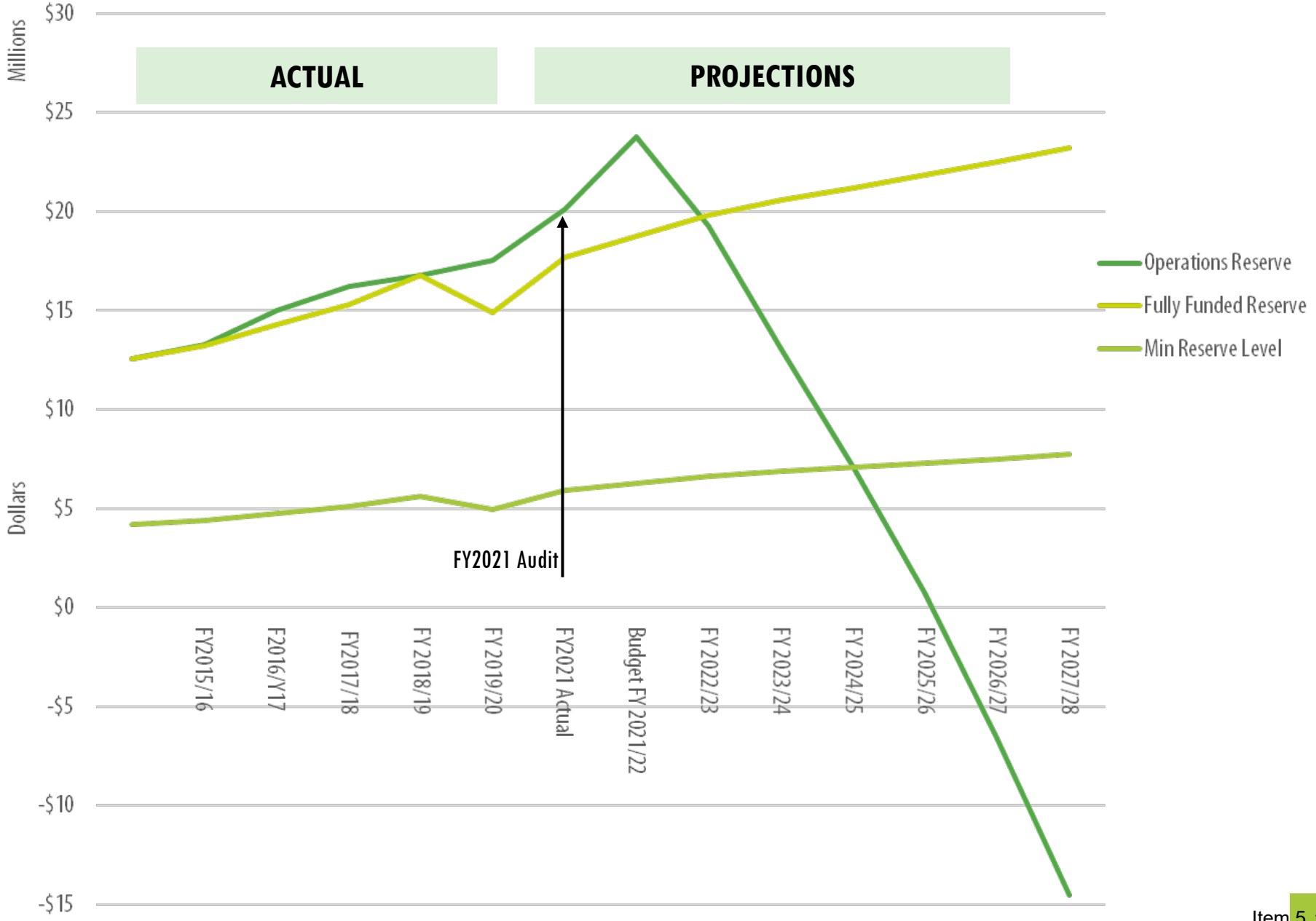
January 10, 2022	Meeting 1 -Ridership and Service Trends
February 7, 2022	Meeting 2- Service Costs and Projections
March 7, 2022	Meeting 3 - Options for Future Service

Board Feedback

development of FY2023 service plan

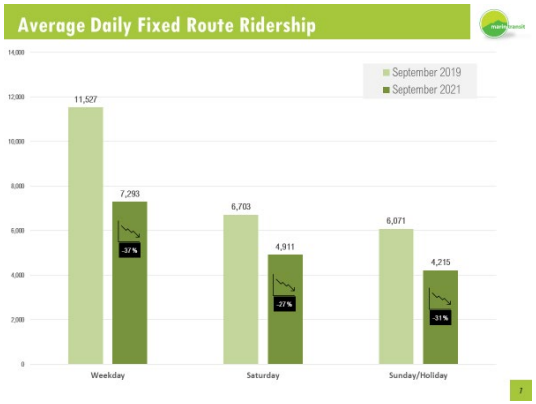
May 2, 2022	Presentation of FY2023 Draft Budget
June 6, 2022	Adoption of FY2023 Final Budget

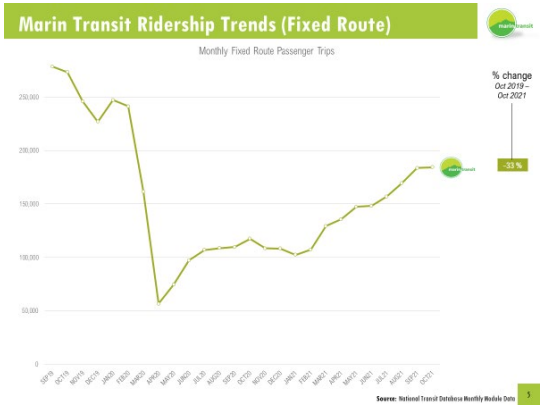
Marin Transit Baseline Reserve Projection

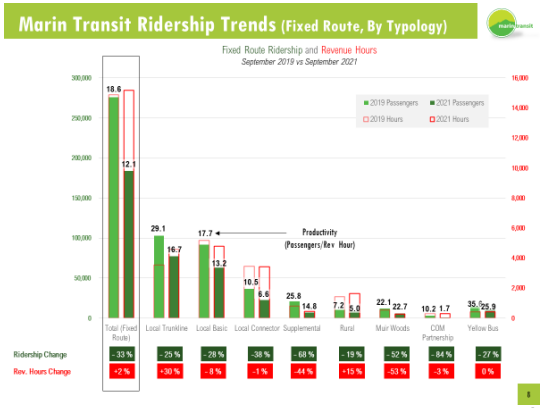


Current Service Opportunities

- Opportunity to right size service
  - Reduce additional service added in pandemic
  - Reduce less productive service
- Small changes sooner help our financial outlook
- Incremental changes are less disruptive than large service cuts
- Opportunity to address changes in travel pattern
- Proactive steps to maintain financial stability







Modeled Service Plan Scenarios

Scenario	Description	Service Reductions/ Shifts in FY2024	% of Fixed Route Hours Cut
Scenario 1	Reduce service hours	Reduce 30,000 hours operated by GGBHTD (or 48,000 from competitive bid contract)	15% (25%)
Scenario 2	Shift service hours between contracts	Shift 50,000 hours operated by GGBHTD to competitive bid contract	0%
Scenario 3	Reduce and shift service hours between contracts	Reduce 20,000 hours & shift 20,000 hours	10%

Scenario 1: Reduce Service Hours

Reduce 30,000 hours operated by GGBHTD (or 48,000 from competitive bid contract)

Equal To: Route 23x + 29 + 35 - or - All Community Shuttle Routes

---

- Pros
  - Implementable in Near Future
- Cons
  - Most Impactful for Riders

Not Recommended Unless No Other Options Exist

Scenario 2: Shift Service Hours Between Contracts

Shift 50,000 hours operated by GGBHTD to competitive bid contract

Equal To: Route 35 + 36 + 71

- Pros
  - Least Impactful to Riders
- Cons
  - Not Feasible Due to Lack District-Owned Facility and Parking

Not Feasible

Scenario #3: Reduce and Shift Service Hours Between Contracts

Reduce 20,000 Hours & Shift 20,000 Hours

Cut Equal To: All Supplemental Routes + Muir Woods Shuttle

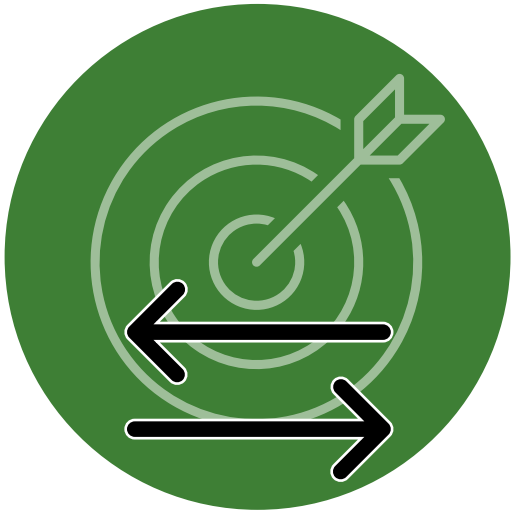
Shift Equal To: Routes 23 + 71

- Pros
  - Less Impactful to Riders than Scenario #1: Reduce Service Hours
- Cons
  - Shifting Service will Require Additional Coordination/Planning and Time

Recommended Scenario

Service Adjustment Targets

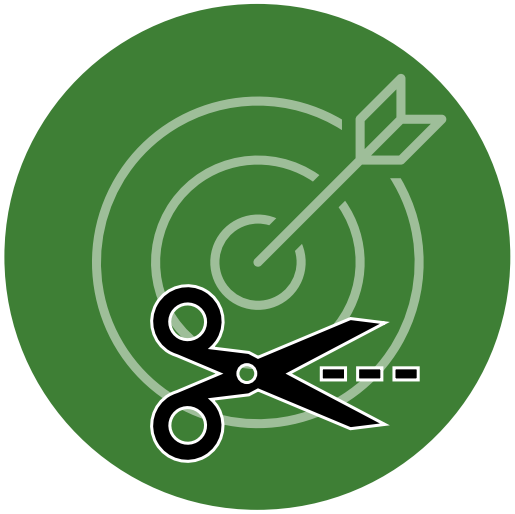
SHIFT



~20,000

Revenue hours

TRIM



~ -20,000

Revenue hours

Focus Areas for Fixed Route Service Reductions

- **Reconsider Service Expansion/Adjustments During COVID**
  - Expansion due to overcrowding
  - Expansion due to regional reductions
- **Overlapping Service in Key Corridors**
  - Highway 101
  - East/West (San Rafael – Fairfax) (Larkspur – Fairfax)
- **Premium Transit Offerings**
  - Express services
  - Dedicated feeder and first/last mile services
  - Recreational-based offering in West Marin
- **Underperforming Services**

Other Near-Term Options to Achieve Financial Sustainability

- **Fixed Route Operational Efficiencies**
- **Consolidation of Non-Paratransit Demand Response Programs**
  - Connect, Novato Dial-A-Ride, Catch-A-Ride
- **Reduce Costs Associated with Annual Fixed Route Service Changes**
  - Reduces the number of changes per year leads to savings in printing, distribution, and staff time
- **Introduce Seasonal Service Schedules**
  - Reduce service in summer months when schools are not in session
- **Revisit Fare Policies and Promotional Efforts**
  - Opportunities to increase fare revenue to minimize service cuts

Next Steps + Feedback

- Feedback on Proposal (today)
- Finalize New GGT Agreement / Final Option Year Extension (Airporter + MV)
- Developed Proposed Service Plan
- Adopt FY 2022/23 Budget
- Public Outreach + Title VI (if needed)
- Release RFP (to start July 1, 2023)

Questions

Robert Betts

Director of Operations & Planning

marin transit

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March 7, 2022

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

SUBJECT: Regional Transit Coordination Update

Dear Board Members:

RECOMMENDATION: This item is for information and discussion only.

SUMMARY: The Metropolitan Transportation Commission (MTC) established a Blue Ribbon Transit Recovery Task Force in April 2020 to set a course for public transit's recovery and long-term improvement. The Task Force developed a Bay Area Transit Transformation Action Plan and published it in July 2021. A copy of the report is at: www.mtc.ca.gov/TransitActionPlan.

The Action Plan identified initiatives that were underway before the pandemic and were widely supported by the Task Force as being robust, transformative, and impactful. The Action Plan recommended that MTC accelerate the following three proposals and prioritize funding for them:

- Fare Integration
- Mapping and Wayfinding
- Bus Transit Priority on Roadways

The Task Force requested that an independent assessment of network management alternatives be completed by a consultant. In July 2021, the consultant issued a summary report comparing governance models and a framework for evaluating specific reforms. The next phase of work under the network management initiative will be a business case evaluation of alternative network management models. That work is just beginning and is expected to be completed later this fall.

Transit General Managers have met and coordinated weekly since the beginning of the pandemic and are committed to improving the customer experience and transit network management. The General Managers have drafted a proposal for network management that recognizes the existing Transit Board authorities and accountabilities, the technical expertise of transit operator staff, and the value of stakeholder participation and input. The General

Managers plan to offer the proposal to the MTC's Business Case Advisory Group as an alternative to be evaluated by the consultant team.

Staff will present an update of the Transit Transformation Action Plan to your Board on March 7, 2022, touching on the accelerated fare integration actions and describing the collaborative proposal by Bay Area General Managers for transit network management.

FISCAL IMPACT: There is no fiscal impact.

Respectfully submitted,

Nancy Whelan
General Manager

Attachment: Regional Transit Coordination Update presentation

Regional Transit Coordination Update

Marin Transit Board Meeting

March 7, 2022

Presentation Overview

- Metropolitan Transportation Commission (MTC) Transformation Action Plan
  - Overview
  - Fare Coordination and Integration
  - Regional Transit Coordination & Governance
- Summary Calendar for 2022

MTC Transformation Action Plan

- Unanimous approval by the Blue-Ribbon Transit Recovery Task Force
- Identifies 27 near-term actions related to five key outcomes
  - Fares and payment
  - Customer information
  - Transit network
  - Accessibility
  - Funding
- Three accelerated actions identified
  - Fare coordination and integration
  - Mapping and wayfinding
  - Transit priority

MTC Transformation Action Plan

- Detailed funding plan being developed by MTC
- Near-term funding need of $152 million identified, of which:
  - $28 M for fare integration
  - $35 M for mapping and wayfinding
  - $61 M for transit priority
  - $28 M for all other actions and staffing support
- MTC plans to fund efforts with:
  - Funds already committed
  - American Rescue Plan Act (ARPA) fund set-aside framework
  - Other discretionary sources

Fare Integration: Implementation Process

The Taskforce

- Leads the implementation phase

BART and MTC staff

- Implement the fare policy vision statement
- Report regularly to the Taskforce

The Fare Coordination and Integration Study Project Management (FCISPM) team

- Executes with guidance and input from MTC and agencies
  - Boards
  - Commissions
  - Staff

Regional Transit Coordination and Governance

Network management business case evaluation

Purpose:

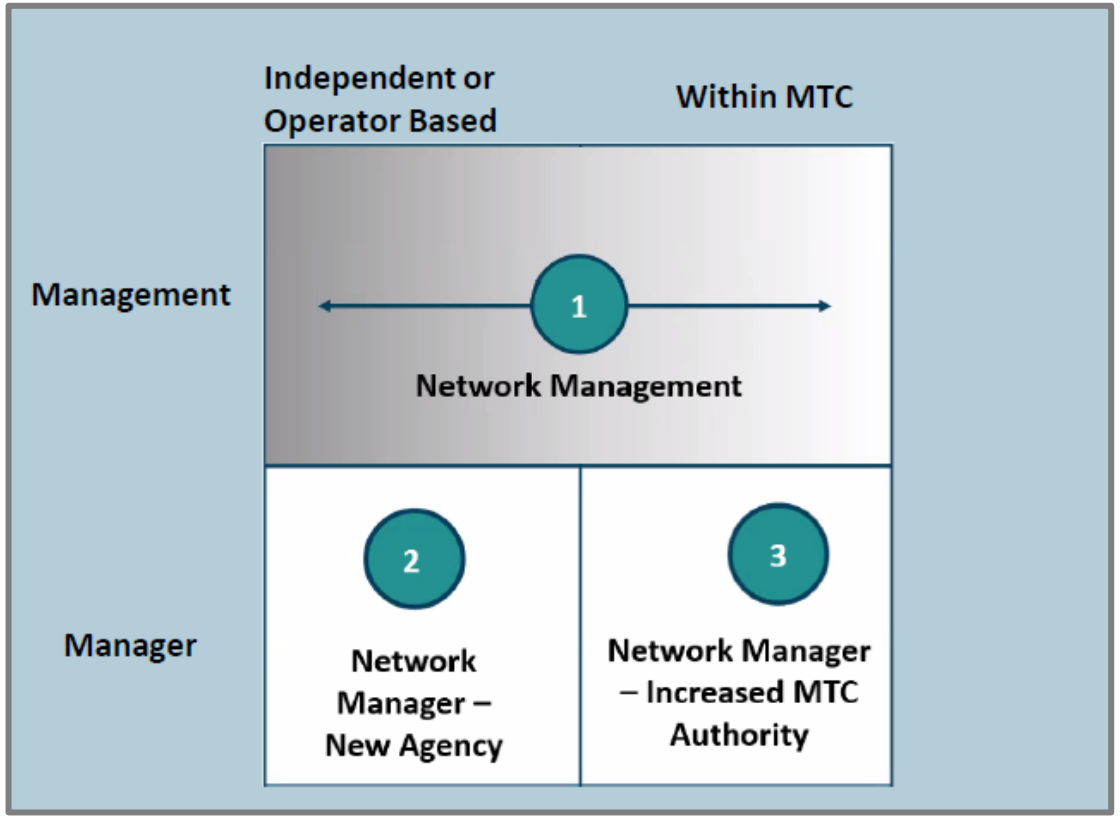
Evaluate the benefits, costs, and risks of transit network management alternatives and present rationale for preferred solution

Alternatives:

- Developed in summer 2021
- Options defined against two axes/spectrums:
  - Management (collaborative) to Manager (higher authority)
  - Independent/Operator-based to within MTC

Business Case Advisory group:

- Guide and review analysis and recommendations, provide periodic updates to Commission



Transit Network Management (TNM) GM Proposal

TNM Executive Board

Mission

Act as a centralized forum and coordinating body for regional transit policy development and network management to improve customer experience, advance equity, and increase transit ridership.

TNM Executive Board GM Proposal

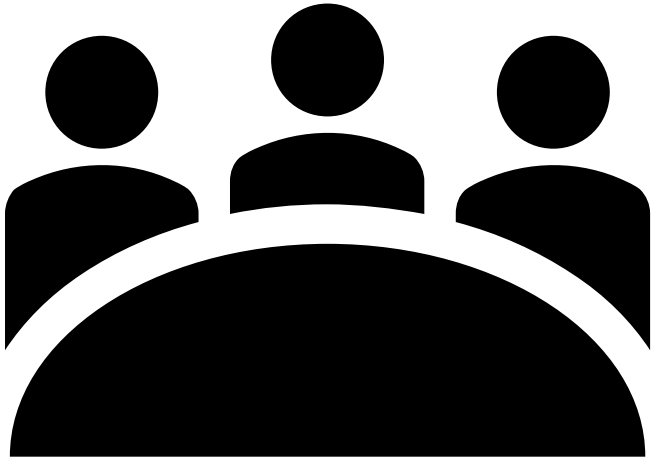
Objectives

- Provide **structured coordination** on regional transit planning
- Implement the **Transformation Action Plan**
- Realize **immediate benefits in response to urgent needs** related to growing ridership, addressing the climate emergency, improving mobility, and ensuring equitable outcomes.
- Develop, advance and implement **longer-term** initiatives in areas of responsibility
- Improve transit network **effectiveness and efficiencies**

TNM Executive Board GM Proposal

Executive Board Structure

- Association of transit operator general managers and MTC, with expertise of their local agencies, riders, and boards
- Leverages existing governance structures, authorities and accountabilities
- Technical skills of experienced staff
- Work can advance immediately



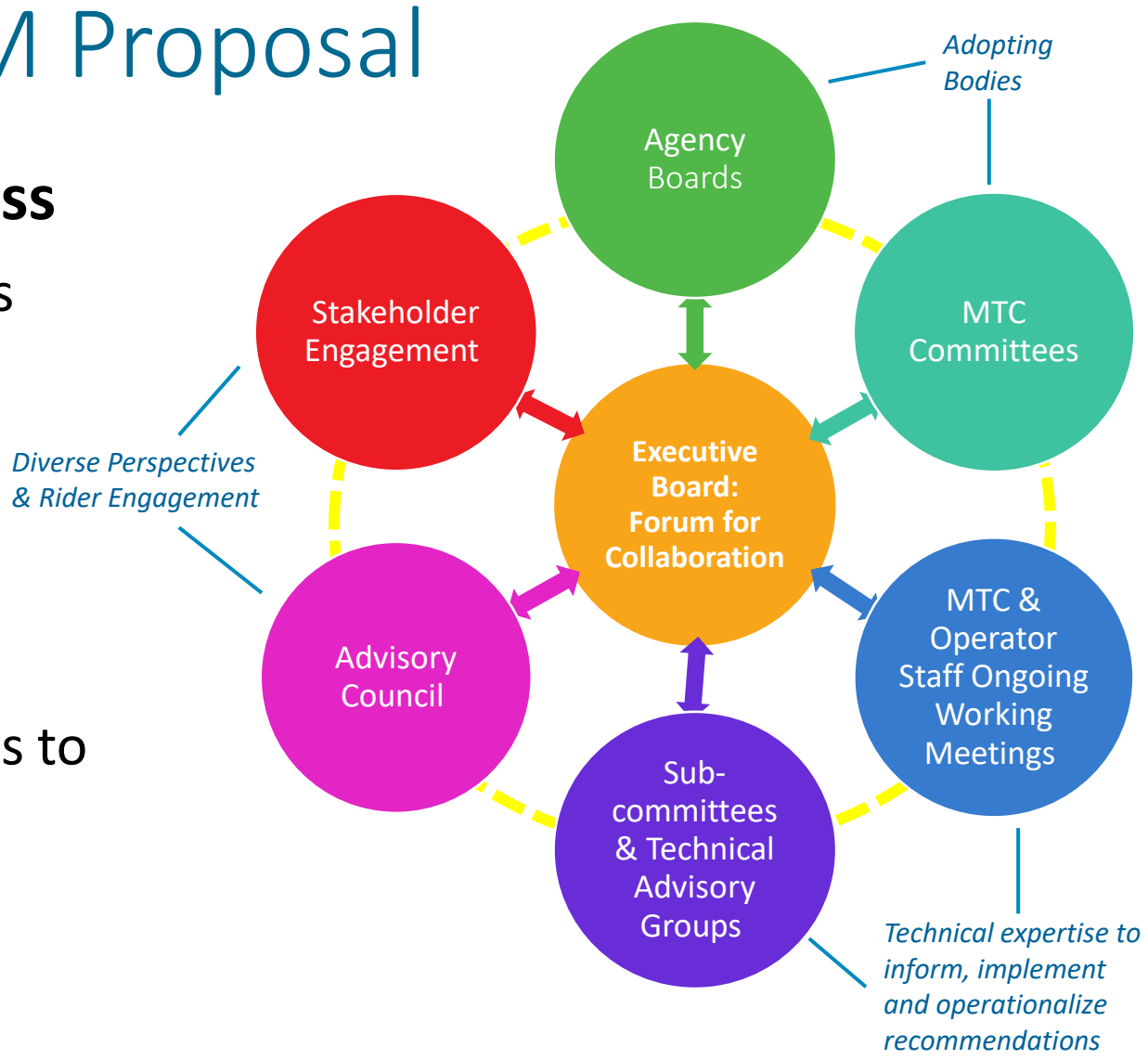
TNM Executive Board GM Proposal

Executive Board collaborative process

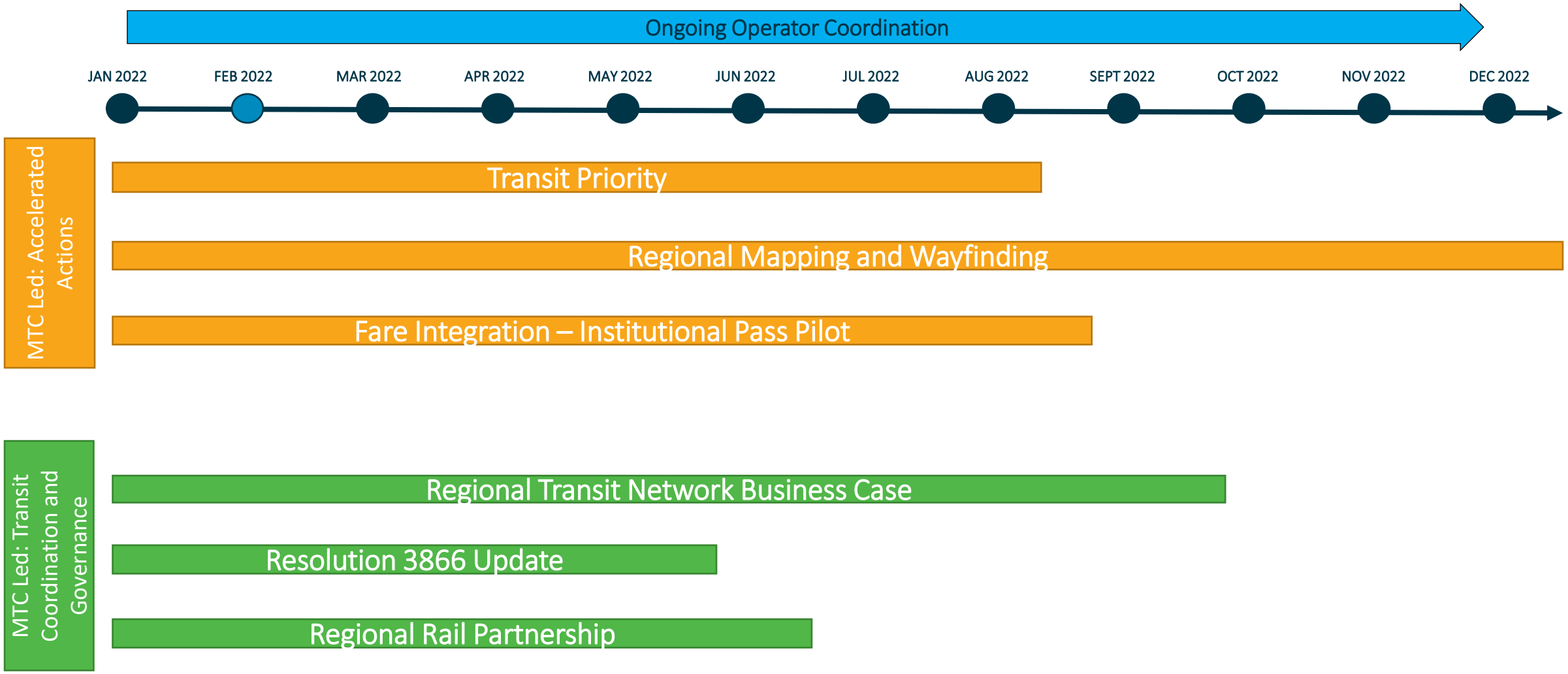
- Lay groundwork with adopting bodies
- Incorporate technical expertise
- Engage diverse perspectives

Public transparency and reporting

- Quarterly or biannual report on status to MTC and agency board meetings as needed
- Regular public meetings



Transformation Action Plan 2022 Look Ahead



Note: schedules subject to available resources

Next Steps for Marin Transit

- Continued staff participation on regional committees and working groups focused on transit coordination
- Fare Coordination and Integration Study presentation to Marin Transit Board of Directors
- Staff monitors progress of the TNM business case analysis
- Provide updates to Board on related legislation – SB 917
- Update progress on implementation of Transformation Action Plan accelerated actions

Board Discussion

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town of san anselmo

March 7, 2022

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

SUBJECT: Marin Transit Advisory Committee Update

Dear Board Members:

RECOMMENDATION: Information Only

SUMMARY: Rider, community member, and stakeholder input is sought continuously in evaluating and planning Marin Transit's services and programs. Input comes in many forms, including rider surveys done periodically on-board buses, at the transit center, electronically through email and social media, or by mail; traditional sources of ongoing feedback (comments, complaints, and commendations) provided by phone at our customer service centers, by email, by mail, and in person at the San Rafael Transit Center and various events countywide; and through our advisory committees, the Marin Paratransit Coordinating Council and the Marin Mobility Consortium.

The purpose of this report is to provide an overview of Marin Transit's key advisory committees, Marin Paratransit Coordinating Council, and the Marin Mobility Consortium, and to acknowledge the important roles they play in shaping our programs.

Marin Paratransit Coordinating Council (PCC)

FTA regulations require the District to maintain an ongoing mechanism for public participation from the disability community on its paratransit service.

The purpose of the PCC is to advise the Board of Supervisors, Metropolitan Transportation Commission, Association of Bay Area Governments, Marin County Transit District, CALTRANS, Golden Gate Bridge, Highway & Transportation District, and other appropriate funding agencies in the expenditure of all available revenues and to improve the availability of transportation services for the special needs population groups. The PCC is responsible for the development and implementation of transportation programs designed to solve the transit problems of people with disabilities, elderly, and other transit dependents in coordination and cooperation with appropriate public, private and non-profit agencies, and paratransit operators within the established boundaries of Marin County.

The PCC is governed by the PCC by-laws, staffed by Marin Transit, and supported by staff from Golden Gate Bridge Highway and Transportation District. The PCC has three elective officers including a chair, vice-chair, and secretary; officers are nominated and elected by the voting membership of the PCC.

The voting membership of the PCC is comprised of representatives from the groups shown below.

- Riders
- Casa Allegra
- Golden Gate Regional Center
- Marin Center for Independent Living
- Marin County Commission on Aging
- Marin Ventures
- Public Authority of Marin
- Transportation Authority of Marin's Citizen's Oversight Committee
- West Marin Senior Services

Marin Mobility Consortium

The Marin Mobility Consortium (MMC) was created in the Spring of 2010 by Marin Transit to build on previous efforts to involve a wide range of social service and transportation providers and advocates in addressing the transportation challenges faced by older adults, persons with disabilities and low-income residents of Marin.

When the MMC was developed, members agreed on the following purpose and goals:

- Marin Mobility Consortium Purpose:
    - To plan and take action together as a consortium of agencies and advocates to improve and expand transportation options for Marin's senior, disabled and low-income residents.
- Goals:
    - To develop effective solutions to the transportation/mobility challenges faced by Marin's senior, disabled & low-income populations.
    - To develop a one-stop center for information and referral to transportation alternatives in Marin.
    - To develop a coordinated approach to obtaining and providing funding to meet the transportation needs of Marin's senior, disabled and low-income populations.

MMC meetings are open to all but are primarily geared toward individuals or organizations wishing to advocate for transportation needs of older adults, people with disabilities and/or low-income populations; there is minimal rider participation.

There are many community partners and stakeholders that are engaged with the MMC.The list below details organizations that regularly attend MMC meetings.

- Aging Action Initiative
- CA Department of Rehabilitation
- Call A Ride for Sausalito Seniors
- Covia
- EAH Housing
- GGBHTD
- Kaiser
- Marin Center for Independent Living
- Marin Ventures
- West Marin Senior Services
- Vivalon
- YWCA

Other Community and Stakeholder Group Participation
In addition to the Marin Transit Advisory Committees described above, staff are engaged with community and stakeholder groups where feedback and input is sought. Examples of the groups we participate in include: the Commission on Aging's Housing and Transportation Committee; the Aging Action Initiative; Drawdown Marin; Marin County Access and Functional Needs Taskforce; Golden Gate Bridge Highway and Transportation District's Advisory Committee on Accessibility and Bus Passenger Advisory Committee; Bay Area Partnership Accessibility Committee; and the Regional Mobility Management Group.

The Future of Marin Transit Advisory Committees
Staff continually seek out ways to improve the advisory committees to keep participants engaged and improve the quality of input and feedback that allows us to evaluate and plan Marin Transit's services and programs.

Staff will make a presentation updating your Board on the current state of the advisory committees and efforts to improve and expand the utility of these committees.

FISCAL/STAFFING IMPACT: There is no fiscal impact associated with this item.

Respectfully submitted,

Joanna Huitt

Joanna Huitt
Senior Mobility Planner

Attachment A: Marin Transit Advisory Committee Update Presentation

Marin Transit Advisory Committee Update

March 7, 2022

Overview

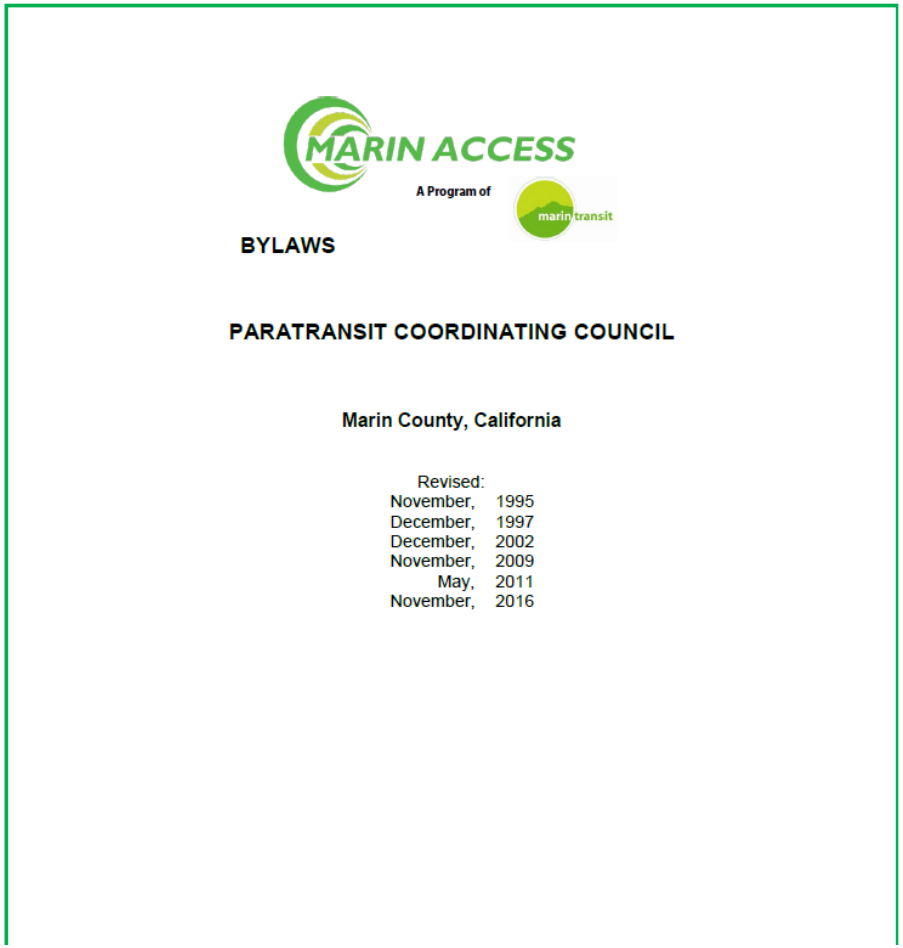
- Marin Transit Advisory Committee Overview
- Marin Paratransit Coordinating Council
- Marin Mobility Consortium
- What's Next?

Marin Transit Advisory Committee Overview

Advisory Committee	Purpose	Membership	MCTD Staff Role
Marin Paratransit Coordinating Council (PCC)	Support the development and implementation of mandated paratransit service	Riders & community partners	Provide staff support to PCC Officers & Voting Members
Marin Mobility Consortium (MMC)	Support the development of improved and expanded transportation options	Community partners & stakeholders	Plan and lead activities of the MMC

Marin Paratransit Coordinating Council

- » PCC meets bi-monthly on the 3rd Monday of the month from 1:30 to 3pm
- » Elective officers include chair, vice-chair, & secretary; 2-year cycle
- » Formally governed by by-laws
- » Supported by staff from MCTD & GGBHTD



MARIN ACCESS

A Program of marin transit

BYLAWS

PARATRANSIT COORDINATING COUNCIL

Marin County, California

Revised:
November, 1995
December, 1997
December, 2002
November, 2009
May, 2011
November, 2016

Marin Paratransit Coordinating Council - Members

The voting membership of the PCC is comprised of representatives from a variety of groups.

- Riders
- Casa Allegra
- Golden Gate Regional Center
- Marin Center for Independent Living
- Marin County Commission on Aging
- Marin Ventures
- Public Authority of Marin
- Transportation Authority of Marin's Citizen's Oversight Committee
- West Marin Senior Services

Elective Officers

Patti Mangels
PCC Chair, Rider

Allan Bortel
PCC Vice-Chair, TAM COC

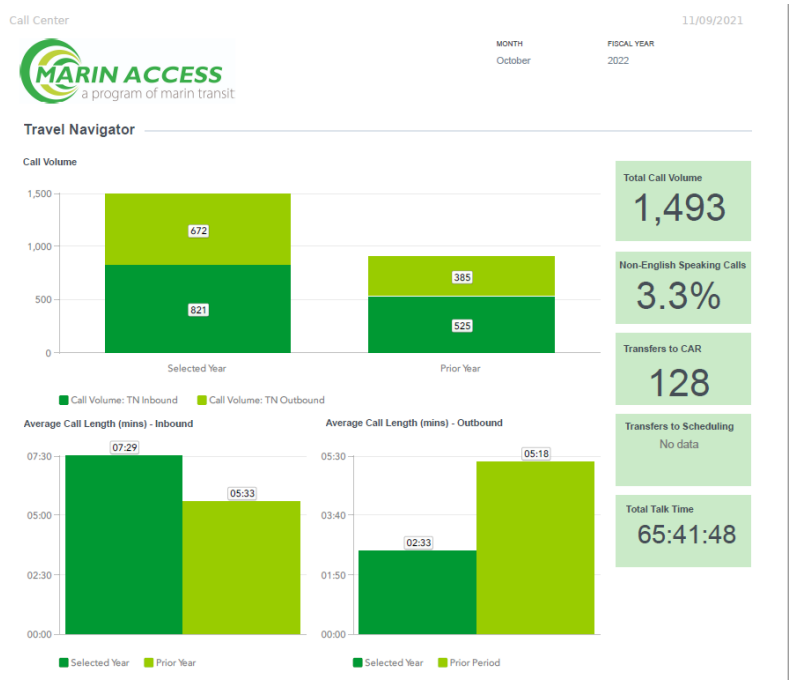
Marin Mobility Consortium

» MMC meets quarterly on the 3rd Wednesday of the month, 10am to 12pm
» Meetings led by MCTD staff

Groups represented at the MMC

- Aging Action Initiative
- CA Department of Rehabilitation
- Call A Ride for Sausalito Seniors
- Covia
- EAH Housing
- GGBHTD
- Kaiser
- Marin Center for Independent Living
- Marin Ventures
- West Marin Senior Services
- Vivalon
- YWCA

What's Next?



Options for Providing Feedback

As a rider and participant in Marin Access programs and services, your feedback is very important to us! Feedback from riders, friends, family, or caregivers for riders, community partners, and other stakeholders is welcome and encouraged. To provide feedback you have several options.

- Fill out & return a comment card. Comment cards are available in English and Spanish on our vehicles; no postage is needed!
- Contact the Travel Navigator team and share your feedback by phone at 415-454-0902 or email at travelnavigator@marinaccess.org.
- Contact the Marin Transit Customer Service hotline at 415-455-2000.
- Send us your feedback via mail to Marin Access 3000 Kerner Blvd. San Rafael, CA 94901.
- Participate in meetings of the Marin Paratransit Coordinating Council (PCC). The PCC meets bi-monthly; visit www.marintransit.org/events to see a full listing of upcoming meetings.

Marin Paratransit Coordinating Council is Seeking New Members

The Marin Paratransit Coordinating Council (PCC) is made of up riders and stakeholders that meet bi-monthly to review the performance of the paratransit program, monitor customer service issues or challenges, learn about and provide input on the paratransit application process and program policies, and advise the Marin Access team on other matters related to paratransit.

- Outreach & marketing to recruit more riders
- Dedicated Webpage on MCTD website
- Continued education for advisory committee members
- Update Marin Access dashboards & reporting
- Meet with PCC Officers to develop goals for the coming year
- Peer learning from regional advisory committees

Questions?

Joanna Huitt
Senior Mobility Planner
jhuitt@marintransit.org