

May 2023 Marin Transit Board Meeting

Note: Please put a check mark next to the item number(s) you are providing comment on. Your comments will be forwarded to the Board of Directors and will be placed into the public record.

Name (optional)

Anthony

Contact Information (optional)

Nachor

Board Item(s): *

☐ Item 1

☐ Item 2

☐ Item 3

☐ Item 4

☒ Item 5

☐ Item 6

☒ Other: Item 8, Item 9

Comments: *

On Item 5c, Muir Woods Shuttle 2024 Pilot, I would like to ask a few things:

a) Where will Bauer's store their intended buses for the duration of the pilot: at their yard in San Francisco, at the Rush Landing yard in Novato, at the Kerner yard in San Rafael, or another location? This will help us determine how far those buses have to be brought between their yard location and the Larkspur/Sausalito terminals for Muir Woods, which might require additional mileage fees.

b) Will there be a preview of which buses Bauer's IT might use for the Muir Woods Shuttle? As far as I understand, Bauer's operates a diverse fleet of vehicles for multiple tasks, from charters to shuttles, and I believe Bauer's operating the Muir Woods Shuttle on behalf of Marin Transit might be the agency's first foray into contracting with a transit agency (it operates a lot of tech shuttles on behalf of the likes of Yahoo!, Facebook, Google, etc. currently).

c) Hopefully, Bauer's will be more flexible in sending out buses and shuttle vans where feasible (and based on ridership demand) to and from Muir Woods, especially when it has a larger, more diverse fleet than Marin Transit. A question though comes with accounting for their use of electric buses: will those electric buses have to be brought up from San Francisco for use in Marin County, or will one of their electric buses be allowed to be stored at Rush Landing in Novato so that it can share resources with Marin Airporter and, potentially, have a demonstrator bus Airporter can use during the week?

On Item 8, Marin Access Recommendation, I certainly hope that the lessons to be found with operating Novato Dial-a-Ride and Marin Transit Connect will translate to a more actionable item in the future, that is to reconsider adding more fixed-route services within the City of Novato to boost transit usage in the city. With Golden Gate Transit still relying on Routes 101 and 154 to serve Novato, Marin Transit has been the one carrying the bulk of riders riding between San Rafael and Novato, meaning your agency should be more responsive to the needs of frequent commuters and price-sensitive riders (like seniors, handicapped riders, etc.) who need transit service more often. With the pending cancelation of both Novato DAR and Connect, I hope your agency will consider surveying the residents of San Rafael and Novato once again on how best to link both cities, especially when come June, there will be fewer lines serving both cities: Routes 49, 71, and 257 instead of Routes 35, 49, 71, 251, and 257. I also hope you will offer free rides during the first month of implementing the new schedules (which will coincide with the July 4th weekend and Marin County Fair) so that riders can be acquainted with the revised services.

On Item 9, I understand that a major limitation of battery electric buses (BEBs) would be its range, especially if we are to consider replacing the Eldorado National XHF high-floored buses for services to and from West Marin over time. Since the driving environment for Routes 61 and 68 greatly differ from the more urban routes along Highway 101, would your agency consider studying the feasibility of hydrogen buses as a secondary zero-emissions bus option to operate alongside the BEBs? It would be great to have both options available at our yards, especially when over time, hydrogen buses might offer similar range to a conventional diesel or hybrid diesel-electric bus currently sold. And I also would like to suggest considering getting several electric minibuses like the Karsan e-Jest that your agency tested over the past month to replace the cutaway vans your agency currently operates since that will allow greater routing flexibility over your current full-size buses.

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