



711 Grand Ave, #110
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March 4, 2024

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

Subject: March 2024 Monthly Information Packet

Dear Board Members:

On February 5, 2024, the Marin Transit Board of Directors approved a recommendation to revise the 2024 Board meeting calendar. The Board will meet in even numbered months and in May for a total of seven meetings per year. Staff will provide routine information to the Board and public on its website in odd numbered months when the board does not meet. This is the first of the planned information packets.

[Attachment 1: General Manager's Report \(February and March\)](#)

This report includes the General Manager's Report for activities in January and February 2024. Highlights include: the TAM Citizens Oversight Committee tour of Marin Access Facilities and the Marin Sonoma Narrows project and updates on the Marin Sonoma Transit Coordination study.

[Attachment 2: Monthly Monitoring Report \(December 2023\)](#)

Overall, Marin Transit experienced strong systemwide ridership growth in December 2023. Total ridership was 11% higher than the previous year (December 2022) and 7% lower than pre-COVID (December 2019).

[Attachment 3: Federal Legislative Report \(January and February 2024\)](#)

The report identifies Congressional actions and federal funding opportunities and announcements. One item of note is that FTA issued a "Dear Colleague" letter that consolidates FTA's existing guidance and highlights tools available to transit agencies to address trends and challenges in federally funded bus procurements, including information about managing component prices, modifying contracts, lowering vehicle contract and production costs, and reducing unnecessary customization.

[Attachment 4: Quarterly Performance Report for the Second Quarter of FY 2023/24](#)

This report summarizes the operational performance of Marin Transit services for the second quarter of FY 2023/24 from October 1, 2023 through December 31, 2023. The Quarterly Performance Report provides detailed route-level



statistics, analyzes trends, and evaluates performance measures established under Measure A and Measure AA.

In the second quarter of FY 2023/24, Marin Transit carried a total of 757,931 passengers systemwide. This represents a ridership increase of 8% compared to the second quarter of the previous fiscal year and is 7% lower than pre-pandemic ridership (Q2 FY2019/20).

[Attachment 5: Catch-A-Ride Pilot Program Initial Findings](#)

On July 1, 2023, Marin Transit initiated a 12-month pilot program changing the Catch-A-Ride program to a voucher-based program which offers riders the choice of two types of vouchers for use with external providers. Initial findings on pilot program performance based on its first six months indicate that the program is successful, ridership is growing, and subsidy per trip has decreased compared to the previous Catch-A-Ride program. Staff will present a formal evaluation of the pilot program later this year.

[Attachment 6: Marin Transit Comments on the Northgate Town Square DEIR](#)

Today Marin Transit staff submitted a letter commenting on the Northgate Town Square Draft Environmental Impact Report (DEIR). We indicated our strong support for this redevelopment of the Northgate Mall into a transit-oriented, mixed-use development. Our comments are related to realizing the full potential of this transit-oriented development, and to ensuring there are no unintended negative impacts to bus riders and bus services from this project. Our comments are briefly listed here and discussed in more detail in the letter: 1) the DEIR does not quantify the number of new bus transit trips that will be generated by the project, and therefore does not analyze potential impacts of these new riders on existing bus services and riders; 2) the DEIR does not examine potential delay to existing bus services operating adjacent to the site; 3) the project does not offer transit improvements or incentives to attract new transit riders or encourage more transit use; and 4) some minor edits and corrections are needed to accurately describe current bus routes and services.

Contracts: The General Manager did not approve any contracts valued between \$50,000 and \$150,000 this month.

Respectfully Submitted,

A handwritten signature in black ink that reads "Nancy E. Whelan".

Nancy Whelan
General Manager



General Manager's Report

ITEM 1

TAM COC Tour – January 29, 2024

MCTD partnered with TAM to offer a tour of the Marin Access Operations Facility and a bus tour of the Marin Sonoma Narrows to TAM Citizens Oversight Committee members.



Feedback for Service in West Marin

- Outreach campaign underway to better understand service needs in West Marin
- Staff conducted “ride alongs” on the Point Reyes Shuttle, Dillon Beach Shuttle, Stagecoach Routes 61 and 68
- Rider survey in progress
- A survey and 1:1 meetings to update feedback from community partners
- Potential service recommendations for Board consideration in April





Marin Sonoma Transit Coordination Feb. Update

- Agencies agreed to develop a plan to optimize transit service on the 101 corridor
- Monthly meetings of GMs & EDs and Planning Group continue
- Funding for \$100,000 Consultant study agreed upon

MTC	\$50,000
Golden Gate Transit	\$25,000
5 Other Transit Operators (\$5,000 each)	\$25,000

- Final principles of coordination signed by each agency
- Upcoming: ZEB Study Results, Transit Priority issues, Coordinated Marketing



Thank you

CONTACT

Nancy Whelan

General Manager

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March 4, 2024

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

Subject: General Manager Report – Monthly Report: December 2023

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, 2023. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced strong systemwide ridership growth in December 2023. Total ridership was 11% higher than the previous year (December 2022) and 7% lower than pre-COVID (December 2019).

Fixed route ridership recovery from the COVID-19 pandemic continued to be strong this month. After leveling off for six months (March through August 2023 were all 87-90% of pre-COVID ridership on fixed route services), September through December saw above 90% of pre-COVID ridership on fixed route services, with December coming in at 96% of pre-COVID. This increase is likely the result of riders returning due to the reliability improvements that came with the June service change, and staff are optimistic that the trend will continue.

Marin Access ridership has had a declining ridership trend since September 2022. In December 2023, ridership was the same as in December of 2022 at 44% of pre-COVID, indicating that the decline may be leveling off. It remains to be seen how strong of an effect the Marin Access service changes implemented in July will have on ridership going forward; the Catch-A-Ride program saw almost triple (+259%) its ridership from the prior year (December 2022), but Local Paratransit, which accounts for the majority of Marin Access ridership, saw a 10% decline in ridership compared to the prior year. Staff are investigating these ridership changes and will bring more information to the Board later this year.



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

Fiscal/Staffing Impact

None.

Respectfully Submitted,

A handwritten signature in black ink that reads "Nancy E. Whelan".

Nancy Whelan
General Manager

Attachment A: Monthly Ridership Report and Customer Comments



Month: December 2023		Program							Total
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide		
Commendation	1	0	1	0	2	0	2	6	
Service Delivery Complaint	30	3	5	0	3	0	0	41	
Accessibility	1	0	0	0	0	0	0	1	
Driver Conduct Complaint	14	0	1	0	1	0	0	16	
Driving Complaint	8	1	1	0	2	0	0	12	
Early Trip	0	1	1	0	0	0	0	2	
Equipment Issue	0	0	0	0	0	0	0	0	
Farebox	0	0	0	0	0	0	0	0	
Late Trip	2	0	0	0	0	0	0	2	
Missed Connection	0	0	0	0	0	0	0	0	
Missed Trip	0	0	0	0	0	0	0	0	
No-Show	1	1	2	0	0	0	0	4	
Off-Route	1	0	0	0	0	0	0	1	
Pass-Up Complaint	3	0	0	0	0	0	0	3	
Service Structure Complaint	5	0	0	0	3	0	7	15	
Bus Stop Improvement Request	2	0	0	0	0	0	2	4	
Fares	0	0	0	0	1	0	0	1	
Other Complaint	1	0	0	0	1	0	3	5	
Scheduling Complaint	0	0	0	0	1	0	2	3	
Service Improvement Suggestion	2	0	0	0	0	0	0	2	
Safety Complaint	0	0	0	0	0	0	0	0	
Total Service Hours	11,676	1,961	1,369	132	2,017	-	17,270	17,270	
Commendations per 1,000 Hours	0.1	0.0	0.7	0.0	1.0	-	0.1	0.3	
Complaints per 1,000 Hours	3.0	1.5	3.7	0.0	3.0	-	0.4	3.2	
Total Passengers	191,130	15,421	8,094	3,213	3,779	1,919	232,757	232,757	
Commendations per 1,000 Passenger	0.0	0.0	0.1	0.0	0.5	0.0	0.0	0.0	
Complaints per 1,000 Passengers	0.2	0.2	0.6	0.0	1.6	0.0	0.0	0.2	

Attachment A

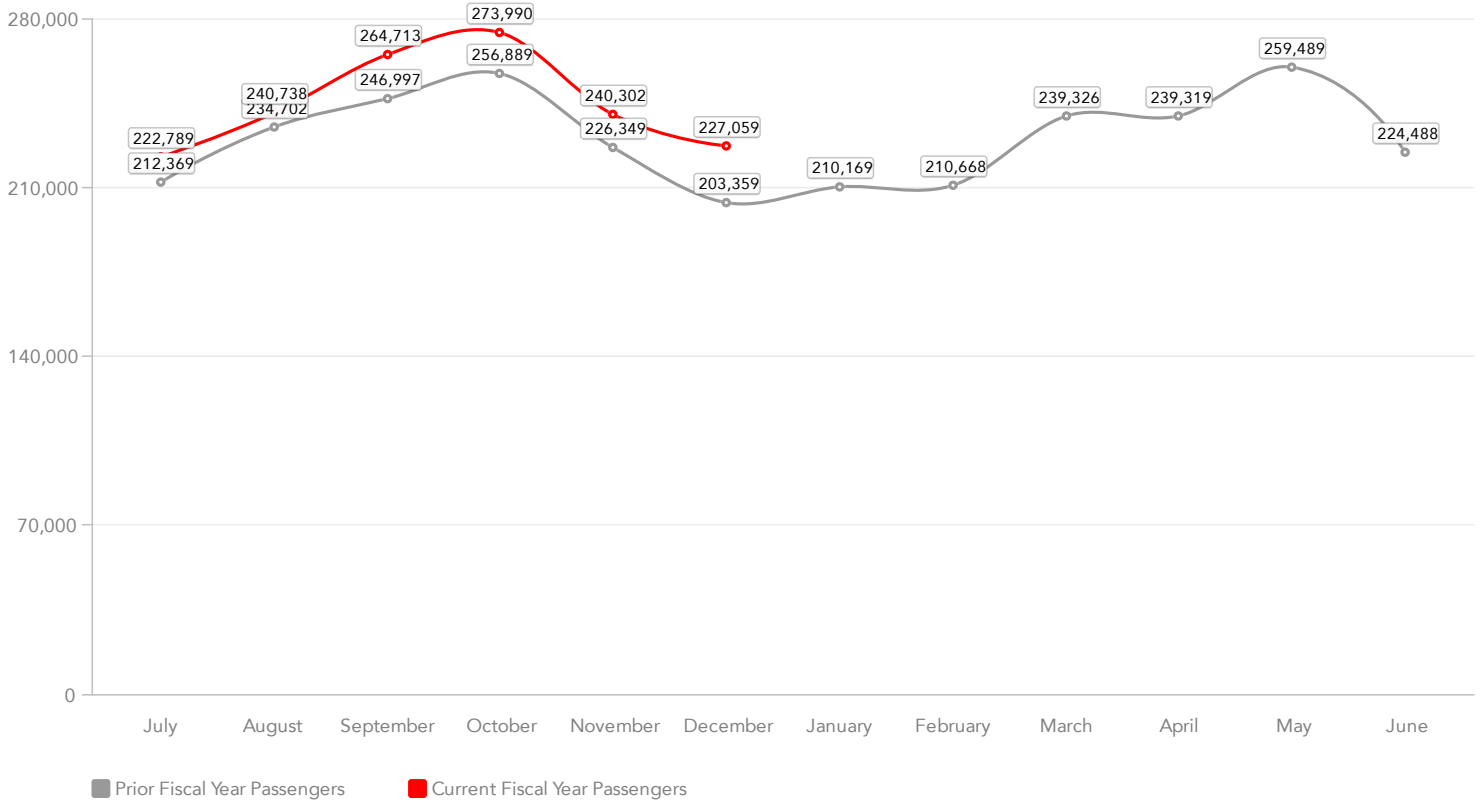
Monthly Monitoring Report

02/21/2024

FISCAL YEAR: 2024
MONTH: All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

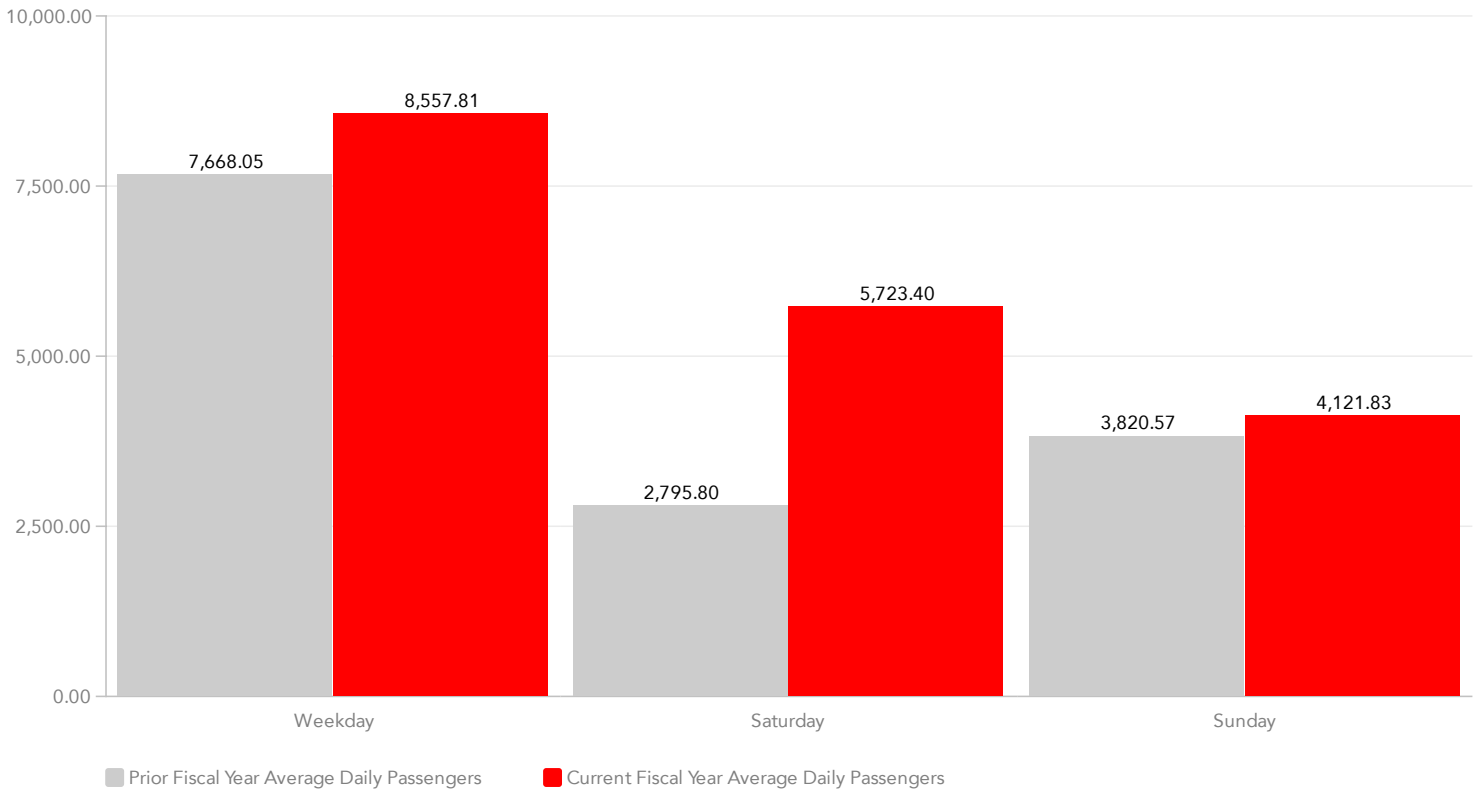


Monthly Comparison

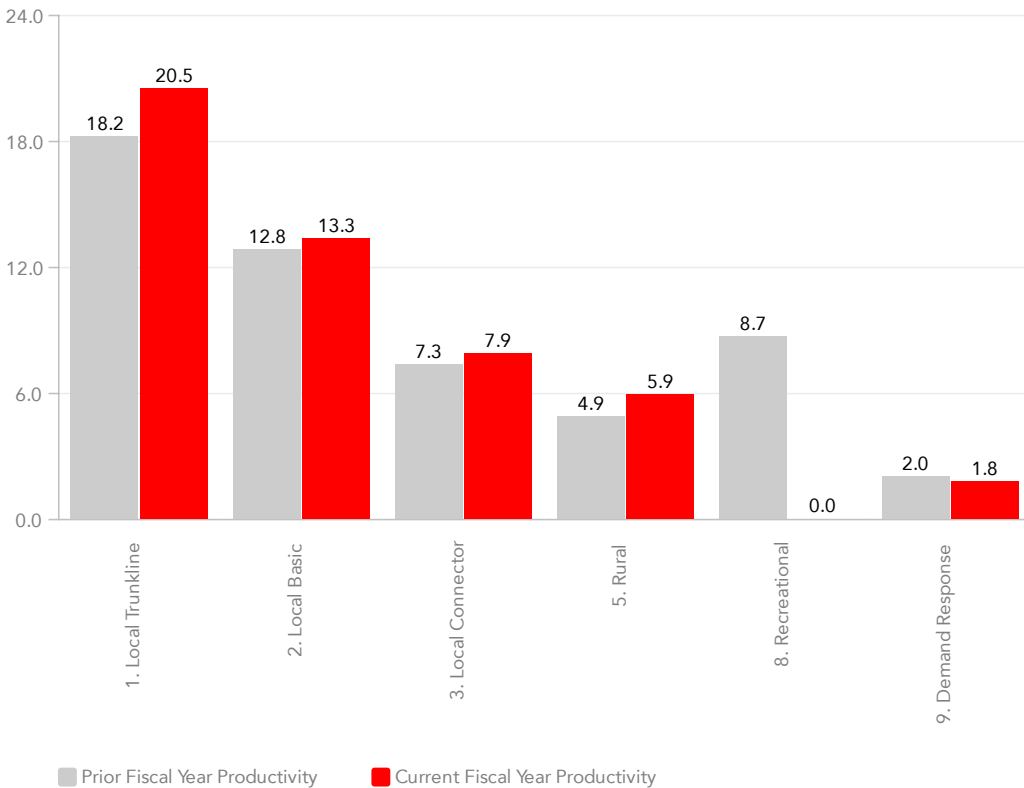
MONTH

Dec

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

- 1. Local Trunkline:
Routes 35, 36, 71
- 2. Local Basic:
Routes 17, 22, 23, 29, 49, 57
- 3. Local Connector:
Routes 219, 228, 233, 245
- 5. Rural:
Routes 61, 68
- 8. Recreational:
Muir Woods Shuttle
- 9. Demand Response:
Local Paratransit, Marin Access Shuttles



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Honorable Board of Directors
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Subject: Federal Legislative Report

Dear Board Members:

In March 2023, your Board approved a contract for federal advocacy services with Carpi & Clay. Carpi & Clay provide a monthly Federal Update as a part of their services. The attached monthly reports for January and February 2024 provide an overview of federal transportation activity including federal budget information, funding award announcements, grant opportunities, and regulatory announcements.

Respectfully Submitted,

Nancy Whelan
General Manager

Attachment A: Federal Update January 2024

Attachment B: Federal Update February 2024

Congress Passes Another CR

Still unable to finalize the Fiscal Year 2024 (FY24), Congress passed another short-term Continuing Resolution (CR) to avoid a federal government shutdown. Prior to Thanksgiving, Congress passed a laddered CR that extended current funding levels for a portion of federal agencies until January 19th, and the remainder of federal agencies until February 2nd. This new CR keeps with the laddered approach with the following deadlines for the various appropriations bills:

Extends the agencies funded under the below bills through **March 1st**:

- Agriculture-FDA
- Energy and Water
- Military Construction-Veterans Affairs
- Transportation-Housing and Urban Development

Extends agencies funded under the below bills through **March 8th**:

- Commerce-Justice-Science
- Labor-HHS-Education
- Defense
- Financial Services
- Homeland Security
- Interior-Environment
- Legislative Branch
- State-Foreign Operations

Just this week the leadership of the House and Senate Appropriations Committee announced that they have reached a deal on the top-line funding levels of the twelve FY24 appropriations bills. With the top-line funding levels for the bills in place, the respective subcommittees can now get to work on putting together the final FY24 appropriations bills.

State of the Union Scheduled, FY25 Budget Release to Follow

Speaker of the House Mike Johnson invited President Biden to give the State of the Union address on March 7th. It is the second time in the last two decades that the State of the Union has been scheduled in March and is the latest date for the address in the last

century. With the State of the Union date set, the White House announced that the President intends to release his Fiscal Year 2025 Budget Proposal to Congress on March 11th. The release of the budget is the starting point for the annual appropriations process.

House Approves Resolution Blocking FHWA Buy America Waivers for EV Chargers

On January 11th, the House passed a [resolution](#) by a vote of 209-198 that would overturn a Federal Highway Administration (FHWA) rule regarding Buy America requirements for electric vehicle (EV) chargers. The resolution entitled “*Waiver of Buy America Requirements for Electric Vehicle Chargers*” has already been approved by the Senate in July by a vote of 50-48. It is expected that President Biden will veto the resolution. To override the President’s anticipated veto, two-thirds of both the House and the Senate would need to vote to do so.

Additional Members Announce Departure

In January, more Members of the House announced their intent to resign or retire at the end of the 118th Congress. Rep. Bill Johnson (R-OH) resigned on January 21st to become President of Youngstown State University. Rep. Brian Higgins (D-NY) announced his intent to resign on February 2nd, citing frustration with the institution. Reps. John Curtis (R-UT), Blaine Luetkemeyer (R-MO), Doug Lamborn (R-CO), Larry Bucshon (R-IN), Greg Pence (R-IN), Jeff Duncan (R-SC), and Kelly Armstrong (R-ND) announced they will not be running for reelection. Additionally, Majority Leader Steve Scalise (R-LA) announced he is undergoing a stem-cell transplant to treat cancer and will be away from Washington until February. As a result, Republicans currently have a 219-213 majority in the House. Finally, California Governor Gavin Newsom scheduled a special election to fill former Speaker of the House Kevin McCarthy’s House seat on March 19th. A runoff, if required, would be held on May 21st.

Federal Funding Opportunities & Announcements

DOE Announces VTO Program Grant Awards. The Department of Energy (DOE) [announced](#) \$71 million in Vehicle Technologies Office (VTO) grants to 27 projects that will assist in developing innovative and equitable clean mobility options, and to help supply chain concerns for electric vehicle (EV) batteries, increasing EV drive range. DOE also [announced](#) \$32.5 million in VTO Program grants for 16 projects to help:

- Reduce EV infrastructure soft costs;
- Increase consumer familiarity with electric vehicles (EVs) and their benefits;
- Demonstrate and deploy novel clean transportation solutions, including electric construction vehicles and school buses;
- Provide regional clean transportation outreach, education, and training for underserved communities.

DOE Releases Grid Resilience State and Tribal Formula Grant ALRD. DOE released the FY24 Administrative and Legal Requirements Document (ALRD) for the [Grid Resilience and Tribal Formula Grant program](#), beginning the allocation application and

request process. DOE intends to grant \$562 million for projects that modernize the power grid for resilience against wildfires, extreme weather, and other natural disasters. Applications are due by April 17th and FY24 allocations can be found [HERE](#).

DOT Announces Mega Grant Awards. The Department of Transportation (DOT) [announced](#) funding for 11 projects through the National Infrastructure Project Assistance (Mega) Program. The Mega program helps to fund projects that are uniquely large, complex, and difficult to fund under traditional grant programs.

DOT Announces INFRA Grant Awards. DOT [announced](#) funding for 28 projects through the Infrastructure for Rebuilding America (INFRA) grant program. The INFRA grant program funds projects to assist with improving the safety, efficiency, and reliability of the movement of freight and people in both urban and rural areas.

DOT to Host Webinar on New Electric Vehicle Grants and Technical Assistance. DOT is hosting a webinar on new electric vehicle grant opportunities and technical assistance resources on February 14th at 1:00 PM ET. The webinar will feature Deputy Assistant Secretary Polly Trottenberg and other DOT leaders to discuss environmental reviews of EV charging projects, the National Environmental Policy Act (NEPA) Categorical Exclusion (CE) that DOT adopted from DOE, and the FY24 Low or No Emission Grant program. [Registration](#) is required to attend the webinar.

EPA Announces \$965 Million for 67 Clean School Bus Grant Program Awards. EPA [awarded](#) \$965 million to 67 applicants through Clean School Bus Program Grant awards. The program supports eligible applicants that purchase zero emission school buses to replace existing internal combustion engine school buses. Applicants may use funding to purchase electric, propane, and compressed natural gas buses, along with related infrastructure.

FHWA Publishes Bridge Investment Program, Planning and Bridge Project Grants NOFO. The Federal Highway Administration (FHWA) published a [NOFO](#) for the availability of \$9.7 billion to improve the nation's bridges through the competitive Bridge Investment Program's Planning and Bridge Project categories, which fund bridge planning, repair and replacement projects under \$100 million. The NOFO includes funding for FY 2023-FY 2026 and is soliciting applications for the following categories of projects:

- "Planning" grants for planning, feasibility analyses, and revenue forecasting associated with the development of a project; and,
- "Bridge Project" grants for bridge replacement, rehabilitation, preservation, and

Deadlines for submission:

FY Funding	Planning Application Deadline	Bridge Project Application Deadline
FY 2023 and 2024	February 19, 2024	March 19, 2024

FY 2025	October 1, 2024	November 1, 2024
FY 2026	October 1, 2025	November 1, 2025

FHWA Announces Charging and Fueling Infrastructure Grant Awards. FHWA [announced](#) \$623 million in Charging and Fueling Infrastructure Grant awards to 47 electric vehicle EV charging and alternative-fueling infrastructure projects, including construction of approximately 7,500 EV charging ports.

FHWA Announces Charger Reliability and Accessibility Accelerator Program Grant Awards. FHWA [announced](#) \$148.8 million to 24 entities that will assist in repairing or replacing almost 4,500 broken or non-operational electric vehicle charging ports to improve the reliability of existing charging infrastructure.

FHWA Announces \$729.4 Million in ER Program Funding. FHWA [announced](#) \$729.4 million through the Emergency Relief (ER) Program due to major disaster declarations. FHWA's ER Program helps address climate change by providing funding to assist states in performing infrastructure repairs following major natural disasters and extreme weather events.

Joint Office of Energy and Transportation Announces Ride and Drive Electric Grant Awards. DOE and DOT's Joint Office of Energy and Transportation (Joint Office) [announced](#) \$46.5 million in Ride and Drive Electric Grant Awards to 30 projects in 16 states. The grants will help fund projects that assist with building a convenient and efficient EV infrastructure for drivers; accelerate a resilient national EV charging network; grow the clean energy workforce; extend the benefits of clean transportation to rural, urban, and tribal communities; and validate real-world performance and reliability of high-power EV chargers. In addition, the grants fund projects that help to address barriers to charging in multifamily housing facilities, explore new approaches to curbside charging in urban areas, promote seamless connections across modes through e-mobility hubs, and test new incentive structures to provide affordable public charging access.

Federal Agency Personnel & Regulatory Announcements

White House Infrastructure Coordinator Departs. The Administration has announced that White House Infrastructure Coordinator Mitch Landrieu left his position on January 12th to join the President's campaign. A new infrastructure coordinator has not yet been named.

CEQ Extends Comment Deadline for EJ Scorecard RFI. The Council on Environmental Quality (CEQ) [announced](#) an extension to its November 20th Request for Information (RFI) on its Environmental Justice (EJ) Scorecard. The new deadline for comments is February 22nd.

DOT Publishes RRIF and TIFIA NPRM. DOT published a [NPRM](#) that would implement provisions of the Infrastructure Investment and Jobs Act (IIJA) that expand or modify the authorities applicable to the Railroad Rehabilitation and Improvement Financing (RRIF)

and Transportation Infrastructure Finance and Innovation Act (TIFIA) programs, and make other necessary updates, by amending the RRIF program and TIFIA program regulations. Comments are due by February 26th.

DOT Launches TTAC. DOT announced the launch of the [Transforming Transportation Advisory Committee \(TTAC\)](#). TTAC will explore and consider issues related to:

- Pathways to safe, secure, equitable, environmentally friendly, and accessible deployments of emerging technologies.
- Integrated approaches to promote greater cross-modal integration of emerging technologies, in particular applications to deploy automation.
- Policies that encourage innovation to grow and support a safe and productive U.S. workforce, as well as foster economic competitiveness and job quality.
- Approaches and frameworks that encourage the secure exchange and sharing of transformative transportation data, including technologies and infrastructure, across the public and private sectors that can guide core policy decisions across DOT's strategic goals.
- Ways the Department can identify and elevate cybersecurity solutions and protect privacy across transportation systems and infrastructure.
- Other emerging issues, topics, and technologies.

DOT Publishes Final Rule on Civil Penalty Amounts. DOT published a [final rule](#) that provides the statutorily prescribed 2024 adjustment to civil penalty amounts that may be imposed for violations of certain DOT regulations. The rule became effective on December 28th.

DOT Releases 2021-2023 Strategic Plan and Progress Report. DOT released a [report](#) describing the progress the department has made in addressing the strategic goals and challenges facing the transportation system. The report highlights work done in the following areas: safety, economic strength and global competitiveness, equity, climate and sustainability, infrastructure resiliency, innovation, and organizational efficiencies.

DOT Publishes FAQ on Incorporating Accessibility in Transportation Projects. DOT published a new [frequently asked questions](#) (FAQ) for grant applicants to help understand accessibility-related requirements and best practices throughout the transportation project planning process. The FAQ provides insight on how DOT initiatives such as ADA Transition Maps, the Department's Disability Policy Priorities, and the Promising Practices for Meaningful Public Involvement in Transportation Decision-Making guide can be used to advance accessibility in the many projects funded by the Bipartisan Infrastructure Law (BIL) and more.

DOT Seeks Combating Human Trafficking in Transportation Impact Award Nominations. DOT is [seeking nominations](#) for the annual Combating Human Trafficking in Transportation Impact Award that helps to raise awareness among transportation stakeholders about human trafficking and increase training and prevention to combat the crime. The award serves as a platform for transportation stakeholders to

creatively develop impactful and innovative counter-trafficking tools, initiatives, campaigns, and technologies that can help stop these heinous crimes. The award is open to individuals and entities, including non-governmental organizations, transportation industry associations, research institutions, and state and local government organizations. Entrants compete for a cash award of up to \$50,000 to be awarded to the individual(s) or entity selected for creating the most impactful counter-trafficking initiative or technology. Nominations are due by March 11th.

DOT Announces Intersection Safety Challenge Winners. DOT [announced](#) the winners of the Intersection Safety Challenge Stage 1A. The Challenge aims to transform roadway intersection safety by incentivizing new and emerging technologies that identify and address unsafe conditions involving vehicles, and vulnerable road users at intersections.

DOT Publishes Project Readiness Checklist for DOT Discretionary Grant Applicants. DOT published the [Project Readiness Checklist](#), which was created to help project sponsors and grant applicants develop projects that are well positioned to receive federal funding. The checklist provides generalized background and guidance on factors to consider for project readiness including transportation planning requirements, public engagement, and coordination with state or regional implementation partners; working through federal environmental and other compliance requirements; and positioning your organization to manage the project and federal grant processes. The checklist does not constitute a standard, specification, or regulation or create requirements other than those stipulated in statute and regulation.

DOT to Host SS4A Technical Assistance Office Hours. In advance of the next Safe Streets and Roads for All (SS4A) grant NOFO, DOT is hosting [technical assistance office hours](#) to answer any questions applicants may have. Entities considering applying for the FY24 SS4A grant program are encouraged to request technical assistance in preparation to apply for the grant.

EPA Adopts NEPA CE for EV Charging Stations. EPA [adopted](#) DOE's Electric Vehicle Charging Stations CE under the NEPA to use in EPA's program and funding opportunities. The action is effective immediately.

FHWA Seeks Nominations for Working Group on Covered Resources. FHWA is seeking [nominations](#) to the Working Group on Covered Resources (Working Group). The Working Group will conduct a study on access to covered resources for infrastructure projects. In carrying out the study, the Working Group shall analyze the use of covered resources in transportation projects funded with Federal dollars; how the proximity of covered resources to such projects affects the cost and environmental impact of those projects; whether and how State, Tribal, and local transportation and planning agencies consider covered resources when developing transportation projects; and any challenges for transportation project sponsors regarding access and proximity to covered resources. The Working Group shall submit to the Secretary of Transportation the findings of its study and any recommendations to preserve access to and reduce the costs and environmental

impacts of covered resources in infrastructure projects. Nominations are due by March 11th.

FHWA Releases Guidebook on Trails as Resilient Infrastructure. FHWA released a new [guidebook](#) entitled “Trails as Resilient Infrastructure.” The guide includes information on how trails are part of resilient transportation infrastructure, how to plan and design trails to be resilient and sustainable, and the role of trails in emergency planning and response.

IRS Issues Guidance on the Qualified Alternative Fuel Vehicle Refueling Property Credit. The Internal Revenue Service (IRS) issued [Notice 2024-20](#) which provides guidance on eligible census tracts for the qualified alternative fuel vehicle refueling property credit and has also announced the intent to propose regulations for the credit. Additionally, the agency has released a [frequently asked questions document related to the alternative fuel vehicle refueling property credit](#). Finally, [DOE has published a mapping tool](#) to help households and businesses quickly identify whether they are eligible for the tax credit under the proposed regulations.

Joint Office of Energy and Transportation Publishes Technical Assistance to Support EV Deployment. The Joint Office, in partnership with FHWA, FTA, and EPA, [published](#) information on the free technical assistance (TA) offered by the Office on the planning, deployment, operation, and maintenance of a national network of electric vehicle chargers, zero-emission fueling infrastructure, and zero-emission transit and school buses. TA is available to states, communities, tribal nations, school districts, and transit agencies.

##

FY24 Appropriations Update

This week, House and Senate leadership announced that they reached a deal on six of the twelve fiscal year (FY) 2024 appropriations bills: Agriculture-FDA, Commerce-Justice-Science, Energy and Water Development, Interior and the Environment, Military Construction-Veterans Affairs, and Transportation-Housing and Urban Development (HUD). This funding agreement prompted Congress to subsequently act on another short-term laddered continuing resolution keeping the agencies funded by the six bills listed above operational until March 8th and the remaining federal agencies operating under a CR until March 22nd.

Under the House 72-hour rule, legislative text for the first of two FY24 minibus appropriations packages could be released as early as this weekend to allow for a final vote in the House and Senate before the new March 8th deadline.

President Biden to Send Budget Proposal on March 11th

Following the State of the Union on March 7th, President Biden is expected to send his FY25 budget proposal to Congress on March 11th. The release of the President's budget is expected to kick-start the FY25 appropriations process in Congress. Due to a number of factors, but primarily delayed congressional action on the FY24 appropriations bills, the President's budget proposal is already a month behind schedule. Once the budget proposal is released, federal agencies will hold budget briefings, some of which may be conducted in-person for the first time since 2019.

McConnell Will Not Seek Reelection to Lead Senate Republicans

On February 28th, Senate Minority Leader Mitch McConnell (R-KY) announced he will not seek another term as leader of the Senate Republican Conference. McConnell has led Senate Republicans since 2007 and is the longest serving Senate party leader in U.S. history. He said he intends to serve the remainder of his Senate term that expires in January 2027.

Additional Members Announce Retirement

This month, additional Representatives announced their intent to retire at the end of the 118th Congress, many of these retirements include Committee Chairs. They are:

- Representative Cathy McMorris Rodgers (R-WA), Chair of the Committee on Energy & Commerce
- Representative Mike Gallagher (R-WI)
- Delegate Gregorio Sablan (D-MP)

In a surprise move, Representative Mark Green (R-TN), Chair of the Committee on Homeland Security, reversed his early announcement to retire. Rep. Green will run to maintain his current seat.

Special Election Results

In the special election in New York's 3rd Congressional District, former Representative Tom Suozzi won election to the seat occupied by expelled former Representative George Santos and assumed office on February 28th. House Republicans now have a five-seat majority with 219 members to 213 Democrats, with three vacancies.

Agencies Release 2023 Equity Action Plan Updates

All federal agencies released updates to their Equity Action Plans, as directed by Executive Order (EO) 14901, *Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*. The updates detail progress by each agency in 2023 toward meeting Biden administration environmental justice (EJ) and equity goals. Equity Action Plan 2023 Updates listed by agency can be found [HERE](#).

Federal Funding Opportunities & Announcements

DOT Publishes SS4A NOFO. The Department of Transportation (DOT) published a [notice of funding opportunity](#) (NOFO) for the availability of \$1.256 billion through the Safe Streets and Roads for All (SS4A) program. The funding will support planning and demonstration projects, as well as projects and strategies to prevent death and serious injuries on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, micromobility users; motorists; and commercial vehicle operators. Planning and Demonstration Grant applicants have three deadlines: April 4th, May 16th, and August 29th, while Implementation Grant applications are due by May 16th.

FHWA Publishes Congestion Relief Program NOFO. The Federal Highway Administration (FHWA) published a [NOFO](#) announcing the availability of \$150 million for the first round of funding through the new Congestion Relief Program. The funding will help reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize existing highway capacity and usage of highway and transit systems through:

- improving intermodal integration with highways, highway operations, and highway performance;

- reducing or shifting highway users to off- peak travel times or to nonhighway travel modes during peak travel times; and
- pricing of, or based on, as applicable: parking, use of roadways (including in designated geographic zones) or congestion.

Applications are due by April 22nd.

FHWA Publishes PPPP NOFO. FHWA published a [NOFO](#) for the availability of \$10 million through the Prioritization Process Pilot Program (PPPP) for MPOs with a population over 200,000 and states to help fund data-driven approaches to planning that, upon completion, can be evaluated for public benefit. The vision of PPPP is to fund the development and implementation of pilot prioritization processes (also referred to herein as PPPP pilot(s) or Project(s)) that address and integrate the components of existing transportation programs and support projects that improve safety, climate change and sustainability, equity, and economic strength and global competitiveness consistent with DOT's strategic goals. Applications are due by May 1st.

Forest Service Announces \$500 Million for Wildfire Crisis Strategy. The Forest Service announced \$500 million in funding for the Wildfire Crisis Strategy. The funding will support projects that reduce wildfire risk to communities, critical infrastructure, and natural resources. Approximately \$400 million of the funding will be allocated to the [21 designated priority landscapes](#) identified by the strategy, and \$100 million will be allocated under the new [Collaborative Wildfire Risk Reduction Program](#).

FTA Publishes FY 2024 Bus and Bus Facilities Grant NOFO. The Federal Transit Administration (FTA) published a [NOFO](#) for the availability of \$394 million through the Bus and Bus Facilities Grant program. The grants will assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing, or leasing buses or related equipment, and rehabilitating, purchasing, constructing, or leasing bus-related facilities. Applications are due by April 25th.

FTA Publishes FY 2024 Low- or No-Emission Grant NOFO. FTA published a [NOFO](#) for the availability of \$1.1 billion under the Low or No Emission Grant program. The grants will assist in the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. Applications are due by April 25th.

FTA Announces Rail Vehicle Replacement Program Grant Awards. FTA announced \$631 million in grant [awards](#) through the Rail Vehicle Replacement Program. The grants will help transit agencies in Chicago, Philadelphia, and Baltimore replace older vehicles with 300 new railcars.

FTA Announces \$110 Million in ER Funding. FTA [announced](#) \$110 million through the Public Transportation ER Program to eight public transportation and state

departments of transportation in six states and one U.S. territory to help communities recover from recent natural disasters.

FWS Announces \$10.8 Million in National Coastal Wetlands Conservation Awards. The Fish and Wildlife Service (FWS) [announced](#) \$10.8 million in awards for 12 projects to support the recovery of threatened and endangered species, enhance flood protection and water quality, and restore coastal wetlands.

NCRS Announces Availability of 2024 California Conservation Contribution Agreements. The National Resources Conservation Service (NCRS) released a [NOFO](#) for the availability of \$1 million in 2024 California Conservation Contribution Agreements. NCRS intends to select conservation projects in California that focus on agriculture, forestry, water resources, wildlife, food security, EJ, and workforce issues. Applications are due by April 8th.

Federal Agency Personnel & Regulatory Announcements

President Biden Signs Port Cybersecurity Executive Order. On February 21st, President Biden signed [EO 14116](#) titled *Amending Regulations Relating to the Safeguarding of Vessels, Harbors, Ports, and Waterfront Facilities of the United States*. The EO focuses on maritime cybersecurity threats and directs the U.S. Coast Guard to issue a Maritime Security Directive on cyber risk management actions for ship-to-shore cranes manufactured in China. The EO also gives the Coast Guard the authority to respond to malicious cyber activity by requiring vessels and waterfront facilities to mitigate cyber threats, institute mandatory reporting of maritime cyber incidents, and control the movement of vessels that pose a known or suspected cyber threat to maritime infrastructure. A fact sheet on the EO is available [HERE](#).

President Biden Announces DOT General Counsel Nomination. President Biden announced the nomination of Sarah Baker, to be General Counsel at DOT. Baker currently works as principal deputy general counsel at the department and previously worked in the Obama administration and as a senior policy adviser to Jill Biden.

President Biden Appoints John Podesta as International Climate Advisor. President Biden announced that John Podesta will serve as Senior Advisor to the President for International Climate Policy, succeeding former Secretary of State John Kerry. Kerry will depart his role by April and is expected to join President Biden's reelection campaign.

President Biden Appoints Willie Phillips as FERC Chair. President Biden announced the appointment of Commissioner Willie Phillips as Chair of the Federal Energy Regulatory Commission (FERC). Phillips has been serving as the agency's acting leader since January 2023 following the departure of former Chair Richard Glick.

Coast Guard Issues Maritime Cybersecurity NPRM. In conjunction with President Biden's EO on maritime cybersecurity, the Coast Guard released a [notice of proposed rulemaking](#) (NPRM) titled "Cybersecurity in the Marine Transportation System." The

NPRM would add regulations focused on establishing minimum cybersecurity requirements for U.S.-flagged vessels, Outer Continental Shelf facilities, and U.S. facilities subject to Maritime Transportation Act of 2002 regulations. Comments are due by April 22nd.

DOE Accepting Applications to Host Community Energy Fellows. DOE's Office and State and Community Energy Programs is [accepting applications](#) for the Community Energy Fellowship to match 25 to 35 recent graduates and mid-career clean energy professionals with Energy Efficiency and Conservation Block Grant Program formula-eligible local and tribal governments. Applications are due by March 5th.

DOI Releases Draft Orphaned Wells Guidance. DOI released [draft guidance](#) on Bipartisan Infrastructure Law grants for plugging abandoned oil and gas wells on federal lands. The draft guidance includes Matching Grant funding that will give eligible states federal funding in an amount equal to what the state commits to spend each year if that committed amount is greater than the average spent by that state between 2010 and 2019. Comments on the guidance are due by March 11th.

DOT Publishes Biweekly Reporting of IIJA Funding. DOT is now [publishing](#) the spending status of funds provided by the Infrastructure Investment and Jobs Act (IIJA). The data will be updated on a biweekly basis.

DOT Publishes New Report on Best Practices to Expand Jobs Through Transportation Infrastructure. DOT released a new [report](#) titled "Investing in America: Best Practices to Expand Access to Jobs and Economic Opportunity Through Transportation Infrastructure Investments." The report highlights ways for states and local jurisdictions to expand access to construction jobs including recommendations for transportation agencies to expand access to jobs and opportunity for underrepresented groups such as women, youth, people with disabilities, and people of color.

DOT Updates Data and Mapping Tools Navigator Webpage. DOT updated the [Data and Mapping Tools Navigator](#) webpage to include information on several tools, including the Freight Analysis Framework, National Highway Freight Network, Port Performance Freight Statistics Program, the National Highway System website, Federal Railroad Administration (FRA) Safety Map, FRA Grade Crossing Inventory, and the Justice40 Rail Explorer.

EDA Announces Deployment of Economic Recovery Corps. The Economic Development Administration (EDA) [announced](#) the inaugural deployment of the Economic Recovery Corps. EDA will deploy 65 professionals to communities nationwide for 2.5 years to advance regional projects and enhance economic development capacity for under-resourced communities.

EPA Announces Acting Deputy Administrator. EPA announced that Bruno Pigott will serve as Acting Deputy Administrator following the departure of Deputy Administrator

Radhika Fox. Pigott currently serves as Principal Deputy Assistant Administrator for Water and has been with the agency since 2021.

EPA Releases Listing of Specific PFAS as Hazardous Constituents NPRM. EPA released an [NPRM](#) titled “Listing of Specific Per- and Polyfluoroalkyl Substances as Hazardous Constituents.” The NPRM would add nine per-and polyfluoroalkyl substances (PFAS), their salts, and their structural isomers, to its list of hazardous constituents under the Resource Conservation and Recovery Act (RCRA). Comments are due by April 8th.

EPA Releases Hazardous Waste from Solid Waste Management Units NPRM. EPA released an [NPRM](#) titled “Definition of Hazardous Waste Applicable to Corrective Action from Solid Waste Management Units.” The NPRM would amend the definition of hazardous waste applicable to corrective action to address releases from solid waste management units at RCRA-permitted treatment, storage, and disposal facilities and would require corrective action for any substance that meets the statutory definition of hazardous waste, including PFAS. Comments are due by March 11th.

EPA Announces Expansion of Closing Wastewater Access Gap Initiative. EPA announced an expansion of the [Closing America’s Wastewater Access Gap Community Initiative](#) to an additional 150 communities. The initiative partners with underserved communities to provide technical assistance on accessing federal wastewater funding. EPA is accepting technical assistance requests on a rolling basis and interested communities can make a request [HERE](#).

EPA Seeks Comment on Draft NPDES Permit Guidance for Combine Sewer Systems. EPA is seeking comment on its new [draft guidance](#) for future National Pollutant Discharge Elimination System (NPDES) permits for combined sewer systems. The draft guidance highlights available options for communities with combined sewer overflows, summarizes options under the Clean Water Act, and details the option to use EPA’s 2012 Integrated Planning Framework to look holistically at future projects. Comments are due by March 21st.

EPA CRWU Initiative Releases EJ StoryMap. EPA’s Creating Resilient Water Utilities (CRWU) Initiative released its new [EJ StoryMap](#). The resource provides water utilities with information to incorporate EJ priorities into their climate adaption planning process.

FAA Publishes Updated List of AIP Buy American Waivers. FAA [updated](#) its Airport Improvement Program (AIP) Buy American Waivers to include new nationwide waivers for AIP-funded projects.

FEMA Releases Update to Mitigation Action Portfolio. The Federal Emergency Management Agency (FEMA) released an [update](#) to its Mitigation Action Portfolio (MAP). MAP features Hazard Mitigation Assistance Program project ideas that address all types of natural hazards, including coastal and inland flooding, wildfire, droughts, and landslides.

FHWA Publishes New Report on Freight Resiliency for Climate-Related Disruptions. FHWA published a new peer exchange [report](#) titled “National Freight Resiliency for Climate-Related Disruptions.” The report summarizes key takeaways from the National Peer Exchange on Freight Resiliency for Climate-Related Discussions that convened states, MPOs, and local agencies to discuss how to approach freight resiliency and learn about current practices in the country.

FHWA Publishes Report on Virtual Public Involvement Practices in NEPA. FHWA published a [report](#) titled “Virtual Public Involvement Practices in NEPA.” The report summarizes eight case studies that explored potential approaches to virtual public involvement in the National Environmental Policy Act (NEPA) process.

FHWA Announces Federal Share Flexibility Pilot Program. FHWA [announced](#) a pilot program to enable on an experimental basis, a State DOT to determine the federal share on a project, multi-project, or program basis for projects under certain specified programs. The Federal Share Flexibility Pilot Program will be carried out until September 30th, 2026. Applications are due by March 29th.

FHWA Publishes Highway Safety Improvement Program NPRM. FHWA published an [NPRM](#) that updates Highway Safety Improvement Program (HSIP) regulations to address provisions in the IIJA and reflect current priorities and state-of-practice. Specifically, FHWA proposes to amend the regulatory language to incorporate the Safe System Approach, clarify the scope of the HSIP to focus on the safety of all road users on the entire public road network, improve evaluation practices, streamline reporting efforts, and ensure States are collecting Model Inventory of Roadway Elements (MIRE) fundamental data elements. The proposed changes would clarify provisions regarding the planning, implementation, evaluation, and reporting of HSIPs that are administered in each state. These changes would further strengthen and advance the safety and equity priorities of the DOT National Roadway Safety Strategy (NRSS) and assist States with making safety gains designed to eliminate fatalities and serious injuries on roadways nationwide. Comments are due by April 22nd.

FRA Issues PTC Error and Malfunction Safety Bulletin. FRA issued [Safety Bulletin 2024-02](#) on Positive Train Control (PTC) Error and Malfunction. The safety bulletin warns of a software defect that may cause a speed restriction within a zone not to be enforced by the PTC system.

FTA Administrator Announces Retirement. FTA Administrator Nuria Fernandez [announced](#) her retirement effective February 24th. Current Deputy Administrator Veronica Vanterpool will serve as Acting Administrator until President Biden nominates a new Administrator.

FTA Issues Dear Colleague Highlighting Tools to Improve Bus Procurement and Manufacturing. FTA issued a “Dear Colleague” [letter](#) that consolidates FTA’s existing guidance and highlights tools available to transit agencies to address trends and challenges in federally funded bus procurements, including information about managing

component prices, modifying contracts, lowering vehicle contract and production costs, and reducing unnecessary customization.

FTA Publishes Proposed Updates to the Award Management Requirements Circular. FTA published [proposed updates](#) to the Award Management Requirements circular (C 5010.1) that combine requirements applicable to all FTA financial assistance awards (referred to as “cross-cutting” requirements) and, when final, will supersede parts of three separate FTA circulars (the proposed “Grant Programs for Urbanized Areas”, “Formula Grants for Rural Areas” (C 9040.1G), and “Enhanced Mobility of Seniors and Individuals with Disabilities” (C 9070.1G)). The proposed updates also reflect changes made by the Fixing America's Surface Transportation (FAST) Act; the IIJA; the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards; and other updates to FTA policies and procedures. Comments are due by April 15th.

FTA Publishes De-Escalation Training Resource Directory. FTA published the [De-Escalation Training Directory](#) to support the transit industry in developing, implementing, and updating their de-escalation training. De-escalation training focuses on providing participants with the knowledge and skills to reduce the likelihood of assault incidents during revenue service. The directory is geared towards bus and rail transit providers, State Safety Oversight Agencies and State Departments of Transportation.

FTA Issues Joint Development Circular with Zero-Emission Fueling Technology. FTA issued a [joint development circular](#) that includes a revision that adds “technology to fuel a zero-emission vehicle” as an eligible joint development improvement under FTA programs. If FTA funds are used for the construction, maintenance, or operations of equipment used for privately-owned zero-emission passenger vehicles, the recipient must collect fees from users of the equipment.

FTA Publishes Transit Customer Assault Prevention Resources. FTA launched a [new website](#) that provides resources to help prevent and address crime and ensure the safety of the nation’s public transit systems.

FTA Publishes Human Trafficking Prevention Resources. FTA partnered with the Texas Transportation Institute, South West Transit Association, and the Community Transportation Association of American to develop the [Safety4Transit website](#).

Joint Office Publishes Information on Electric School Buses Running in Cold Weather. The Joint Office of Energy and Transportation (Joint Office) published a technical assistance help sheet, [Cold Weather Impacts on Electric School Buses](#). The help sheet provides information about navigating cold weather impacts for electric buses. In addition, this publication may be helpful to transit bus fleet managers to help optimize bus performance in cold weather.

Joint Office Releases White Paper on Community Charging. The Joint Office released a [white paper](#) titled “Community Charging: Emerging Multifamily, Curbside, and

Multimodal Practices.” The white paper is intended for use by public officials, property and vehicle owners, utilities, and other stakeholders to promote technology combinations and real-world applications of EV charging infrastructure.

OMB Releases Federal Program Inventory. The White House Office of Management and Budget (OMB) released the [Federal Programs Inventory](#) webpage to provide information about all federal programs that provide grants, loans, or direct payments. The inventory includes objectives, estimated spending, and actual spending for each program.

Reclamation Announces Partnership with Seven Non-Profits. Reclamation [announced](#) partnerships with seven non-profits to fill youth and entry-level internships. The five-year partnerships will allow Reclamation to assist the selected non-profits by cost-sharing the recruitment and placement of youth interns and resource assistants.

Reclamation Releases Study on Colorado River Evaporation. Reclamation released a [report](#), titled “Mainstream Evaporation and Riparian Evapotranspiration Study,” detailing that 1.3 million acre-feet of water evaporated annually between Lake Mead and the border with Mexico from 2017 to 2021. The report did not account for water lost to leaks or seepage from diversion of the river through reservoirs, canals, or other infrastructure.

USACE and Reclamation Release Joint Infrastructure Report. The U.S. Army Corps of Engineers (USACE) and Reclamation released a [joint report](#) entitled “State of the Infrastructure: A Joint Report by the Bureau of Reclamation and the U.S. Army Corps of Engineers.” The report provides a high-level overview of the infrastructure asset portfolio and related asset management practices, collaboration efforts, and future strategies.

##



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March 4, 2024

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 2023/24

Dear Board Members:

Recommendation

Information only.

Summary

As part of the District's service monitoring process, staff prepare a quarterly performance report. Attached is the report for the second quarter of FY 2023/24.

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 weather, operator shortages, and 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-and-reports> in addition to the monthly reports.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Asher Butnik
Senior Transit Planner

Attachment A: Quarterly Performance Report for FY 2023/24 Q2

Attachment B: FY 2024 Q2 (October – December) Marin Transit Outreach and Travel Training



Quarterly Performance Report for FY 2023/24 Q2

This report summarizes the operational performance of Marin Transit services for the second quarter of FY 2023/24 from October 1, 2023 through December 31, 2023. 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 in one system. TransTrack reports all costs associated with service operations, not just 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 program.

Marin Transit undertook a major service change on June 11, 2023 and a change to Marin Access programs on July 1, 2023. For routes and services that are showing an unusually large change compared to the prior year, this report will comment on whether the service change may have played a role in the performance metric shift. Staff will also provide a more comprehensive update on Marin Access ridership in light of the program changes in future Board presentations.

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	20	\$5.00
Regular Local	17, 22, 23, 29, 49, 57	18	\$7.25
Local Connector	219, 228, 233, 245	8	\$10.00
Supplemental	613, 619, 625, 654	20 per trip	\$3.25
Rural	61, 68	6	\$13.25
Recreational	66 (Muir Woods Shuttle)	25	\$3.25
Demand Response	Local Paratransit, Marin Access Shuttles	2	\$38.50



Performance Summary

In the second quarter of FY 2023/24, Marin Transit carried a total of 757,931 passengers systemwide. This represents a ridership increase of 8% compared to the second quarter of the previous fiscal year and is 7% lower than pre-pandemic ridership (Q2 FY2019/20).

On fixed route transit services, Marin Transit carried 710,872 riders. This is an increase of 8% compared to the second quarter of FY 2022/23. The Yellow Bus program carried 30,479 passengers. This represents an increase of 11% compared to the second quarter of the previous fiscal year. Marin Access services carried 16,580 trips on demand response and mobility management programs. This reflects a decrease of 10% compared to the second quarter of the last fiscal year. 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 2023/24, Local Trunkline services carried 323,268 passengers. This represents an increase of 10% compared to the second quarter of the prior fiscal year. Route 35 had an average of 29 passengers per revenue hour, meeting the productivity target of 20 passengers per revenue hour. No other Local Trunkline route met the productivity target, and no Local Trunkline route met the subsidy target of \$5.00 per passenger. Local Trunkline service accounted for 32% of fixed route service in revenue hours and 45% of fixed route ridership in the second quarter of FY 2023/24.

Local Basic (Routes 17, 22, 23, 29, 49, and 57)

Local Basic services carried a total of 296,997 passengers during the second quarter of this fiscal year. This represents an increase of 35% compared to the first quarter of the prior fiscal year. Route 23 had an average of 18 passengers per revenue hour, meeting the productivity target of 18 passengers per revenue hour. No other Local Basic route met the performance target, and no Local Basic route met the subsidy target of \$7.25 per passenger. Local Basic routes represented 44% of fixed route revenue hours and 42% of fixed route ridership in the second quarter of FY 2023/24.

There were two changes in the June 11th service change which help explain why the Local Basic typology increased by 35%, while the overall increase for fixed route services was only 8%. First, former Routes 251 and 257 were combined into Route 57, which was classified as a Local Basic (former Routes 251 and 257 had been classified as Local Connector). The new Route 57 has brought a significant amount of ridership into the Local Basic category; without it, Local Basic ridership would have only increased by 15% from the prior year. Second, Local Trunkline Route 35 was shortened to no longer go to Novato¹, which has caused a significant number of San Rafael-Novato riders to switch to Local Basic Route 49. Individually, Route 49 saw a 45%² ridership increase this quarter relative to the prior year.

¹ This change was not mentioned in the Local Trunkline section because most San Rafael-Novato riders switched to Local Trunkline Route 71, which compensates for most of the ridership decrease on Route 35.

² Note that some of the ridership increase on Route 49 came from former route 251, which used to serve western Novato/San Marin prior to the service change.



Local Connector (Routes 219, 228, 233, and 245)

During the second quarter of the fiscal year, Local Connector services carried 50,876 total passengers. This represents a decrease of 40% from the second quarter of the last fiscal year. All Local Connector services except for Route 219 met the productivity target of 8 passengers per revenue hour, but none met the subsidy target of \$10.00 per passenger. Local Connector routes accounted for 13% of fixed route service in revenue hours and provided 7% of fixed route ridership in the second quarter of FY 2023/24.

Two routes, Routes 251 and 257, were removed from the Local Connector typology as part of the June 11th service change, as discussed in the previous section. This accounts for the extreme year-over-year change in Local Connector ridership this quarter. When comparing Local Connector ridership to only the ridership of those same routes in the prior year, ridership has increased by 14%.

Supplemental School (Routes 613, 619, 625, and 654)

Supplemental School routes carried 10,869 passengers in the second quarter of FY 2023/24. This represents a 55% decrease from the second quarter of the prior fiscal year. Route 625 had an average of 23 passengers per trip, meeting the productivity target of 20 passengers per trip. No other Supplemental School routes met the productivity target, and none met the subsidy target of \$3.25 per passenger. Supplemental School routes accounted for 1% of fixed route service in revenue hours and provided 2% of fixed route ridership in the second quarter of FY 2023/24.

The significant decrease in Supplemental School ridership relative to the prior year is largely because, as part of the June 11th service change, much of the service that historically took place on Supplemental School routes was transferred to local service, including the cancellation of Routes 645 and 651. However, even when comparing only the current supplemental routes to their performance the prior year, ridership this quarter is down 34%, and ridership per trip is down 28%. Staff are investigating why this is the case.

Rural (West Marin Stagecoach Routes 61 and 68)

In the second quarter of the fiscal year, the two Stagecoach routes carried 25,320 passengers. This represents a 15% increase from the second quarter of the prior fiscal year. Route 68 had an average of 7 passengers per revenue hour, meeting the productivity target of 6 passengers per revenue hour. Route 61 did not meet the productivity target, and neither route met its subsidy goal of \$13.25 per passenger. Stagecoach routes accounted for 9% of fixed route service in revenue hours, and ridership represented 4% of fixed route ridership in the second quarter of FY2023/24.

Yellow Bus

In the second quarter of FY 2023/24, the Ross Valley School District yellow bus service carried 30,479 passengers. This represents an increase of 11% compared to the second quarter of the prior year, which is comparable to the 10% increase in school days. This program has no established service targets.

Recreational (Muir Woods Shuttle)

For the second quarter of FY 2023/24, the Muir Woods Shuttle ran weekend and holiday service for the month of October only. In this quarter, the Shuttle carried 3,542 passengers. This represents a decrease of 76% from the second quarter of FY 2022/23. The reduction is mostly due to the fact that the Shuttle did not run in November and December of this year, whereas it ran for all three months of Q2 FY 2022/23.



The Shuttle did not meet its productivity goal of 25 passengers per revenue hour nor its subsidy goal of \$3.25 per passenger. The Muir Woods Shuttle accounted for 1% of fixed route service in revenue hours, and ridership represented less than 1% of fixed route ridership in the second quarter of FY2023/24.

Marin Access

In the second quarter of FY 2023/24, Marin Access offered ADA-paratransit service, the Marin Access Shuttles program (which includes the former Rural Dial-a-Ride program for Dillon Beach/Tomales and Point Reyes Station), the Volunteer Driver program, and the new Catch-a-Ride pilot program. Marin Access underwent a service change on July 1, 2023 that included replacing the former Novato Dial-a-Ride and Marin Transit Connect programs with an expanded Catch-a-Ride program. Due to the nature of Marin Access programs, including enrollment time and passenger training, it is still too early to evaluate the success of the July 1st changes. This report will refrain from commenting on how the July 1st changes may have affected Marin Access ridership this quarter. Staff will instead prepare a Marin Access program performance update later this year to assess the initial success of the program changes.

In the second quarter of FY 2023/24, local paratransit carried 11,194 passengers. The service productivity average of 1.9 passengers per hour did not meet the 2.0 standard. The number of passengers represents a 14% decrease in ridership compared to the prior fiscal year. The service did not meet the subsidy target of \$38.50 per passenger.

Marin Access Shuttles carried 202 passengers this quarter. The service productivity average of 1.8 passengers per hour did not meet the 2.0 standard. The service did not meet the subsidy target of \$38.50 per passenger.

The Volunteer Driver Program completed 2,316 trips in the second quarter of FY 2023/24. This represents a 14% decrease compared to the previous fiscal year.

The Catch-a-Ride pilot program provided 2,868 one-way trips. This represents an increase of 193% compared to the prior year. The strong increase in Catch-a-Ride ridership suggests Marin Access riders who formerly used the Connect and Novato Dial-a-Ride programs are likely finding the new Catch-a-Ride pilot meets their needs instead.

Community Engagement

Staff perform various activities on an ongoing basis to engage the community and share information about Marin Transit and Marin Access programs and services. In the second quarter of FY 2023/24, the focus of these efforts was on continuing to establish and grow our relationships with community partners to improve our ability to connect with riders and the general public. There was also a significant focus on collecting feedback for the Fare Collection Study to inform recommendations and continued efforts to update community members on recent changes to Marin Access programs and services. Events were held in various formats, at various locations, and on varying days and times to meet the needs of the community. The attached report outlines our community engagement initiatives for various target audiences, including community members, fixed route riders, and Marin Access riders.

In the second quarter of FY 2023/24, staff successfully completed twelve events, including four events that focused on engaging the community as a whole in various areas of the County and eight events that specifically targeted Marin Access populations. In total, staff reached over 400 community members. In Q2, our reach to specifically targeted Marin Access populations was significantly



increased in comparison to the same period of FY 2022/23, due to coordination with Marin Public Housing Staff to offer Navigating Transit presentations at several locations.

Ridership Trends

The District continues to experience strong ridership; total ridership is at 93% of pre-pandemic levels. However, ridership recovery has not been spread evenly across Marin Transit programs. Fixed route ridership recovery was swift and has remained strong; fixed route services reached 90% of pre-COVID ridership in the third quarter of FY 2022/23, and this quarter they reached 96% of pre-COVID ridership. Marin Access services by contrast were at only 40% of pre-COVID ridership levels this quarter. The first quarter of the prior fiscal year, Marin Access ridership had plateaued at around half of pre-pandemic, but then started to decline. Marin Transit staff are optimistic that the restructuring of Marin Access programs, which took effect on July 1, 2023, will have a positive effect on Marin Access ridership and mobility of seniors and people with disabilities in the long term. Marin Transit staff are doing a deeper analysis of Marin Access ridership that will be presented later this year.

This quarter, Marin Transit experienced moderate ridership growth compared to the national average. According to the National Transit Database, in the second quarter of FY 2023/24, nationwide bus ridership was 10% higher than the prior year, compared to Marin Transit's 8% increase over the prior year for fixed route services. However, Marin Transit is still doing much better than the national average compared to pre-COVID ridership. District ridership has recovered from the COVID-19 pandemic more quickly than most other transit providers; from the FY 2020/21 Q4 report through the FY 2022/23 Q2 report, Marin Transit consistently reported higher year-over-year ridership growth than the national average.

Marin Transit continues to have one of the strongest ridership recoveries in the Bay Area at 96% for fixed route services, and one of the strongest in the country when comparing to pre-COVID levels (the national average this quarter was 76%). Compared to other North Bay transit agencies, Marin Transit fixed route services continue to perform well. In the second quarter of FY 2023/24, Golden Gate Transit carried 336,406 passengers on its fixed route bus service, representing roughly half of Marin Transit's fixed route ridership (710,872), while SMART carried 202,936 passengers. Golden Gate Transit experienced a 9% increase in fixed route bus ridership in this quarter compared to the second quarter of FY2022/23, bringing overall recovery to 46% of pre-COVID ridership. SMART experienced a 28% increase in ridership compared to the second quarter of last year, bringing overall recovery to 113% of pre-COVID ridership.

Other Bay Area transit agencies that provide local transit services experienced a wide variety of ridership growth trends in the second quarter of FY 2023/24. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE), SamTrans, and Solano County Transit (SolTrans) experienced a 7%, 18%, and 3% increase in ridership, respectively, relative to the second quarter of FY 2022/23, bringing their ridership relative to pre-COVID to 47%, 87%, and 71%, respectively.

Demand for Marin Access mobility management and demand response programs was 10% lower during the second quarter of FY 2023/24 compared to the second quarter of the prior year. This is the fifth consecutive quarter where ridership on demand response services was lower than the same quarter of the prior year. Even with vaccines, seniors and people with disabilities remain more susceptible to severe effects from COVID than the general population and continue to be more cautious with their travel and activities. In addition, day programs are not holding as much in person programming as before the pandemic.



Marin Transit implemented a suite of changes to Marin Access programs that started on July 1, 2023. These changes were designed to improve reliability of the services, stabilize ridership, and increase interest in and use of the programs. It remains to be seen whether demand response ridership will continue to stagnate, or whether recovery will pick up following these changes.

Table 2 below compares several other factors and qualitatively evaluates their potential impact on ridership.

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2022/23 Q2	FY 2023/24 Q2	Impact
Days Operated	Weekdays	62	62	--
	School Days	49	54	▲
	Weekends & Holidays	30	30	--
	Muir Woods Shuttle	32	9	▼▼
Service Disruptions (cancelled/missed service)		412	276	▲▲▲
Rainfall (inches)		12.1	11.2	--
Average Gas Prices		\$5.17	\$5.01	▼

Due to the national labor shortage, Marin Transit's contractor operators have had difficulty hiring new drivers, which led to a significant amount of missed service in the prior fiscal year. The service change implemented on June 11th, 2023, was designed to reduce the number of driver shifts necessary to operate service, in an attempt to reduce the amount of missed service. The significant reduction in missed service for this quarter compared to the prior year demonstrates that the June 11th service changes were successful in that goal.

Fixed-Route

Fixed-Route Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
1. Local Trunkline	35	140,628	▼5.9%	4,923	▼19.4%	28.6	▲4.1
	36	72,384	▲7.3%	3,755	▲11.0%	19.3	▼0.7
	71	110,256	▲44.7%	6,071	▲17.3%	18.2	▲3.4
	Rollup	323,268	▲10.3%	14,748	▲0.5%	21.9	▲1.9
2. Local Basic	17	53,665	▲15.3%	3,753	▲2.8%	14.3	▲1.6
	22	45,080	▲6.3%	3,399	▼4.5%	13.3	▲1.3
	23	65,648	▲43.0%	3,609	▲30.8%	18.2	▲1.6
	29	3,325	▼70.4%	596	▼8.0%	5.6	▼11.8
	49	86,320	▲44.6%	5,110	▲27.7%	16.9	▲2.0
	57	42,959		3,844		11.2	
	Rollup	296,997	▲34.7%	20,310	▲33.0%	14.6	▲0.2
3. Local Connector	219	9,051	▲18.2%	1,327	▼14.2%	6.8	▲1.9
	228	18,963	▲20.1%	2,376	▲2.0%	8.0	▲1.2
	233	10,236	▲2.2%	1,073	▼0.8%	9.5	▲0.3
	245	12,626	▲14.9%	1,093	▲0.8%	11.6	▲1.4
	Rollup	50,876	▼40.3%	5,868	▼43.2%	8.7	▲0.4
4. Supplemental	613	3,995	▼51.8%	131	▼25.8%	30.6	▼16.5
	617	0		0			
	619	3,900	▼22.6%	184	▲7.7%	21.2	▼8.3
	625	2,403	▲25.6%	84	▲5.5%	28.5	▲4.6
	649	0		0			
	654	571	▼54.1%	53	▲10.4%	10.7	▼15.0
	Covid	0		0			
	Rollup	10,869	▼54.6%	453	▼44.5%	24.0	▼5.4
5. Rural	61	7,252	▲52.1%	1,606	▲17.5%	4.5	▲1.0
	68	18,068	▲5.2%	2,460	▼6.8%	7.3	▲0.8
	Rollup	25,320	▲15.4%	4,066	▲1.5%	6.2	▲0.8
6. Partnership Services	122	0		0			
	Rollup	0		0			
7. Yellow Bus	Hdn Valley	4,578	▲44.0%	57	▲11.8%	80.3	▲18.0
	White Hill	25,901	▲6.5%	331	▲12.4%	78.3	▼4.3
	Rollup	30,479	▲10.8%	388	▲12.3%	78.6	▼1.0
8. Recreational	66	3,542	▼75.7%	578	▼42.3%	6.1	▼8.4
	Rollup	3,542	▼75.7%	578	▼42.3%	6.1	▼8.4
Rollup		741,351	▲8.0%	46,410	▼0.0%	16.0	▲1.2

* 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	\$913,970	▼18.4%	\$139,386	▲0.0%	\$5.51	▼\$1.06	15.3%	▲2.8%
	36	\$714,467	▲14.7%	\$76,557	▲18.4%	\$8.81	▲\$0.54	10.7%	▲0.3%
	71	\$1,185,121	▲21.1%	\$130,524	▲59.0%	\$9.56	▼\$2.20	11.0%	▲2.6%
	Rollup	\$2,813,558	▲3.4%	\$346,467	▲21.1%	\$7.63	▼\$0.68	12.3%	▲1.8%
2. Local Basic	17	\$580,133	▲12.1%	\$36,088	▼18.3%	\$10.14	▼\$0.03	6.2%	▼2.3%
	22	\$519,051	▲4.4%	\$98,179	▲115.1%	\$9.34	▼\$1.31	18.9%	▲9.7%
	23	\$674,221	▲37.1%	\$67,767	▲58.0%	\$9.24	▼\$0.54	10.1%	▲1.3%
	29	\$114,029	▼3.1%	\$3,823	▼62.8%	\$33.14	▲\$23.59	3.4%	▼5.4%
	49	\$799,101	▲39.8%	\$52,534	▲9.2%	\$8.65	▼\$0.12	6.6%	▼1.8%
	57	\$594,553		\$24,316		\$13.27		4.1%	
	Rollup	\$3,281,088	▲41.8%	\$282,707	▲39.2%	\$10.10	▲\$0.52	8.6%	▼0.2%
3. Local Connector	219	\$207,811	▼5.9%	\$6,998	▼5.6%	\$22.19	▼\$5.67	3.4%	▲0.0%
	228	\$364,768	▲13.0%	\$12,982	▼14.5%	\$18.55	▼\$0.93	3.6%	▼1.1%
	233	\$164,334	▲10.1%	\$6,119	▼31.1%	\$15.46	▲\$1.44	3.7%	▼2.2%
	245	\$169,538	▲10.1%	\$6,721	▼21.3%	\$12.90	▼\$0.33	4.0%	▼1.6%
	Rollup	\$906,452	▼37.6%	\$32,819	▼54.6%	\$17.17	▲\$0.95	3.6%	▼1.4%
4. Supplemental	613	\$38,143	▲6.1%	\$822	▼72.5%	\$9.34	▲\$5.36	2.2%	▼6.2%
	617	\$0		\$0					
	619	\$56,180	▲57.8%	\$813	▼57.0%	\$14.20	▲\$7.51	1.4%	▼3.9%
	625	\$24,529	▲57.8%	\$826	▼11.5%	\$9.86	▲\$2.23	3.4%	▼2.6%
	649	\$0		\$0					
	654	\$14,722	▲69.3%	\$238	▼60.3%	\$25.37	▲\$18.86	1.6%	▼5.3%
	Covid	\$0		\$0					
	Rollup	\$133,574	▼17.1%	\$2,700	▼72.0%	\$12.04	▲\$5.72	2.0%	▼4.0%
5. Rural	61	\$245,405	▲25.6%	\$4,614	▼0.6%	\$33.20	▼\$6.81	1.9%	▼0.5%
	68	\$371,579	▼2.1%	\$8,952	▼33.7%	\$20.07	▼\$1.25	2.4%	▼1.1%
	Rollup	\$616,983	▲7.3%	\$13,566	▼25.2%	\$23.83	▼\$1.55	2.2%	▼1.0%
6. Partnership Services	122	\$0		\$0					
	Rollup	\$0		\$0					
7. Yellow Bus	Hdn Valley	\$40,331	▲55.1%	\$14,610	▲7.3%	\$5.62	▲\$1.72	36.2%	▼16.1%
	White Hill	\$234,098	▲56.0%	\$82,660	▼21.5%	\$5.85	▲\$4.01	35.3%	▼34.9%
	Rollup	\$274,428	▲55.9%	\$97,271	▼18.2%	\$5.81	▲\$3.73	35.4%	▼32.1%
8. Recreational	66	\$119,628	▼44.0%	\$158	▼99.6%	\$33.73	▲\$21.74	0.1%	▼18.2%
	Rollup	\$119,628	▼44.0%	\$158	▼99.6%	\$33.73	▲\$21.74	0.1%	▼18.2%
Rollup	\$8,145,711	▲7.0%	\$775,687	▲3.8%	\$9.94	▼\$0.06	9.5%	▼0.3%	

* 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	Local Para	11,194	▼14.2%	5,979	▼6.8%	1.9	▼0.2
	MA Shuttle	202		114		1.8	
	MTC	0	▼100.0%	0	▼100.0%		
	Reg Para	1,034	▼4.7%	925	▼4.8%	1.1	▲0.0
	Rollup	12,430	▼20.9%	7,018	▼11.3%	1.8	▼0.2
Catch-A-Ride	CAR_Taxi	2,074		0			
	CAR_TNC	794		0			
	Rollup	2,868	▲193.0%	0			
Volunteer Driver	VoIDrvr	1,828	▼18.5%	2,753	▼1.4%	0.7	▼0.1
	VoIDvrWM	488	▲5.4%	866	▲5.1%	0.6	▲0.0
	Rollup	2,316	▼14.4%	3,619	▲0.1%	0.6	▼0.1
Rollup		17,614	▼9.2%	10,637	▼7.7%	1.7	▼0.0

Marin Access Financial Statistics by Service

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
9. Demand Response	Local Para	\$1,242,095	▲9.6%	\$31,766	▼5.8%	\$108.12	▲\$23.82	2.6%	▼0.4%
	MA Shuttle	\$18,717		\$445		\$90.46		2.4%	
	MTC	\$0	▼100.0%	\$0	▼100.0%				
	Reg Para	\$199,554	▲38.9%	\$11,110	▼19.8%	\$182.25	▲\$62.61	5.6%	▼4.1%
	Rollup	\$1,460,367	▼0.4%	\$43,320	▼21.1%	\$114.00	▲\$24.27	3.0%	▼0.8%
Catch-A-Ride	CAR_Taxi	\$63,844		\$0		\$30.78		0.0%	
	CAR_TNC	\$13,961		\$0		\$17.58		0.0%	
	Rollup	\$77,805	▲24.7%	\$0	▼100.0%	\$27.13	▼\$32.34	0.0%	▼6.7%
Volunteer Driver	VoIDrvr	\$11,499	▼41.8%	\$0		\$6.29	▼\$2.52	0.0%	-
	VoIDvrWM	\$6,908	▼17.4%	\$0		\$14.16	▼\$3.92	0.0%	-
	Rollup	\$18,407	▼34.6%	\$0		\$7.95	▼\$2.45	0.0%	-
Rollup	\$1,556,580	▲0.0%	\$43,320	▼26.7%	\$85.91	▲\$8.77	2.8%	▼1.0%	

* Change compared to same quarter of prior year

Systemwide Total

Systemwide Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
Values	758,965	▲7.5%	57,047	▼1.6%	13.3	▲1.1

Systemwide Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	\$9,702,291	▲5.8%	\$819,008	▲1.5%	\$11.70	▼\$0.14	8.4%	▼0.4%

* Change compared to same quarter of prior year

FY 2024 Q2 (October - December) Marin Transit Community Engagement

Reporting Month: October 2023

Date(s)	Event	Description	Contacts
10/4/2023	Marin Clean Energy - California Clean Air Day	MCTD staff participated in the event by tabling & offering information about Marin Transit programs and services. Staff performed outreach to distribute information and collect surveys for MCTD Fare Study. Information was available in English and Spanish.	130
10/13/2023	Dining Under the Lights Event	MCTD Staff performed outreach at the Dining Under the Lights event in downtown San Rafael to distribute information and collect surveys for MCTD Fare Study. Information was available in English and Spanish.	150
10/17/2023	SRTC Engagement	MCTD staff performed outreach at SRTC to distribute information and collect surveys for MCTD Fare Study. Information was available in English and Spanish.	25
10/26/2023	Marin Access Navigating Transit Presentation at Novato Village	Navigating Transit presentation to residents of Novato Village. The presentation was staffed by MCTD staff. Information was presented in English.	12
10/27/2023	SRTC Engagement	MCTD staff performed outreach at SRTC to distribute information and collect surveys for MCTD Fare Study. Information was available in English and Spanish.	60

Reporting Month: November 2023

FY 2024 Q2 (October - December) Marin Transit Community Engagement

Date(s)	Event	Description	Contacts
11/15/2023	Marin Access Navigating Transit Presentation at San Geronimo Valley Community Center	Navigating Transit presentation to the Elders Council. The presentation was staffed by MCTD staff. Information was presented in English.	13
11/16/2023	Marin Access Navigating Transit Presentation at Villa Entrada	Navigating Transit presentation to the residents of Villa Entrada. The presentation was staffed by MCTD staff. Information was presented in English.	9
11/27/2023	Marin Access Navigating Transit Presentation at Kruger Pines	Navigating Transit presentation to residents of Kruger Pines. The presentation was staffed by MCTD staff. Information was presented in English.	10
11/28/2023	Marin Access Navigating Transit Presentation at Casanova	Navigating Transit presentation to residents of Casanova. The presentation was staffed by MCTD staff. Information was presented in English.	5
11/30/2023	Marin Access Navigating Transit Presentation at Golden Hinde	Navigating Transit presentation to residents of Golden Hinde. The presentation was staffed by MCTD staff. Information was presented in English.	3

Reporting Month: December 2023

Date(s)	Event	Description	Contacts
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FY 2024 Q2 (October - December) Marin Transit Community Engagement

12/13/2023	Marin Access Navigating Transit Presentation to Venetia Oaks	Navigating Transit presentation to residents of Venetia Oaks. The presentation was staffed by MCTD staff. Information was presented in English.	1
12/13/2023	Marin Access Navigating Transit Presentation to Homestead Terrace	Navigating Transit presentation to residents of Homestead Terrace. The presentation was staffed by MCTD Staff. Information was presented in English.	2



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March 4, 2024

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

Subject: Catch-A-Ride Pilot Program Initial Findings

Dear Board Members:

Recommendation

This is an information item.

Summary

In May 2023, your board approved a suite of changes to Marin Access programs including a 12-month pilot program to enhance the Catch-A-Ride program. This changed Catch-A-Ride to a voucher-based program which offers two types of vouchers for use with external providers: 1) paper vouchers for use on North Bay Taxi rides or 2) digital vouchers for rides via the Uber app; riders can also select a mix of both voucher types. Riders schedule their trips directly with the provider by phone or via the Uber app. More details on how the program works can be found here: <https://marintransit.org/catch-a-ride>.

The changes took effect on July 1st, 2023. This item provides initial findings on pilot program performance based on its first six months. Staff will return to your board later this year with a formal evaluation of the pilot program.

The high-level takeaways based on this initial assessment are:

- A total of 386 riders are enrolled in the program as of January 2024.
- Catch-A-Ride participants and ridership have increased each month since July.
- Most riders (73%) are choosing paper (taxi) vouchers over digital (Uber) vouchers.
- The average trip length is 4.8 miles, with Uber riders averaging 7.6 miles and taxi riders averaging 3.8 miles.
- Most riders (59%) average 4 or fewer rides per month. There are a small number of riders (less than 20) who consistently max out their rides per quarter (30-40 rides/quarter).

Attachment A includes charts showing ridership trends and other statistics.

Fiscal/Staffing Impact

None.



Respectfully Submitted,

A handwritten signature in black ink that reads "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Catch-A-Ride Pilot Program Initial Findings



Catch-A-Ride Pilot Program

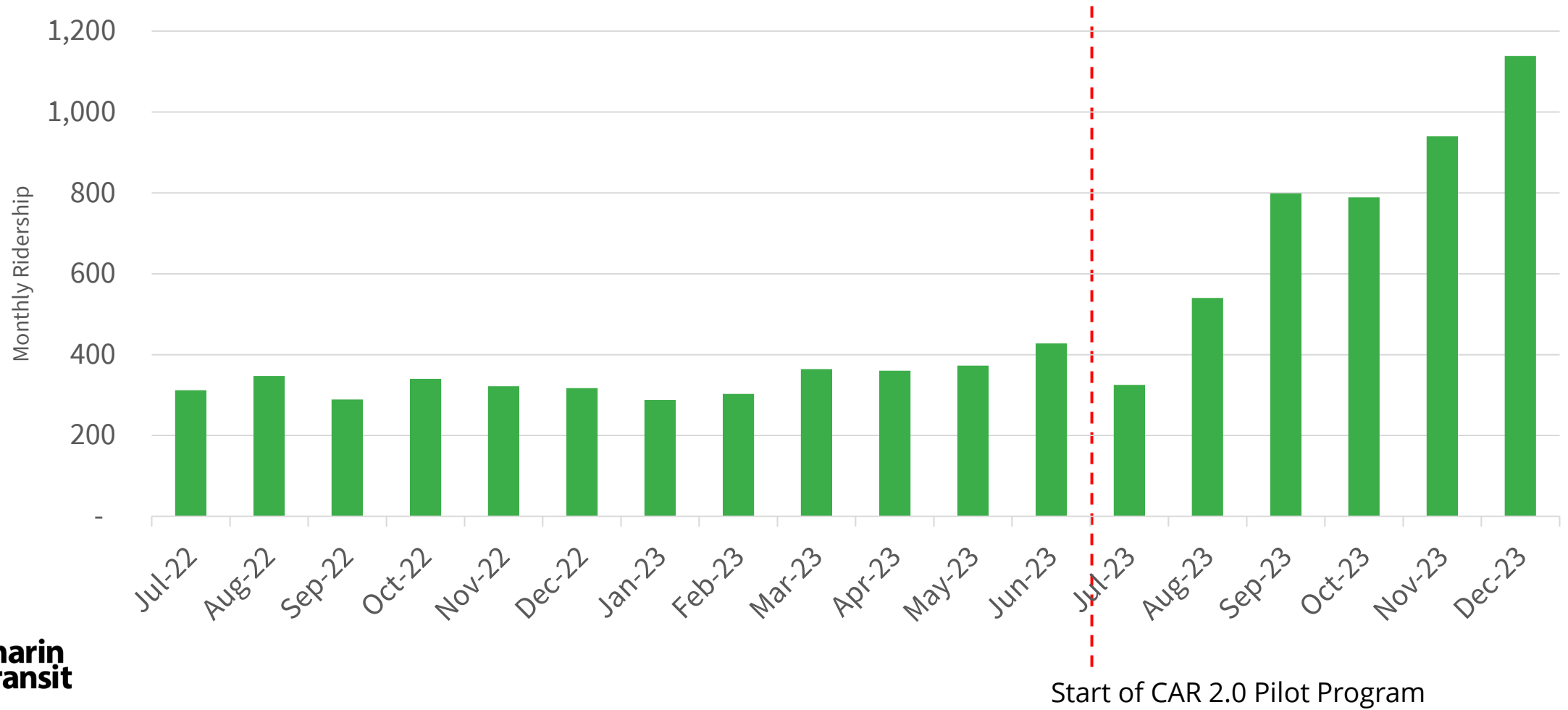
INITIAL FINDINGS

Background

- In May 2023, your board approved a suite of changes to the Marin Access programs, including a 12-month pilot program to enhance the Catch-A-Ride (CAR) program.
 - Changes took effect July 1st, 2023
- Under the enhanced program, riders may choose to get paper vouchers (for use with North Bay Taxi), digital vouchers (for use with Uber), or 50/50 paper/digital vouchers
- Vouchers are distributed quarterly, at 30 rides per quarter
 - Marin Access Fare Assistance enrollees get an extra 10 vouchers per quarter
- The program is only available to Marin Access riders

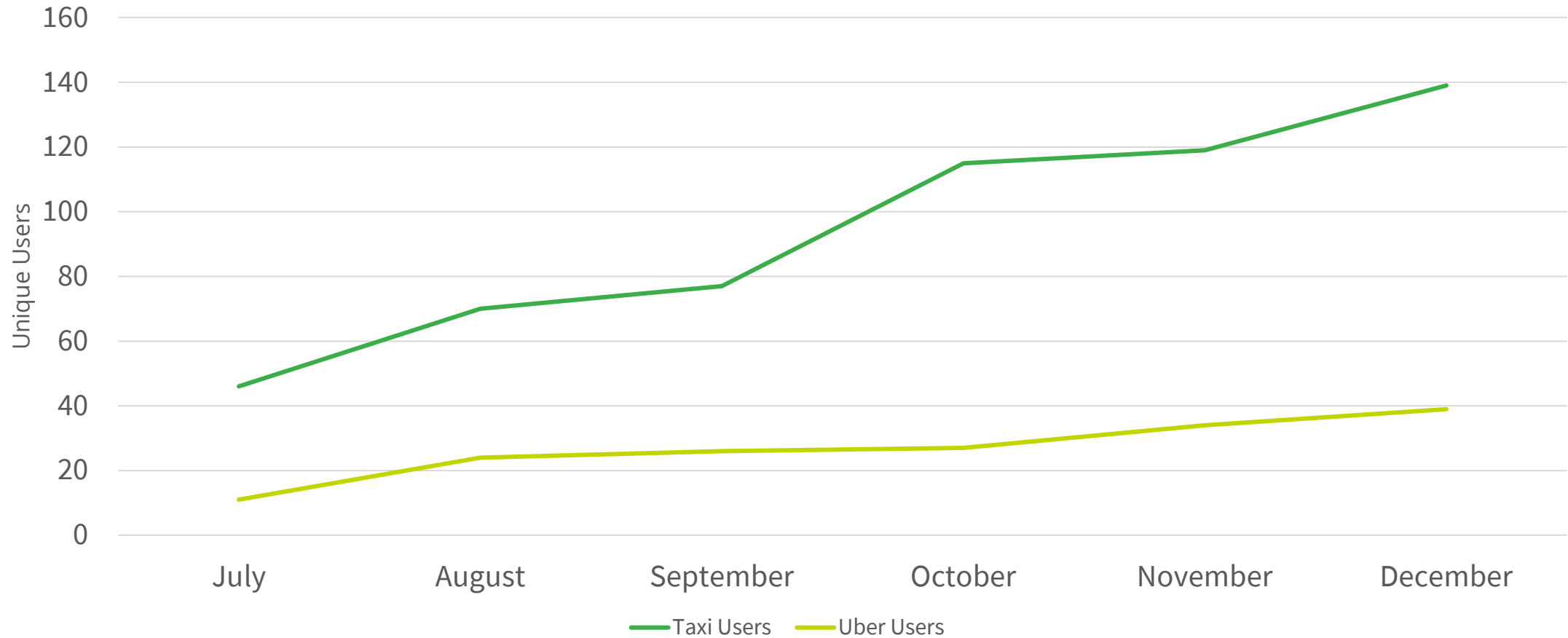
CAR ridership has increased every month of the Pilot

Rider feedback has been very positive

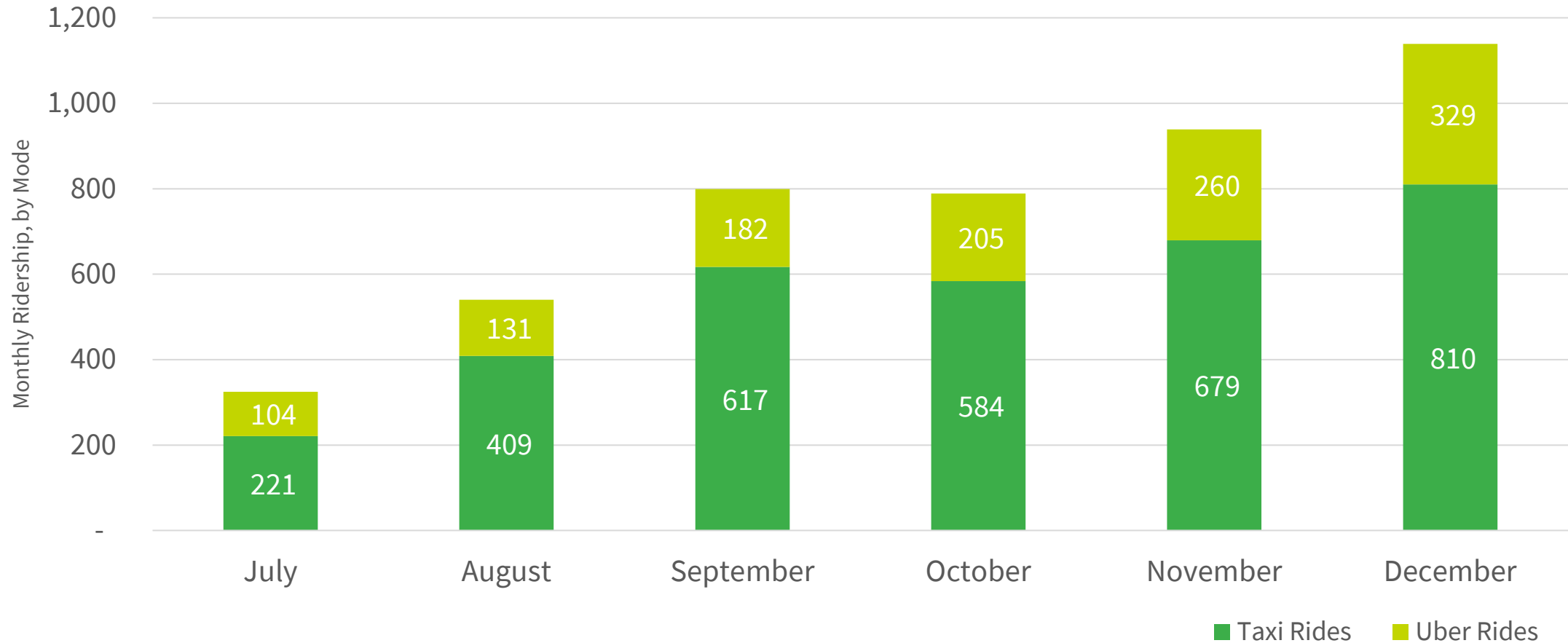


Start of CAR 2.0 Pilot Program

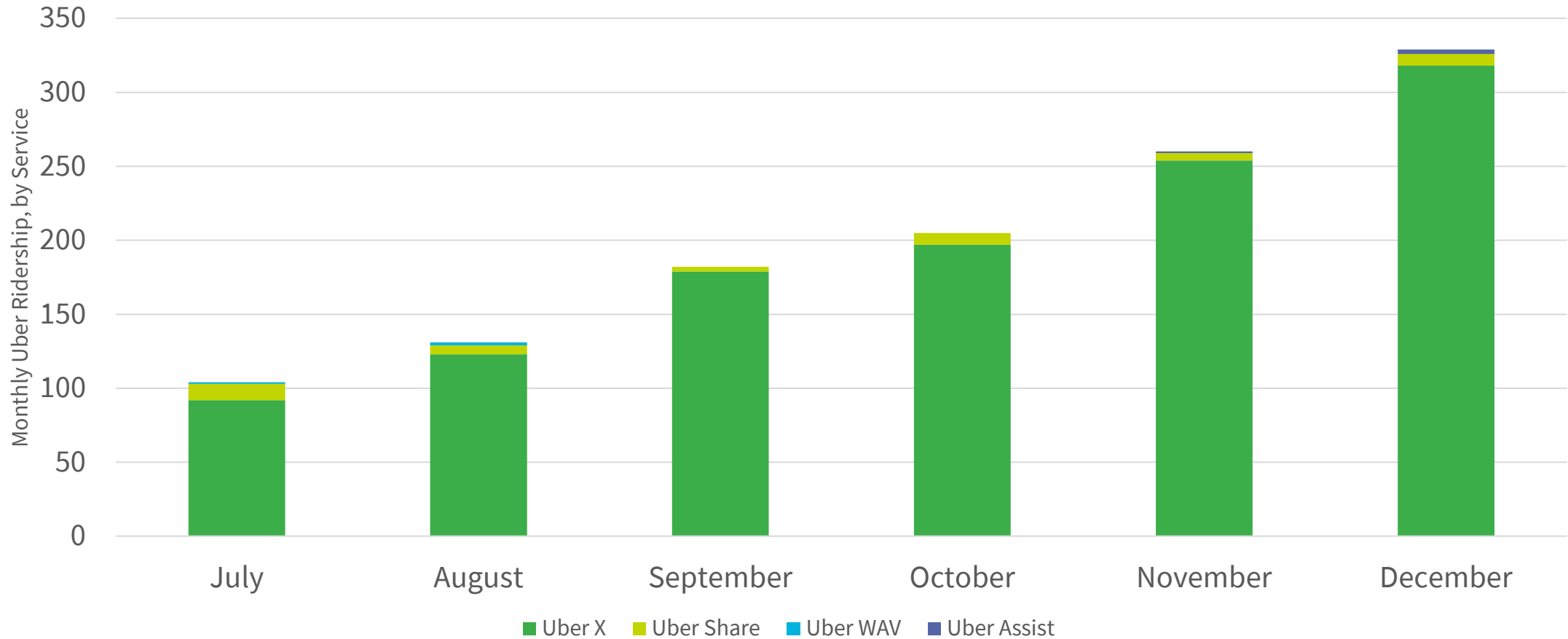
Most users have chosen paper (taxi) vouchers over Uber vouchers



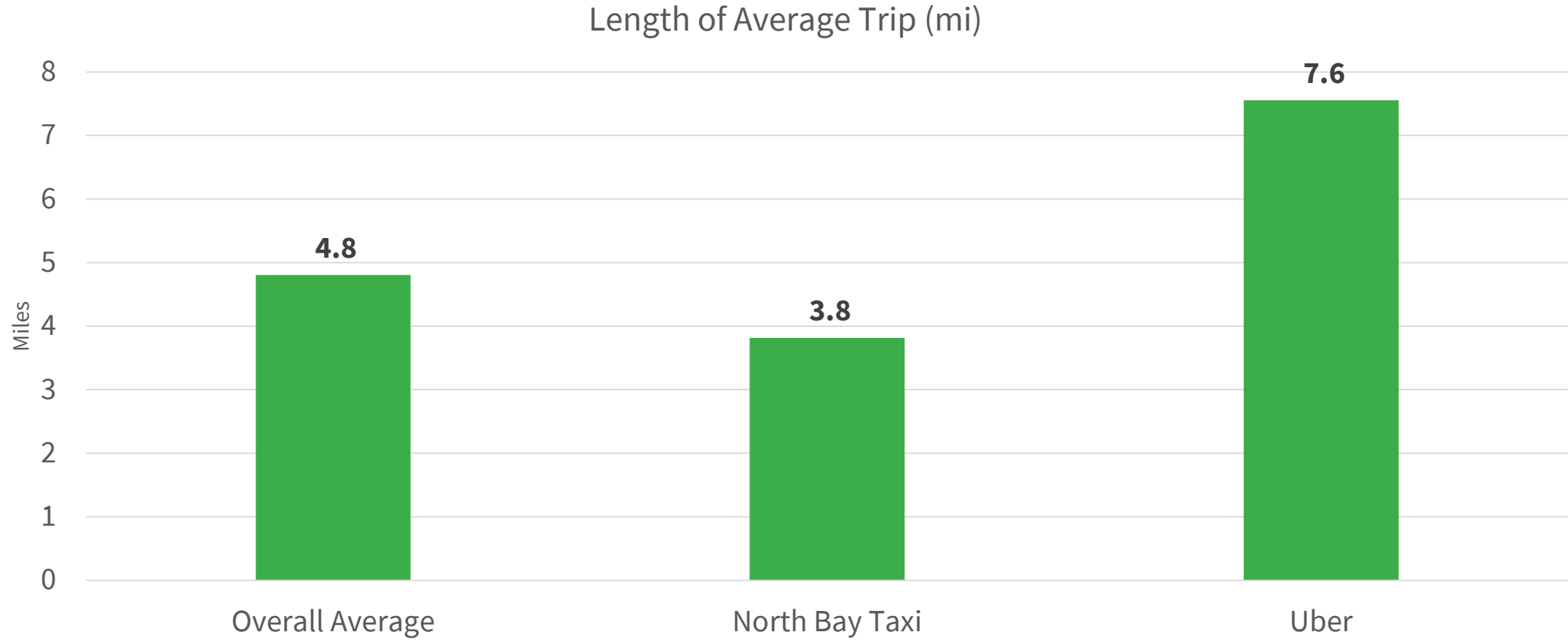
Most rides are taking place on taxi



Most Uber users prefer standard Uber X rides, but some utilize other services, especially shared rides

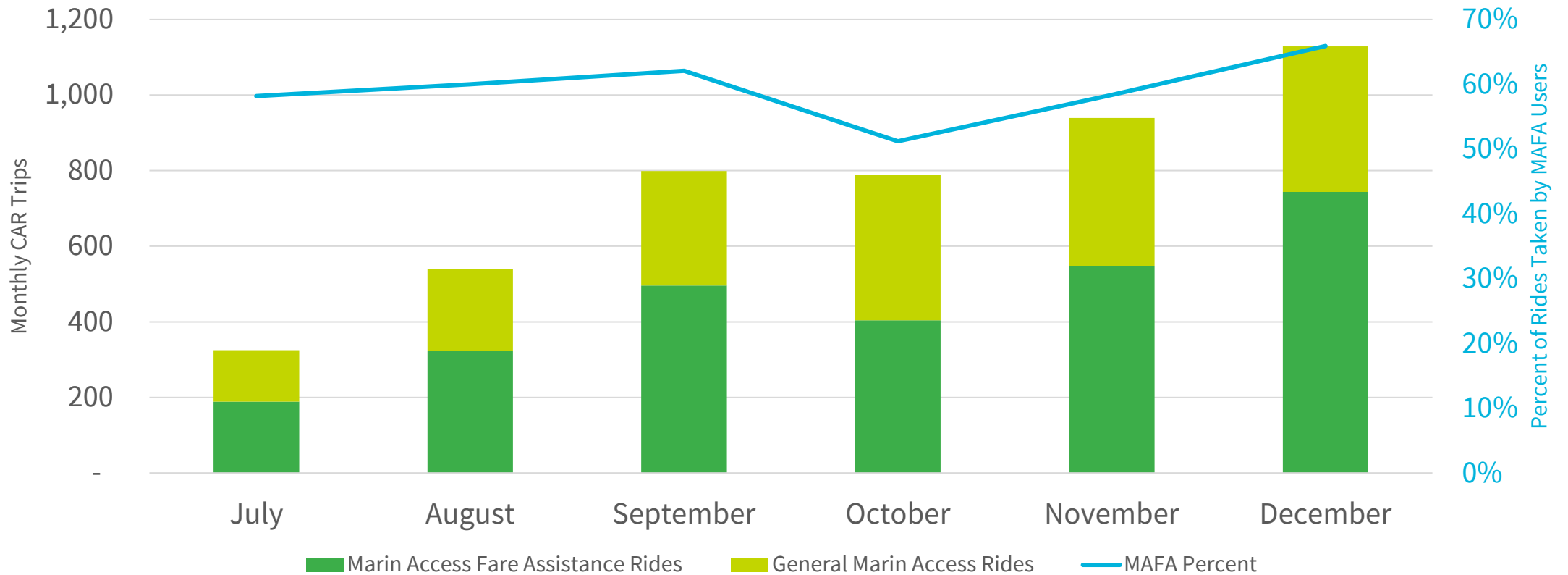


Uber riders tend to take longer trips

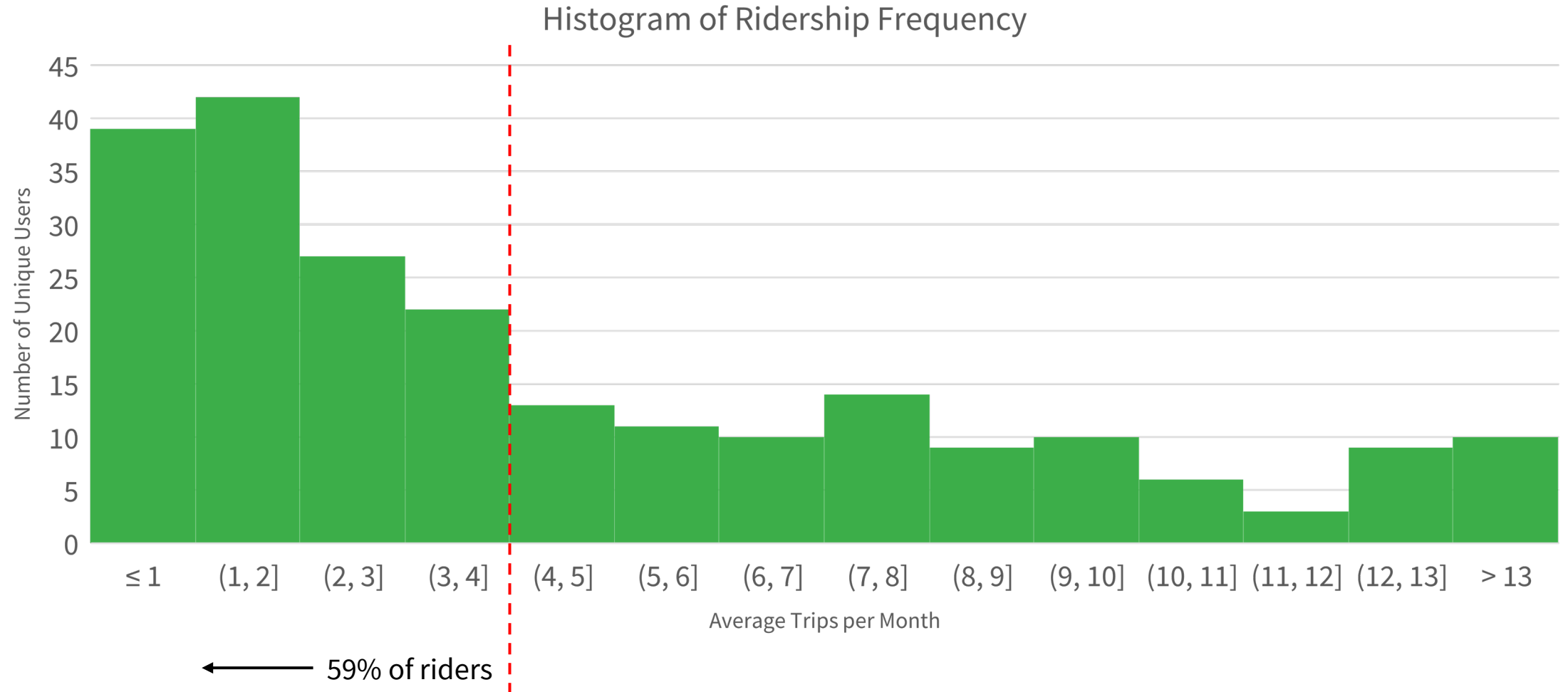


Marin Access Fare Assistance riders consistently make up about 60% of rides

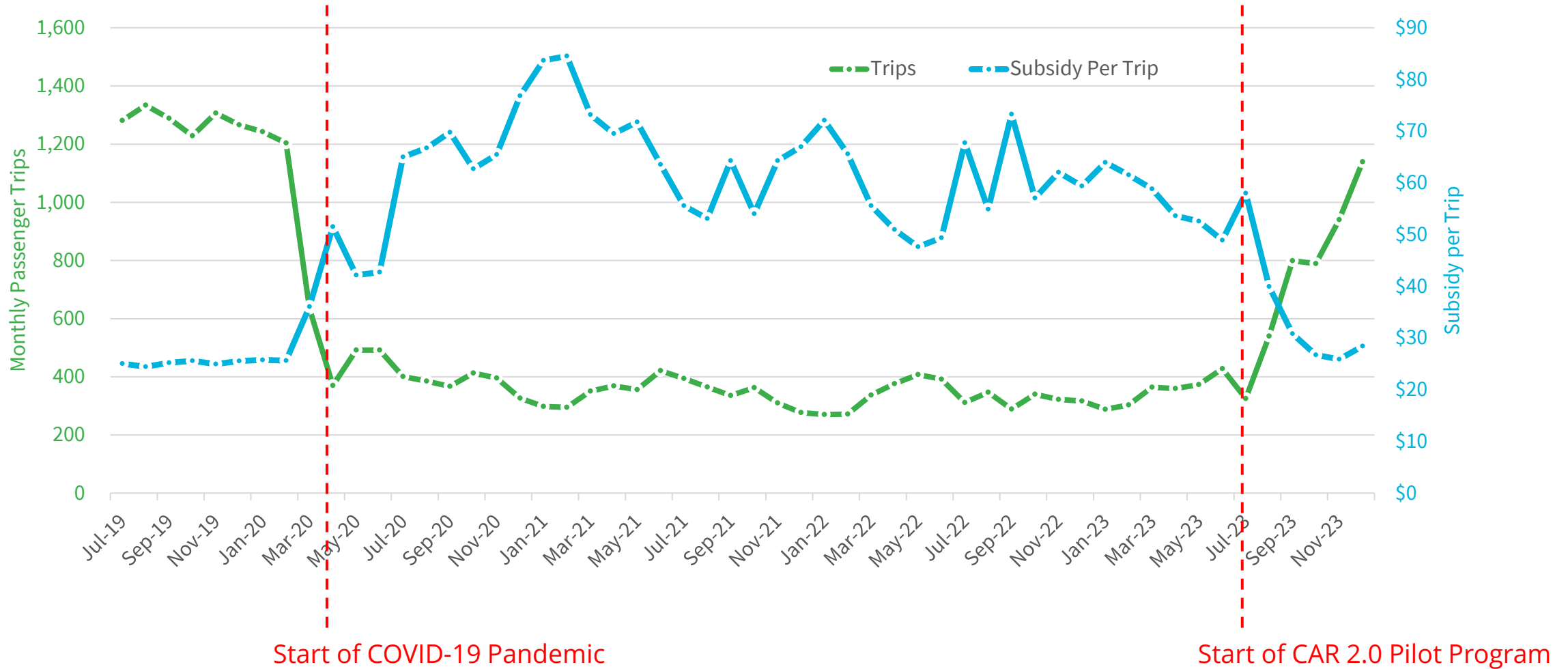
Monthly Ridership by MAFA Enrollment



Most riders average 4 or fewer trips per month



As CAR ridership has increased, subsidy per trip has decreased



Next Steps

- Staff are continuing to monitor program ridership and other statistics
- Staff are seeking feedback from Catch-A-Ride users on how the program is working and potential improvements
- Staff are exploring onboarding additional providers and other program changes
- Staff are considering other program changes to respond to rider feedback and reduce administrative burden
- Staff will return to your board later this year with a full evaluation and may recommend program improvements based on rider feedback

Thank you

CONTACT

Asher Butnik

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March 4, 2024

Ms. April Talley
Project Director
City of San Rafael Planning Division
1400 Fifth Avenue
San Rafael, CA, 94901

Re: Northgate Town Square DEIR Comments

Dear Ms. Talley,

Thank you for the opportunity to comment on the development of the Northgate Mall Redevelopment Draft Environmental Impact Report (DEIR). Marin County Transit District (Marin Transit or the District) was formed by a vote of the people of Marin County in 1964 and was given the responsibility for providing local transit service within the County. Marin Transit provides fixed route and demand-response services throughout the County.

Key objectives of this project are to: Implement the San Rafael General Plan 2040 vision for mixed use, transit-oriented development, and high-density housing on the project site; and Implement the City's and regional agencies' designation of the project site as a Priority Development Area (i.e., a place with convenient public transit service that is prioritized by local government for housing, jobs, and services).

We strongly support this redevelopment of the Northgate Mall into a transit-oriented, mixed-use development. High density development projects in Priority Development Areas and Transit Priority Areas, such as this proposal, are conducive to building transit ridership, reducing traffic, and reducing harmful greenhouse gas emissions. We are glad to see that the proposed project is consistent with Plan Bay Area 2050 and is generally supportive of key regional and local policies related to supporting use of non-auto modes. However, we do think there are missed opportunities to build transit ridership and fully realize the potential of this transformative investment, as outlined below.

The project location is served by several of our highest ridership bus routes, including Routes 35, 49, 57, 71, and 245, and thus is of great importance to the District. Our riders are generally lower-income and minority compared to Marin County as a whole. Route 35 is our highest ridership single route carrying approximately 2,500 people per day. It operates from the Canal District through Downtown San Rafael and Civic Center and terminates at Terra Linda High near Northgate. The Canal District is an Equity Priority Community and we want to ensure that this particularly vulnerable, transit-dependent population benefits from, and is not adversely affected, by this project.



Our comments are related to realizing the full potential of this transit-oriented development, and to ensuring there are no unintended negative impacts to bus riders and bus services from this project. Our comments are briefly listed here and discussed in more detail below: 1) the DEIR does not quantify the number of new bus transit trips that will be generated by the project, and therefore does not analyze potential impacts of these new riders on existing bus services and riders; 2) the DEIR does not examine the potential for delay to existing bus services operating adjacent to the site; 3) the project does not offer transit improvements or incentives to attract new transit riders or encourage more transit use; and 4) some minor edits and corrections are needed to accurately describe current bus routes and services.

1. Transit Ridership and Impacts to Existing Service

Central to the project’s definition and merit is its definition as a transit-oriented development located in a central area near transit stations with frequent bus service and providing improved pedestrian and bicycle access to nearby transit. We strongly support developments like these. However, despite the project being identified as a transit-oriented development, the DEIR does not quantify new transit trips that are generated by the project. This leads the reader to either conclude that the proposed project will not generate any transit trips, or the transportation analysis section doesn’t assess potential impacts of the project on all modes of transportation.

The DEIR finds that the project will generate lower than average VMT but makes this assumption absent any discussion of transit’s role in achieving this reduced metric. The DEIR section on Transit System Impacts (p. 4.9-19, based on the Transportation Impact Study completed in February 2023) states simply: “Existing transit routes are adequate to accommodate project-generated transit trips, and existing transit stops are within an acceptable walking distance of the site.” This statement is made without quantifying the current use of the existing transit services or the potential new transit demand from the project.

If this project proves to be successful in supporting citywide TOD and sustainability goals, it is very likely to create a notable number of bus trips, especially due to the sizeable affordable housing project onsite. In fact, all parties involved are invested in the project generating new transit trips rather than auto trips; it would be aligned with the purpose and description of the project, and beneficial to the City, County, and region if the project generates significant new transit trips. However, without calculating the number of new transit trips, it is impossible to understand whether there is sufficient capacity to serve these trips on existing services or whether new services will be needed. As noted above, several of Marin Transit’s highest ridership routes serve this site; additional demand on these services could create crowding which would negatively impact current and future riders and undermine the ability of the bus system to adequately serve the demand generated by this project.

REQUEST: Marin Transit requests that the DEIR quantify the number of trips generated and directly assess the impact of these additional riders on existing riders and services.

2. Delay to Buses and Upgrades to Bus Facilities

The project is served by multiple bus routes and is adjacent to three sets of paired stops, two of which are on the proposed development site. The proposed project does not offer improvements that directly benefit transit riders and services. Although the DEIR finds that all the study intersections surrounding the project site would continue to operate at an acceptable LOS under project conditions, it does not identify whether the project will cause any increase in delay for buses compared to current (2024)



conditions, nor propose any mitigations to reduce/eliminate potential new delays through tools such as transit signal priority, stop relocation relative to intersection, queue jump lanes and/or other transit priority design treatments. This is especially important for the intersection of Las Gallinas Ave. and Merrydale Rd. where more than 130 bus trips operate each day. We request that the EIR analyze transit delay, or person delay for transit riders, taking into consideration the specific movements that buses make at the study intersections and recognizing the passenger loads onboard these vehicles, to ensure transit remains a competitive option for people to choose.

The environmental analysis also states that the proposed project will not interfere with existing transit facilities. We understand that a multi-use trail is planned to close the gap in pedestrian/bicycle access between the project site and SMART. We support better pedestrian and bicycle connectivity to SMART and want to make sure that the plans for this pathway incorporate access to the bus stops and do not add additional delay for buses. We request that the EIR recognize the work being done by the City of San Rafael and explicitly include the transit partners in the design of this project to ensure it does not result in any unintended negative impacts on bus riders.

REQUEST: Marin Transit requests that: the DEIR assess potential delay to buses and bus riders at study intersections, in particular Las Gallinas and Merrydale, and, if impacts are identified, that the DEIR include mitigations to eliminate any projected increase in delay to buses, such as transit signal priority, bus stop relocations, and/or other transit priority improvements.

REQUEST: Marin Transit requests that the City of San Rafael include transit agency partners, including Marin Transit and SMART, in design of the Merrydale Road access project.

3. Transit Incentives for Residents and Employees

As part of consistency with the City of San Rafael Climate Change Action Plan 2030, the DEIR (p. 4.11-28) notes that the “proposed project would participate in regional bike shares and rideshares available to the project site.” Marin Transit requests that the project also include transit incentives for residents and employees such as offering free bus passes. Marin Transit can provide passes through an institutional pass program which provides discounted bulk passes. Free bus passes are a proven way to encourage use of transit and would be a low-cost way to maximize the transit orientation of the development.

The DEIR finds that “the Reduced Residential Alternative would slightly reduce some of the potentially significant impacts of the proposed project... including an overall reduction in the number of vehicle trips generated to and from the site...” (pg. 5-28). Higher density housing accompanied by transportation demand management (TDM) strategies, including strong transit incentives, and transit improvements, will reduce GHGs, support transit ridership, and support San Rafael’s compliance with the regional Transit Oriented Communities Policy and other local and regional sustainability policies. We would like to see consideration of TDM measures to enable the higher residential density option.

REQUEST: Marin Transit requests that the project include free bus passes for residents and employees at the project site to incentivize use of transit and enable higher density.

4. Minor Edits to Correctly Characterize Marin Transit services

We offer the following edits to your presentation of Existing Transit Services in the Transportation Section:



p. 4.1-13: The bus lines identified in this table need to be updated to reflect current conditions. Northgate is served by the following Marin Transit routes: 35, 49, 57, 71, 245. Golden Gate route numbers are also inaccurate.

p. 4.9-5: Marin Transit is an autonomous District and is not part of the County of Marin. Please revise the first sentence under Transit Services and Facilities to read: “Regional and local fixed-route bus transit service is provided by Marin County Transit District through Marin Transit, the Golden Gate Bridge Highway and Transportation District through Golden Gate Transit, and Sonoma Marin Area Rail Transit through SMART.”

p. 4.9.6: Update first paragraph to reflect current bus routes for Marin Transit and Golden Gate. Update third paragraph – our ADA-mandated service is called Paratransit, not Dial-a-Ride.

Table 4.9.B: Existing Transit Service: please make the following changes:

- The 35 operates until 10:45pm on weekdays;
- the 49 operates until 9pm on weekdays and 11pm on weekends;
- the 257 is now the 57 and operates from 7am to 9:15pm;
- the 245 should be added and operates 7am to 6pm on weekdays and weekends to the following destinations: San Rafael, Northgate, Kaiser Hospital, and Smith Ranch Road;
- Finally, the Golden Gate Transit rows in this chart are not accurate to the current Golden Gate Transit route numbers.

REQUEST: Marin Transit requests that the abovementioned text edits be made to accurately characterize Marin Transit’s services.

Conclusion

As noted in the DEIR, this project is generally designed to align with applicable City regulations and policies guiding transportation planning and sustainability in San Rafael.¹ We agree that this project, in concept, supports these City policies and we support this redevelopment of the Northgate Mall into a transit-oriented, mixed-use development. However, there are missed opportunities to maximize the transit orientation of the project, benefit existing and future transit riders, and benefit the community as a whole. The environmental document should quantify transit trips generated by the development, assess impacts to existing services, address measures to improve the transit network, and provide incentives for transit use. Our comments here are designed to maximize the benefits this project can provide and fulfil its intended vision and purpose as a transit-oriented development. We look forward to continuing to work with the City of San Rafael on this important project as it progresses.

¹ Several policies within the San Rafael General Plan stress the importance of public transit and access to transit. These policies include, but are not limited to: encouraging individuals to use alternative modes including local and regional transit; support for projects that reduce use of single-occupancy vehicles; support for design features that support transit use for projects located near transit facilities; and Complete Streets to plan for the needs of all travelers and to minimize conflicts between modes. Other Plans mentioned in this section also support transit, e.g. the Civic Center Station Area Plan prioritizes accessibility for transit users. The General Plan further includes the importance of transit in its policies pertaining to energy: “Focus future housing and commercial development in areas where alternatives to driving are most viable and shorter trip lengths are possible, especially around transit stations, near services, and on sites with frequent bus service. This can reduce the GHG emissions associated with motor vehicle trips and support the City’s climate action goals.” (p. 4.15-6).



Respectfully,

Nancy E. Whelan

Nancy Whelan
General Manager

Cc: Cristine Alilovich, City Manager, City of San Rafael
Micah Hinkle, Community Development and Economic Development Director, City of San Rafael