



Marin County Transit District Board of Directors

Tuesday, November 12, 2024, 9:30 a.m.

Marin County Civic Center
Board of Supervisors' Chambers
3501 Civic Center Drive, Room 330
San Rafael, CA 94903

Join via Zoom or Teleconference:
<https://www.zoom.us/j/87972683373>
+1 669 900 6833
Webinar ID / Access Code: 879 7268 3373

Providing Public Comment

- To provide written public comment prior to the meeting, email info@marintransit.org or use the comment form at www.marintransit.org/meetings. Submit your comments no later than **5:00 P.M. Monday, November 11, 2024** to facilitate timely distribution to the Board of Directors. Include the agenda item number you are addressing, your name, and address. Your comments will be forwarded to the Board of Directors and will be included in the written public record.
- Public comment is limited to two minutes per speaker unless a different time limit is announced. The Board President may limit the length of comments during public meetings due to the number of persons wishing to speak or if comments become repetitious.
- Participating on Zoom or teleconference: Ensure that you are in a quiet environment with no background noise. To raise your hand on Zoom press ***9** and wait to be called upon by the President or the Clerk to speak. You will be notified that your device has been unmuted when it is your turn to speak. You will be warned prior to your allotted time being over. Your comments will be included in the public record.

General Meeting Information

- Late agenda material can be inspected at the office of Marin Transit, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday.
- In case of Zoom outage, dial 515-604-9094; meeting ID: 142-334-233
- All Marin Transit public meetings are conducted in accessible locations.
- Documents are available in accessible formats or additional languages by request. If you require translation or other accommodation, call (415) 226-0855 or 711. Requests must be received no less than five working days prior to the meeting.
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- Nếu bạn cần thông dịch hoặc các hỗ trợ khác, hãy gọi (415) 226-0855 hoặc 711. Để truy cập các hướng dẫn này bằng tiếng Việt, [hãy nhấp vào đây](#).

9:30 a.m. Convene as the Marin County Transit District Board of Directors

- 1. Consider approval of Directors request to participate remotely and utilize Just Cause or Emergency Circumstance per AB 2449**
- 2. Open Time for Public Expression**
(Limited to two minutes per speaker on items not on the District's agenda)
- 3. Board of Directors' Matters**
- 4. General Manager's Report**
 - a. General Manager's Oral Report
 - b. [Monthly Monitoring Report: August 2024](#)
- 5. Consent Calendar**
 - a. [Minutes for October 7, 2024 Board Meeting](#)
 - b. [Federal Legislative Report](#)
 - c. [2025 Marin County Transit District Board Meeting Calendar](#)
 - d. [Regional Transfer Pilot](#)
 - e. [Authorizing Resolution 2024-07 for Filing Applications with the Federal Transit Administration](#)

Recommended Action: Approve.

6. [Marin Sonoma Coordinated Transit Service Plan \(MASCOTS\) Update](#)

Recommended Action: Receive information update on the Marin Sonoma Coordinated Transit Service Plan (MASCOTS).

7. [Marin Transit FY 2023/24 Year End Financial Report](#)

Recommended Action: Accept report.

8. [Marin Transit FY 2023/24 System Performance Report](#)

Recommended Action: Accept report.

Convene in Closed Session**PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

Title: General Manager

California Government Code section 54957

Report from Closed Session**Adjourn**



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Alternate
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November 12, 2024

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

Subject: General Manager Report – Monthly Report: August 2024

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 August 31, 2024. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced strong systemwide ridership in August 2024. Total ridership was 9% higher than the previous year (August 2023) and 5% lower than pre-COVID (August 2019).

Fixed route ridership continued to be strong this month, with ridership being 9% higher than the previous year (August 2023) and 2% higher than pre-COVID (August 2019).

Marin Access ridership had plateaued at just below half of pre-pandemic ridership starting in September 2022. January 2024 was the first month since then where Marin Access ridership exceeded the prior year. This month, August 2024, continued that trend, with Marin Access ridership increasing by 18% relative to the prior year (August 2023). Staff believe that this trend of increasing ridership is due to the Marin Access service changes implemented last year, in July 2023, and are optimistic it will continue to have a positive effect on ridership going forward.

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,

Nancy E. Whelan

Nancy Whelan
General Manager

Attachment A: Monthly Ridership Report and Customer Comments

Month: August 2024		Program							Total
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide		
Commendation	0	0	0	0	4	0	1	5	
Service Delivery Complaint	34	7	7	0	1	0	0	49	
Accessibility	1	0	1	0	0	0	0	2	
Driver Conduct Complaint	8	1	3	0	0	0	0	12	
Driving Complaint	9	2	0	0	1	0	0	12	
Early Trip	2	0	0	0	0	0	0	2	
Equipment Issue	2	0	0	0	0	0	0	2	
Farebox	0	0	0	0	0	0	0	0	
Late Trip	1	0	2	0	0	0	0	3	
Missed Connection	1	0	0	0	0	0	0	1	
Missed Trip	0	0	0	0	0	0	0	0	
No-Show	2	2	0	0	0	0	0	4	
Off-Route	0	0	0	0	0	0	0	0	
Pass-Up Complaint	8	2	1	0	0	0	0	11	
Service Structure Complaint	12	2	1	0	2	1	0	18	
Bus Stop Improvement Request	0	1	0	0	0	0	0	1	
Fares	0	0	0	0	0	0	0	0	
Other Complaint	4	1	1	0	0	1	0	7	
Scheduling Complaint	1	0	0	0	2	0	0	3	
Service Improvement Suggestion	7	0	0	0	0	0	0	7	
Safety Complaint	0	0	0	0	0	0	0	0	
Total Service Hours	10,462	3,510	1,364	99	2,326	0	17,761	17,761	
Commendations per 1,000 Hours	0.0	0.0	0.0	0.0	1.7	-	0.1	0.3	
Complaints per 1,000 Hours	4.4	2.6	5.9	0.0	1.3	-	0.0	3.8	
Total Passengers	204,285	32,085	10,600	1,829	4,453	2,383	269,638	269,638	
Commendations per 1,000 Passenger	0.0	0.0	0.0	0.0	0.9	-	0.0	0.0	
Complaints per 1,000 Passengers	0.2	0.3	0.8	0.0	0.7	-	0.0	0.2	

Attachment A

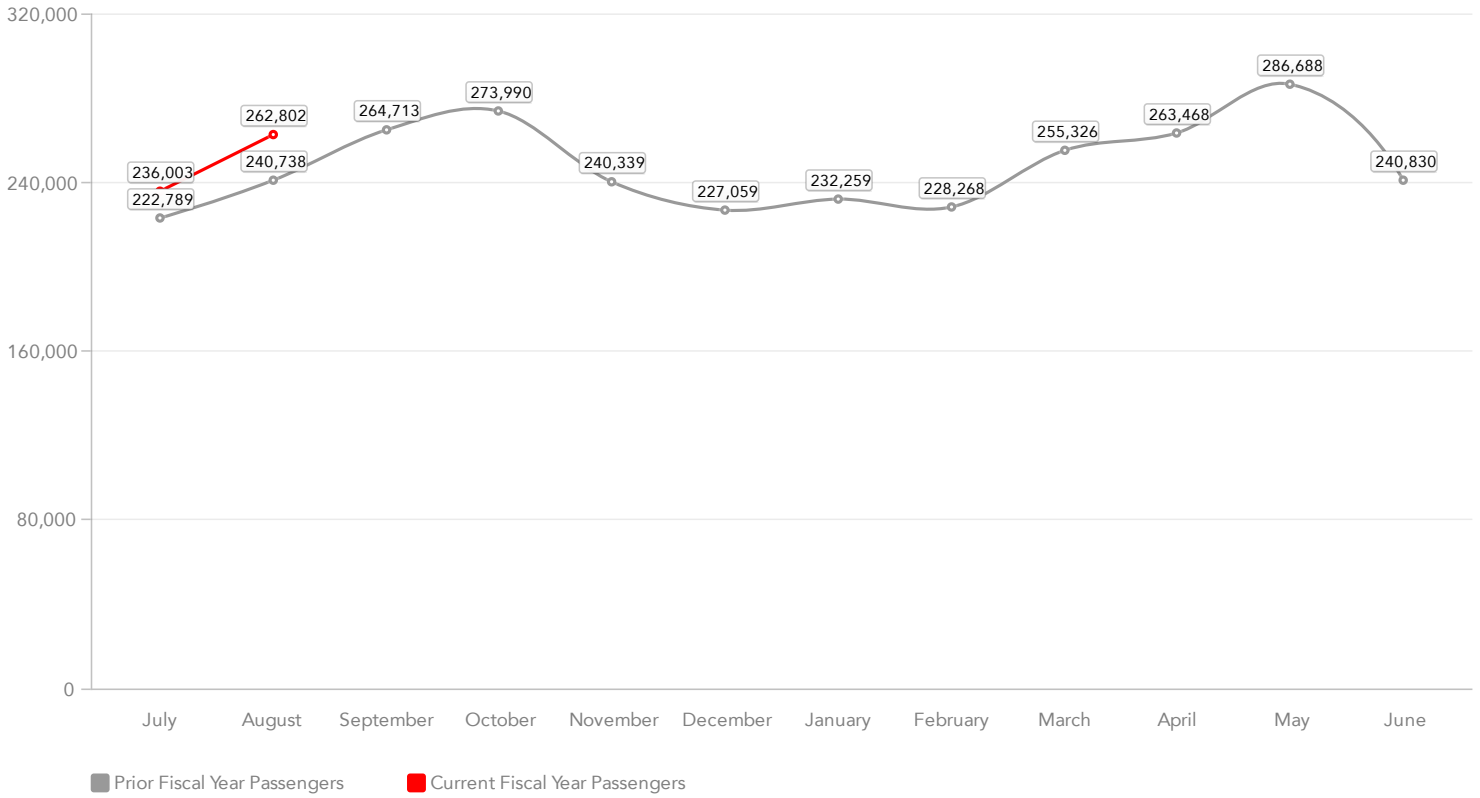
Monthly Monitoring Report

10/31/2024

FISCAL YEAR: 2025
 MONTH: All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

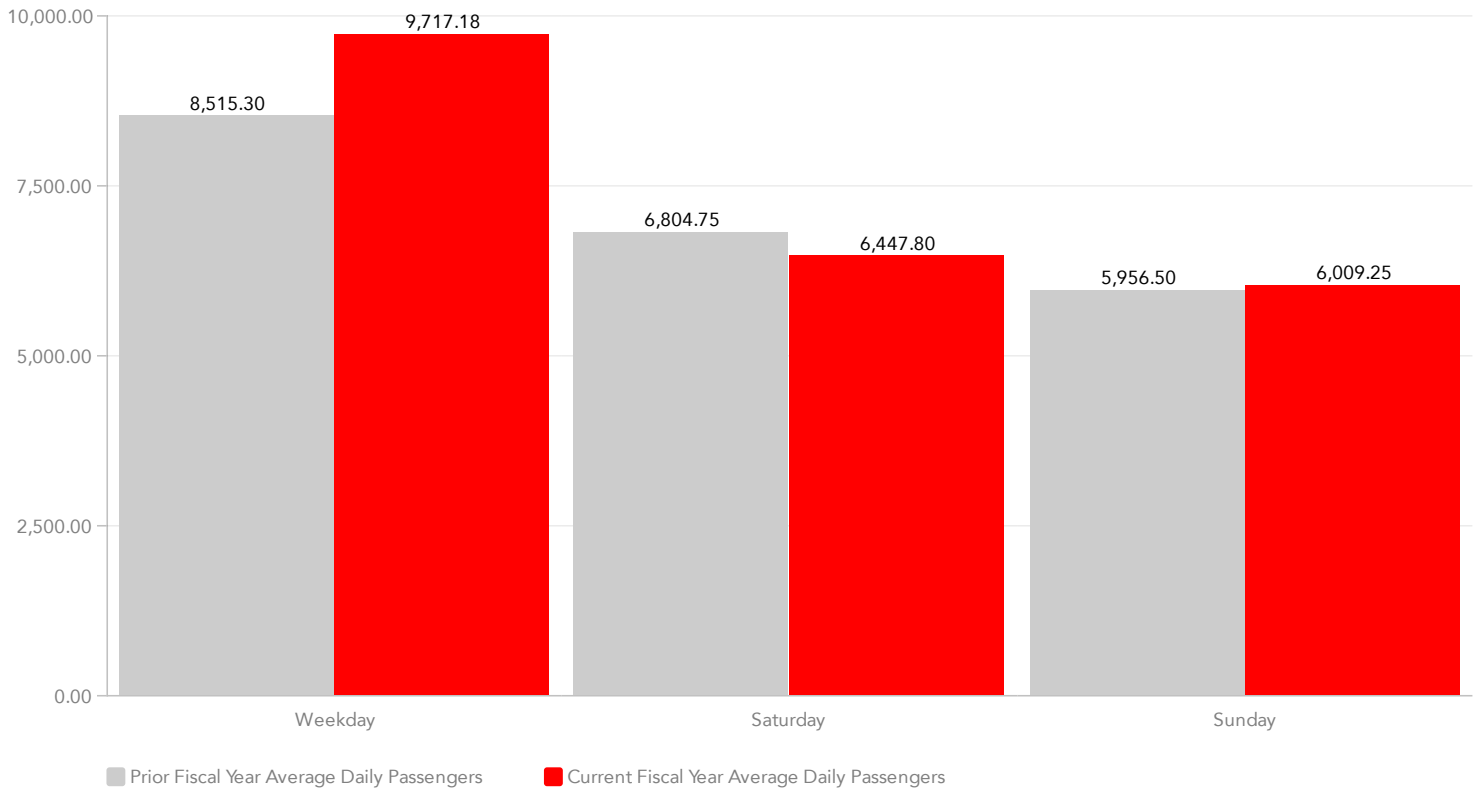


Monthly Comparison

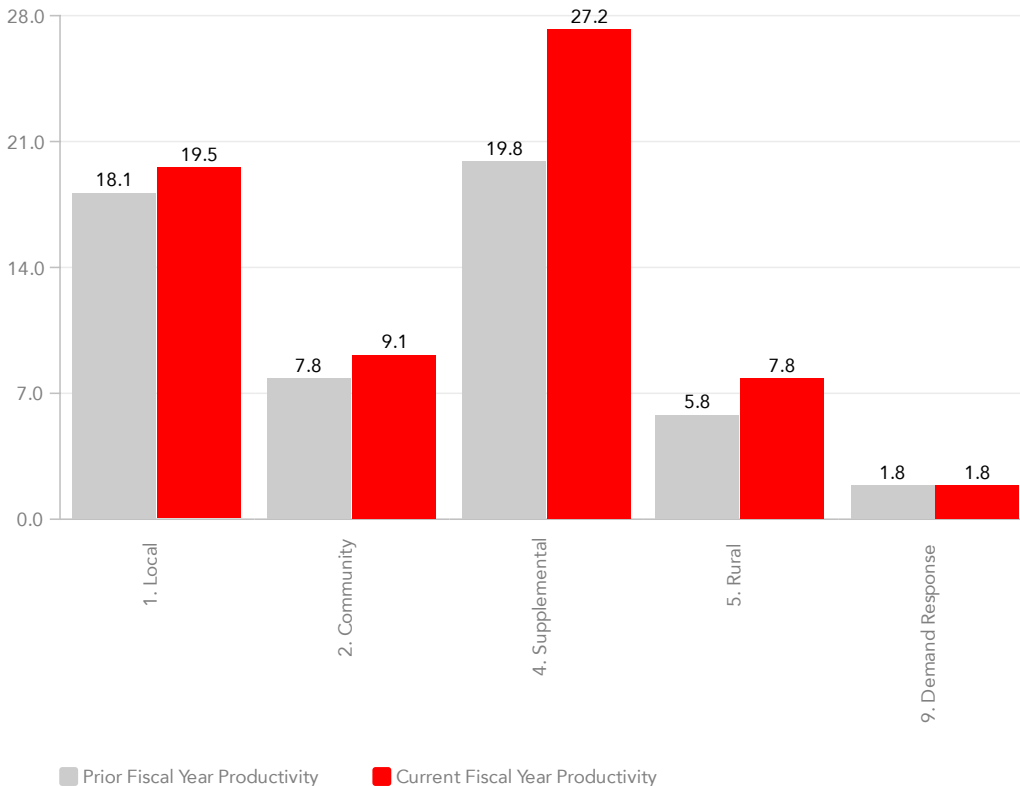
MONTH

Aug

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

- 1. Local:
Routes 17, 22, 23, 35, 36, 49, 71
- 2. Community:
Routes 219, 228, 29, 233, 245, 57
- 4. Supplemental
Routes 613, 619, 625, 654
- 5. Rural:
Routes 61, 68
- 9. Demand Response:
Local Paratransit, Marin Access Shuttles

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, October 7, 2024 at 9:30 A.M.

Roll Call

Present: President Colbert, Vice President Lucan, Second Vice President Sackett, Director Rice, Director Rodoni, Director Casissa

Absent: Director Bushey, Director Moulton-Peters

Director Casissa was in attendance as a voting member.

Board President Colbert opened the meeting at 9:33 A.M.

1. [Consider approval of Directors request to participate remotely and utilize Just Cause or Emergency Circumstance per AB 2449](#)

Administrative Assistant & Board Secretary Kate Burt reported there were no requests for remote participation by any Directors.

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

President Colbert asked if any member of the public wished to speak. Seeing none he called for Board of Director's Matters.

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

President Colbert appointed Director Moulton-Peters to the Marin and Sonoma Transit Coordination (MASCOTS) Policy Advisory Group and noted that Director Moulton-Peters sits on three of the entities currently participating in MASCOTS.

4. [General Manager's Report](#)
 - a. [General Manager's Oral Report](#)
 - b. [Monthly Monitoring Report: July 2024](#)
 - i. [Item 4b – Staff Report](#)

General Manager Nancy Whelan provided an update on recent MASCOTS efforts. She summarized staff's involvement in the 2024 Marin County Senior Fair. Ms. Whelan reported on fixed route and demand response ridership from July 2024.

Second Vice President Sackett asked how the MASCOTS efforts involve other counties, specifically concerning traffic from Contra Costa County.

Ms. Whelan stated that the data used for existing conditions was provided by the Metropolitan Transportation Commission (MTC) from their Plan Bay Area 2050. The Richmond bridge corridor, Highway 37, and San Francisco were included. Ms. Whelan noted that MTC staff encourage the General Manager's Group to keep those corridors in mind.

Director Rice highlighted that the Ross Valley Joint Exercise of Powers Agreement (JEPA) had its annual fall meeting. She expressed appreciation for the high ridership on the District's Yellow Bus service and Supplemental School routes.

5. [Consent Calendar](#)
 - a. [Minutes for September 9, 2024 Board Meeting](#)
 - b. [Federal Legislative Report](#)
 - c. [Marin Transit Financial Management Policies Update](#)
 - d. [Marin Transit Diversity Program for Contracts Update](#)

Director Rodoni highlighted a typo in agenda Item 5a.

President Colbert called for a motion to approve the consent calendar considering the correction to agenda item 5a.

Recommended Action: Approve.

M/s: Vice President Lucan – Director Rodoni

Ayes: President Colbert, Vice President Lucan, Second Vice President Sackett, Director Rice, Director Rodoni, Director Casissa

Noes: None

Absent: Director Bushey, Director Moulton-Peters

Abstain: None

6. [Public Hearing: Clipper 2.0 and Regional Transfer Pilot](#)
[Staff Report](#)

President Colbert reported agenda item 6 would include a public hearing.

Senior Transit Planner Asher Butnik outlined the changes that would be implemented with Clipper 2.0 in 2025. Mr. Butnik described the Regional Transfer Pilot. The Regional Transfer Pilot technically constitutes a minor fare change, which requires a public hearing under Marin Transit's Public Hearing Policy and a Fare Equity Analysis under Title VI. The Fare Equity Analysis found no disparate impact nor disproportionate burden. Mr. Butnik summarized staff's outreach efforts regarding the Regional Transfer Pilot and introduced the public hearing.

President Colbert opened the public hearing and called for public comment.

Administrative Assistant & Board Secretary Kate Burt reported that the Board received comments on agenda item 6 from members of the public. The comments were shared with the Board before the Board meeting.

President Colbert closed the public hearing.

Mr. Butnik reported on the timeline for Clipper 2.0.

Director Rodoni suggested that staff simplify their report before presenting it to the public.

Recommended Action: Receive public comment and close the public comment period on the Marin County Transit District's adoption of the Regional Transfer Pilot program.

7. [Public Engagement Update and Fare Free Days](#)

[Staff Report](#)

Community Engagement Coordinator Raymundo Vidaure Jr reported on staff's public engagement goals and strategies. He gave an overview of the communities and populations the District engages with regularly. Mr. Vidaure summarized staff's engagement efforts in Fiscal Year (FY) 2023/24 and their lessons learned. He presented the District's FY 2024/25 campaign plan.

Senior Mobility Planner Joanna Huitt outlined proposed and existing fare free promotions through 2025. She highlighted the fiscal impact of the proposed new fare free promotions and explained the recommended action for the agenda item.

Second Vice President Sackett asked how staff will evaluate the success of the promotions.

Ms. Huitt stated staff will evaluate ridership.

Second Vice President Sackett asked about ridership during the Marin County Fair. She asked if staff could determine whether there are any new riders during promotions.

Ms. Huitt answered that staff cannot identify whether a rider is new or returning. Instead, staff compare ridership from year to year at the time of the promotion.

General Manager Nancy Whelan added that staff have reported on data from the 2024 Marin County Fair and are able to compare ridership from past Marin County Fairs. She noted that Mr. Vidaure and other staff track social media engagement as well.

President Colbert asked if 2025 would be the first year the District would celebrate Rosa Parks Day.

Ms. Whelan confirmed it would be.

President Colbert asked if any other agencies in Marin County would be highlighting Rosa Parks Day.

Ms. Huitt stated she was not sure, however she planned to reach out to partner agencies regarding potential collaboration. She noted that other transit agencies have celebrated Rosa Parks Day in the past.

President Colbert stated he would be curious to see the results of the promotion of Rosa Parks Day and thanked staff for including it as a fare free day.

Recommended Action: Receive an update on the District's Public Engagement Efforts and authorize six new fare free days or periods through August 2025.

M/s: Vice President Lucan – Second Vice President Sackett

Ayes: President Colbert, Vice President Lucan, Second Vice President Sackett, Director Rice, Director Rodoni, Director Casissa

Noes: None

Absent: Director Bushey, Director Moulton-Peters

Abstain: None

[Convene in Closed Session](#)

The Board went into closed session.

[Report from Closed Session](#)

President Colbert stated there was nothing to report.

Adjourn President Colbert adjourned the meeting at 10:53 A.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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Alternate
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November 12, 2024

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

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 report for October 2024 provides an overview of federal transportation activity including a look ahead for the Congressional lame duck session, federal grant opportunities, and regulatory announcements.

Respectfully Submitted,

Nancy Whelan
General Manager

Attachment A: Federal Update October 2024

A Look Ahead: Congressional Lame Duck Session

The House and Senate are currently scheduled to return to Washington, D.C., on November 12th to begin the lame duck session. One of the top priorities Congress will focus on is finding a path forward to finish the Fiscal Year (FY) 2025 appropriations bills before the Continuing Resolution (CR) expires in December. The election results will dictate how Congress will choose to complete the pending FY25 appropriations bills during the remainder of the 118th Congress. Additional legislative priorities Congress will likely focus on during the lame duck session include:

- Farm Bill Reauthorization
- FY26 National Defense Authorization Act
- Water Resources Development Act of 2024
- Disaster Supplemental Appropriations bill

Congress is scheduled to adjourn for the end of the year on Friday, December 20th. Any pending bills that are not passed by both the House and the Senate and signed into law by the President by the end of the Congress are considered dead and will have to be reintroduced in the new Congress to be active.

FHWA Awards \$62 Billion in FY25 Formula Programs

The Federal Highway Administration (FHWA) announced awards of over \$62 billion through the agency's formula programs for FY25. These grants will help fund highway, road, and bridge projects across all states and territories.

- [Apportionment of Federal-aid Highway funds](#)
- [Apportionment of Bridge Formula Program funds](#)
- [Apportionment of Appalachian Development Highway System funds](#)
- [Apportionment of National Electric Vehicle Infrastructure Formula Program funds](#)
- [Sequestration of Highway funds](#)

FHWA Announces \$876 Million PROTECT NOFO

FHWA released an \$876 million [NOFO](#) through the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program for FYs 24-26. The PROTECT Program funds projects that increase resiliency to natural hazards, climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters for surface transportation. Eligible projects include planning activities, resiliency

improvements, community resilience and evacuation plans, and coastal infrastructure improvements. Applications are due by February 24th.

FEDERAL FUNDING OPPORTUNITIES

FRA Publishes Federal-State Partnership for Intercity Passenger Rail Grant NOFO. The Federal Railroad Administration (FRA) published a [NOFO](#) for the availability of \$1.057 billion through the Federal-State Partnership for Intercity Passenger Rail Grant Program. This program helps fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail services. Applications are due by December 16th.

GRANT AWARD ANNOUNCEMENTS

DOT Announces INFRA and Mega Grant Awards. The Department of Transportation (DOT) announced \$4.2 billion in grants to 44 projects through the National Infrastructure Project Assistance ([Mega](#)) and the Infrastructure for Rebuilding America ([INFRA](#)) grant programs. The program helps fund projects that improve safety, mobility, and economic competitiveness, such as constructing major bridges, expanding port capacity, redesigning interchanges, and more.

EPA Announces \$125 Million in DERA Grants. EPA [announced](#) \$125 million in grant awards for 70 projects through the Diesel Emissions Reduction Act National Grants Program to upgrade or retire older diesel engines with higher greenhouse gas and particulate matter pollution. Eligible funding uses include retrofitting or replacing existing diesel engines, vehicles, and equipment with EPA and California Air Resources Board-certified engine components and verified retrofit and idle reduction technologies.

FHWA Announces ATTAIN Grant Awards. FHWA [announced](#) \$96.5 million to 16 states for 20 projects under the Advanced Transportation Technology and Innovation (ATTAIN) program. The grants will help to fund technology-based and multimodal solutions that improve the travel experience.

FRA Announces \$2.4 Billion in CRISI Awards. FRA [announced](#) \$2.4 billion for 122 rail improvement projects in 41 states and the District of Columbia through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. Funding will support projects that upgrade tracks, replace or rehabilitate bridges, expand port rail connections, purchase new locomotives, and develop workforce training and apprenticeship programs.

NOAA Announces \$15.3 Million for Climate Projections of Extreme Weather. The National Oceanic and Atmospheric Administration (NOAA) [announced](#) \$15.3 million in funding through the Inflation Reduction Act to provide transparent climate information to the public regarding extreme weather. The funding will support multi-decadal climate projections that consider heavy precipitation, temperature extremes, droughts, and flooding.

NOAA Announces \$22.78 Million for Water-Related Climate Impact Research. NOAA [announced](#) \$22.78 million in funding for NOAA labs, programs, and cooperative institutes to advance research on water-driven climate impacts. Research topics include coastal and inland flooding, inundation mapping and forecasting, and next-generation water modeling activities.

FEDERAL AGENCY REGULATORY ACTIONS

DOT Publishes Electronic Signatures, Forms, and Storage for Drug and Alcohol Testing Records. DOT published a [notice of proposed rulemaking](#) (NPRM) that amends its regulations for conducting workplace drug and alcohol testing for the federally regulated transportation industry to allow, but not require, electronic signatures on documents required to be created and utilized under the regulations, the use of electronic versions of forms, and the electronic storage of forms and data. The regulatory changes would apply to DOT-regulated employers and contractors administering DOT-regulated drug and alcohol testing programs. Currently, employers and their service agents must use, sign, and store paper documents exclusively unless the employer utilizes a laboratory's electronic Federal Drug Testing Custody and Control Form (electronic CCF) system approved by the Department of Health and Human Services (HHS). Comments are due by December 16th.

FHWA Publishes Procedures for Abatement of Highway Traffic Noise and Construction Noise NPRM. FHWA published an [NPRM](#) that revises federal regulations on the Procedures for Abatement of Highway Traffic Noise and Construction Noise. The proposed rule would clarify certain definitions, the applicability of this rulemaking, certain analysis requirements, and the eligibility of funds made available under the Highways title of the United States Code to provide noise abatement measures and to improve the analytical procedures. FHWA also proposes changes and clarifications of factors used to determine the effectiveness of noise abatement measures. In addition, the proposed rule would include exemptions to Type I projects and allow screening analysis focusing on the projects most likely to cause a traffic noise impact to improve efficiency. The proposed rule would make several changes intended to increase the pool of eligible participants in the noise study and mitigation decision processes to ensure everyone receives due consideration for impacts and the possibility of receiving abatement on a given project. Comments are due by December 17th.

FTA Publishes SSO Final Rule. FTA published the [final rule](#) for State Safety Oversight (SSO). This final rule implements new requirements of BIL, removes outdated references, and simplifies notification requirements. The rule is effective on January 1st.

FTA Issues Proterra Bus/Phoenix Motorcars Safety Advisory Committee. FTA issued [Safety Advisory 24-1](#) to alert transit agencies that Phoenix Motorcars (Phoenix) is voluntarily recalling certain 2020–2021 800V Catalyst and 2020–2022 ZX5 transit buses. FTA recommends corrective actions to avoid and mitigate the risk to public transportation posed by the safety defect. The FTA's Safety Advisory 24-1, "Proterra Bus/Phoenix Motorcars Safety Recall," is available on the agency's public website. The National Highway Traffic Safety Administration (NHTSA) recall number is 24V-655.

FEDERAL AGENCY ANNOUNCEMENTS AND PERSONNEL CHANGES

DOD Publishes 2024-2027 Climate Adaptation Plan. The Department of Defense (DOD) released its [2024-2027 Climate Adaptation Plan](#). The plan includes provisions focusing on reducing logistical burdens in sensitive environments, hardening critical infrastructure to mitigate extreme weather and climate change, and improving supply chain flexibility. The plan also instructs DOD to adapt existing built and natural infrastructure at installations to ensure continued military readiness.

FRA Publishes New Proposed List of Organizations Eligible to Submit the Names for Appointment to RSAC. FRA seeks public comment on potential changes to the [list of organizations](#) that are eligible to submit the names of individuals for appointment as Committee members to the Railroad Safety Advisory Committee (RSAC). Comments are due by November 14th.

FTA Requests TRACS Nominations. The Federal Transit Administration (FTA) is [seeking applications](#) for individuals to serve as members, for two-year terms, on the Transit Advisory Committee for Safety (TRACS). TRACS provides information, advice, and recommendations to DOT and FTA on transit safety. Applications are due by November 6th.

FTA Announces 2025 TAM Peer Working Group. FAA [announced](#) its intent to establish a new Transit Asset Management (TAM) Peer Working Group for 2025 following the success of the 2023 and 2024 TAM Peer Working Groups. FTA will select 11-15 participants from different metropolitan planning organizations to discuss target-setting and data collection, short and long-term planning efforts, and technical assistance for transit agencies. Individuals interested in participating in the TAM Peer Working Group [may apply](#) by November 14th.

FTA Announces CCAM National Technical Assistance Center. FTA [announced](#) the selection of the Community Transportation Association of America (CTAA) to administer the Coordinating Council on Access and Mobility (CCAM) National Technical Assistance Center. As one of six FTA-funded centers that help federal grant recipients and other stakeholders develop innovative transportation solutions, CTAA will support CCAM Federal members and their partners in improving transportation access for people with disabilities, older adults, and individuals of low income. The Center will be live in early 2025. The Center will coordinate human services transportation that advances people's access to everyday destinations. Funded with \$2.5 million in the first year, CTAA will manage the center with support from several multisector agencies and federal partners. The team will carry out activities to encourage collaboration across the 130 Federal programs that can fund transportation, connect state and local CCAM grantees, and provide community planning and implementation grants to improve transportation access.

FTA Publishes 2023 NTD Data. FTA [published](#) the 2023 National Transit Database (NTD) data. This series of files includes data on ridership, safety, operating expenses, service levels, funding sources, and more from transit providers. The release also includes:

- [2023 National Transit Summary and Trends](#) – presents an overview of U.S. transit and highlights key transit metrics over the last decade with infographics and summary tables.
- [30 interactive datasets and visual summaries](#)
- [Interactive map of facilities and stations](#)
- [27 database files for detailed analyses of the latest NTD data](#)
- [Six updated time-series files for year-over-year analyses of NTD data](#)

FTA Releases Videos Highlighting Award Management Requirements Guidance. FTA has begun [releasing videos](#) summarizing grants management information and highlighting the requirements outlined in each revised circular. The videos will be released each Friday from October 18th to November 15th.

SAMHSA Releases New National Disaster Distress Hotline. The Substance Abuse and Mental Health Services Administration (SAMHSA) released a new [National Disaster Distress Hotline](#). Individuals may call or text 1-800-985-5990 if they are experiencing emotional distress related to natural disasters, including survivors of disasters, loved ones of victims, first responders, rescue and relief workers, clergy, parents, and caregivers.

##



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November 12, 2024

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
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Subject: 2025 Marin County Transit District Board Meeting Calendar

Dear Board Members:

Recommendation

Approve 2025 Marin County Transit District Board meeting calendar.

Summary

In February 2024 your Board adopted a reduced 2024 Board meeting calendar where meetings would be held every other month in even numbered months plus the month of May. For all other odd numbered months, staff would post an information packet consisting of routine items for the Board and members of the public.

After several additional revisions, as of September 9, 2024, the 2024 Board meeting calendar includes ten regular Board meetings and one special Board meeting. In 2024, information packets were posted in lieu of Board meetings only twice, in March and July.

As the Marin County Transit District is managing large contracts and procurements as well as ongoing projects such as Clipper 2.0, an operation and maintenance facility project development, and the Marin and Sonoma Transit Coordination (MASCOTS) group, staff recommend that your Board adopt a 2025 Board meeting calendar (Attachment A) consisting of one meeting every month, as in years prior to 2024. This will allow staff to keep your board informed and to maintain the flow of agency business.

Fiscal/Staffing Impact

None

Respectfully Submitted,

Kate Burt
Administrative Assistant & Board Secretary



Attachment A: Draft 2025 Marin County Transit District Board Meeting Calendar



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Maribeth Bushey

Director
City of San Rafael

Fred Casissa

Alternate
Town of Corte Madera

Marin County Transit District

Board Meeting Dates for 2025

Board meetings are typically at 9:30 AM on the first Monday of the month. Meetings will be held in the Marin County Board of Supervisors' Chambers, Room 330. Alternate dates and times may be selected due to holidays and room availability. Schedule adjustments are shown in bold.

Date	Time	Location
January 13 / TBD	9:30 AM – 11:30 AM	Zoom & Civic Center
February 3	9:30 AM – 11:30 AM	Zoom & Civic Center
March 3	9:30 AM – 11:30 AM	Zoom & Civic Center
April 7	9:30 AM – 11:30 AM	Zoom & Civic Center
May 5	9:30 AM – 11:30 AM	Zoom & Civic Center
June 2	9:30 AM – 11:30 AM	Zoom & Civic Center
July 7	9:30 AM – 11:30 AM	Zoom & Civic Center
August 4	9:30 AM – 11:30 AM	Zoom & Civic Center
September 8	9:30 AM – 11:30 AM	Zoom & Civic Center
October 6	9:30 AM – 11:30 AM	Zoom & Civic Center
November 3	9:30 AM – 11:30 AM	Zoom & Civic Center
December 1	9:30 AM – 11:30 AM	Zoom & Civic Center



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Alternate
Town of Corte Madera

November 12, 2024

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

Subject: Regional Transfer Pilot

Dear Board Members:

Recommendation

Approve the Marin County Transit District's adoption of the Regional Transfer Pilot program.

Summary

Staff are asking your Board to approve Marin Transit's participation in the proposed Regional Transfer Pilot program outlined in Attachment A to this letter. Participation in the program would allow riders to ride free on Marin Transit when transferring from another transit agency (such as SMART) and using a Clipper card. If approved, the proposed Pilot would be implemented with the onset of Clipper 2.0, currently anticipated for Spring 2025.

Staff presented an overview of the program, as well as other upcoming Clipper changes, in a [presentation on September 9, 2024](#). Your Board received public comment on participation in the Pilot at the [public hearing on October 7, 2024](#). The public hearing received 13 comments via the online comment form and none in person. Of the 13 comments received, 3 were related to the proposed pilot program. All comments received are summarized in Attachment C.

Participation in the Regional Transfer Pilot would constitute a fare change under the Federal Transit Administration's Title VI policy. In accordance with the associated requirements, Attachment B contains a Fare Equity Analysis on the District's participation in the Regional Transfer Pilot. The analysis found no disparate impact nor disproportionate burden.

Fiscal/Staffing Impact

The proposed Regional Transfer Pilot would likely have a small positive fiscal impact for Marin Transit. MTC will reimburse agencies for each transfer; this reimbursement, while not equal to the cost of a full fare, would be more than the amount currently collected under Marin Transit's existing interoperator transfer agreements. In FY2023/24 there were 50,000 Clipper transfers from Golden Gate and SMART taken on Marin Transit buses. Based on a combination of increased clipper usage and the higher reimbursement, staff estimate



roughly \$50,000 per year in additional fare revenue from this program. If the program were to induce new ridership on Marin Transit services, this would generate additional revenue.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Cathleen".

Cathleen Sullivan
Director of Planning

Attachment A: Regional Transfer Pilot Agreement

Attachment B: Regional Transfer Pilot Title VI Fare Equity Analysis

Attachment C: Summary of Public Comments Received

**NO-COST AND REDUCED COST INTERAGENCY TRANSFER PILOT PROGRAM
PARTICIPATION MEMORADUM OF UNDERSTANDING**

This No-Cost and Reduced Cost Interagency Transfer Pilot Program Participation Memorandum of Understanding (the “MOU”) is entered into as of the ____ day of _____, 2024 (the “Effective Date”), by and among the Metropolitan Transportation Commission (“MTC”) and the following transit operators participating in the No-Cost and Reduced Cost Interagency Transfer (referred to herein individually as an “Operator” or collectively as the “Operators”):

Alameda-Contra Costa Transit District (“AC Transit”); Golden Gate Bridge Highway and Transportation District (“GGBHTD”); the San Francisco Bay Area Rapid Transit District (“BART”); the City and County of San Francisco, acting by and through its Municipal Transportation Agency (“SFMTA”); the San Mateo County Transit District (“SamTrans”); the Santa Clara Valley Transportation Authority (“VTA”); the Peninsula Corridor Joint Powers Board (“Caltrain”); Central Contra Costa Transit Authority; City of Fairfield, as the operator of FAST; City of Petaluma; Eastern Contra Costa Transit Authority; Livermore/Amador Valley Transit Authority; Marin County Transit District; Napa Valley Transportation Authority; Solano County Transit; Sonoma County Transit; Sonoma-Marín Area Rail Transit (“SMART”); Vacaville City Coach; Western Contra Costa Transit Authority; San Francisco Bay Area Water Emergency Transportation Authority; City of Santa Rosa; and City of Union City.

MTC and the Operators are referred to herein collectively as the “Parties” or individually as a “Party”.

**ARTICLE I
No-Cost and Reduced Cost Interagency Transfer Pilot Program**

1. The Bay Area Transit Fare Coordination & Integration Study & Business Case (FCIS), completed in September 2021, developed goals for a regional fare system that will improve the passenger experience and promote higher ridership across the region’s 22 different transit operators that participate in the Clipper® fare payment system. The FCIS found that implementing no-cost and reduced cost transfers would drive an increase of 27,000 daily trips.
2. On November 15, 2021, the Fare Integration Task Force, a special committee of the Clipper Executive Board, consisting of transit operators, MTC, and county transportation agencies, adopted a Bay Area Transit Fare Policy Vision Statement which called for “no-cost and reduced cost transfers for transit users transferring between different transit agencies beginning in 2024, coinciding with the rollout of the Next Generation Clipper® system/Clipper® 2.”
3. On March 27, 2023, the Fare Integration Task Force endorsed a No-Cost and Reduced Cost Interagency Transfer Pilot Program (“Pilot Program”), which would provide free and reduced-price transfers beginning with the launch of the Clipper® 2 account-based system in 2024 and continuing for at least 18 months, with an automatic extension to a total of 24 months if sufficient funding is available.
4. The Pilot Program would provide a discount equivalent to the single-ride Clipper fare for amounts up to the region’s highest local bus/light rail transit fare, currently \$2.50. When making a trip on fixed-route transit that requires transferring between participating Operators, riders would pay the full fare on the first Operator used. Any transfer to another Operator within two hours of the first boarding is free up to a per-transfer limit equal to the region’s

- highest local transit fare (currently \$2.50). Should the highest local bus/light rail transit fare increase above \$2.50 during the Pilot Program, the amount of the discount offered will increase to match the new highest local transit fare.
5. To ensure equitable benefits for paratransit users, the Pilot Program may be extended to a subset of cross-jurisdictional paratransit trips, to be determined by MTC and Operator staff at the earliest opportunity, which may occur after the Pilot Program has commenced.
 6. The Pilot Program is designed with a goal of strengthening, standardizing, and clarifying transfer discounts between Operators.
 7. The Pilot Program is expected to generate new trips for Operators.
 8. The Pilot Program is designed to mitigate negative impacts to Operator revenues.
 9. Project staff will continue to engage with Operators and executives to share Pilot Program findings, project updates, and to collect feedback from Operators about the program.
 10. MTC and project staff will proactively seek input from Operators prior to the conclusion of the 24 month pilot period in order to inform decision making by MTC and Operators regarding the continuation of the Pilot Program beyond the pilot period.

ARTICLE II Transfer Rule Details

The Pilot Program would implement the following transfer rules for riders using Clipper on fixed-route transit:

1. For the purposes of the Pilot Program, an inter-agency transfer occurs when a rider boards a transit vehicle and then subsequently boards another transit vehicle operated by a different Operator within a two-hour (120 minute) period at a minimum (180 minutes if trips begin on Golden Gate Transit, SMART, or Sonoma County Transit).
2. When making an inter-agency transfer, full-fare Adult customers using Clipper will receive a fare discount in an amount that is the lesser of two values: (a) the value of the single-ride Clipper fare for each trip(s) taken after the first Operator, or (b) the value of a single-ride Clipper fare for the region's highest local transit fare, currently \$2.50 at the time of the execution of this agreement.
3. Clipper customers using discount fare categories (Senior, Youth, Clipper START, Disabled/Regional Transit Connection (RTC)) would be subject to a discount limit proportional to the fare charged. For example, a rider transferring to a service on which that rider is entitled to a 50% Senior discount would receive a free transfer for amounts up to \$1.25.
4. For customers taking trips with three or more Operators, discounts would be applied on each additional operator used during the 120-minute window (180 minutes on GG Transit, Sonoma County Transit, and WETA) as described in Article II. 1-3 above, so that the customer only pays the equivalent of one full fare during that period.
5. For customers transferring to or from the SFMTA's Cable Car service, no transfer discount will be offered.

6. The discount is applied to the fare paid *after* making the transfer and cannot result in a negative fare for that segment.

ARTICLE III Operator Responsibilities

Each Operator agrees to:

1. Participate in the Pilot Program for a minimum of 18 months, and for up to 24 months if sufficient funding is available to extend the Pilot Program.
2. Provide in-kind staff and administrative support needed to successfully deliver and administer the Pilot Program at the Operator, including marketing.
3. Facilitate the payment of an upfront allocation and up to two supplemental payments to offset fare revenue impacts to the Operator by MTC as described in Article IV.
4. Partner with MTC, other Operators, and/or their designated third-party consultants for the Pilot Program to organize evaluation and research activities such as surveys or similar research methods over the course of the Pilot.
5. Ensure compliance with any Operator obligations under the Federal Transit Administration's Title VI Circular and/or the Operator's own Title VI policies.
6. Work with MTC, other Operators, and/or their designated third-party consultants to identify additional funds (if needed) to extend the Pilot Program to at least 24 months.
7. Subject to Pilot Program findings, work with MTC, other Operators, and/or their designated third-party consultants to develop a funding model that can support continuation of the policies described in Article II on a permanent basis while continuing to maintain and expand transit service to customers.

ARTICLE IV MTC Responsibilities

MTC agrees to:

1. Administer the Pilot Program for a minimum of 18 months, and for up to 24 months if sufficient funding is available to extend the Pilot Program.
2. Provide in-kind staff and administrative support needed to successfully deliver and administer the Pilot Program, including customer support, financial management, fare rule implementation, public information, communications, marketing, and technology support/operations.
3. Prior to the launch of the Pilot Program, offset foregone fare revenue by making an upfront allocation to each Operator based on the Operator's share of FY 2018-19 Transit Fare Revenues as reported to State Controller's Office (SCO), amounting to a total of \$11 million across all Operators.

4. Prior to the launch of the program, work in partnership with Operators to support compliance with the Federal Transit Administration's Title VI Circular and/or the Operator's own Title VI policies
5. Provide regular updates to the Fare Integration Task Force on the status of the Pilot Program.
6. No later than 12 months following program launch, conduct an evaluation of the Pilot Program, including its effects on travel behavior, revenue, and customer experience. The evaluation will include an assessment of funding available to extend the Pilot Program beyond 18 months.
7. Work with Operators and/or their designated third-party consultants to identify additional funds (if needed) to extend the program to at least 24 months.
8. Provide each Operator with supplemental funds to offset foregone fare revenue, based on an estimate of each Operator's "adjusted foregone fare revenue" as defined in subsection 9. MTC will allocate supplemental payments up to two times during the Pilot Program, amounting to a total of at least \$11 million. The first supplemental payment will occur 18 months after program launch. The second supplemental payment will occur at the conclusion of the Pilot Program or no later than 24 months after program launch, whichever is sooner.
9. Estimate "adjusted foregone fare revenue" for fixed-route services based on the number of actual inter-agency transfer trips in Clipper transaction data. Each Operator is responsible for the first \$0.50 discount of gross fare on each transfer, adjusted commensurately to discounted fare categories. The remaining foregone fare revenue will be adjusted to deduct an estimate of the increase in fare revenue generated by the Pilot Program. For each Operator, the percent increase in transfer trips, in excess of the growth of non-transfer trips, will be considered evidence of new trips generated by the Pilot Program. The percent of transfer trips and non-transfer trips in FY 2023-24 will be considered as the baseline. Supplemental data may be factored into the baseline or Pilot Program data for reasonable adjustments as needed on a case-by-case basis. If it is determined by an Operator that changes in a specific paratransit fare are required due to the Pilot Program's changes to fixed-route fares, Operators will also be reimbursed at the same rate for foregone paratransit fare revenue, where applicable.
10. Subject to Pilot Program findings, work with Operators and/or their designated third-party consultants to develop a funding model that can support continuation of this policy on a permanent basis while continuing to maintain and expand transit service to customers.

ARTICLE V

Indemnification

- A. Mutual Indemnification. No Party to this MOU (including any of its directors, commissioners, officers, agents or employees) shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by any other Party under or in connection with this Agreement. Pursuant to Government Code Section 895.4, each Party agrees to fully indemnify and hold other Parties harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by such indemnifying Party under or in connection with this MOU and for which such indemnifying Party would otherwise be liable.
- B. Operator Indemnification of MTC. Notwithstanding the provisions of Subsection A above, each Operator shall indemnify, hold harmless, and defend MTC (including any of its directors,

commissioners, officers, agents or employees) from any and all claims or liability resulting from any action or inaction on the part of such Operator relating to its responsibilities under or in connection with this MOU.

- C. MTC Indemnification of Operators. Notwithstanding the provisions of Subsection A above, MTC shall indemnify, hold harmless, and defend each Operator (including any of its directors, commissioners, officers, agents or employees) from any and all claims or liability resulting from any action or inaction on the part of MTC under or in connection with this MOU.

ARTICLE VI

Term

The term of the MOU shall begin upon the Effective Date and continue until June 30, 2027, unless terminated by written agreement of the Parties. The Pilot Program will launch concurrently with the launch of the Next Generation Clipper system. The 18-24 month Pilot Program period will commence when the Next Generation Clipper system launches.

ARTICLE VII

Changed Circumstances

Any Party may initiate informal discussions among the Parties concerning the provisions of this MOU, based on its assessment that changes in other factors external to the MOU indicate that it would be in the best interests of one or more Parties to consider revisions to the MOU. If a majority of Parties agree, the Parties will then jointly evaluate the changed circumstances to determine what, if any, revisions to the MOU are necessary or desirable. Any agreed-upon changes shall require an amendment to the MOU approved and executed by all Parties.

ARTICLE VIII

Legal Representation and Common Interest

The Parties recognize a mutuality of interest, and a need for joint cooperation in legal matters relating to the No-Cost and Reduced Cost Interagency Transfer Pilot Program. In furtherance of this common interest, any communications among Parties and counsel for any of the Parties shall be confidential and protected from disclosure to any third party by each and every privilege – including, but not limited to, the attorney-client privilege, the attorney work product privilege, and the pooled information privilege – notwithstanding the dissemination of the communications and work product among Parties by the counsel that made the information available in the first instance. If information covered by the privileges is requested by a third party pursuant to a subpoena or other discovery request, then counsel receiving the request shall notify in a timely fashion the counsel who disclosed the information so that the privileges against disclosure may be asserted.

Should any Party withdraw from or otherwise terminate its participation in the MOU, such withdrawal or termination shall not impair the privileges that protect any information that has been shared prior to such action. Any Party that withdraws or terminates its participation in the No-Cost and Reduced Cost Interagency Transfer Pilot Program shall promptly return all privileged materials that the Party has received.

**ARTICLE VIII
Confidential Information**

Either MTC or an Operator (the “Receiving Party”) may, in the course of carrying out its responsibilities under this MOU, have access to proprietary or confidential information owned by the other Party (“the Disclosing Party”), the disclosure of which to third parties may damage the Disclosing Party. Such proprietary or confidential information must be held by the Receiving Party in confidence and used only in performing its responsibilities as provided in the MOU. The Receiving Party shall exercise at least the same standard of care it would use to protect its own proprietary or confidential information.

SIGNATURES ON SUBSEQUENT PAGES

IN WITNESS WHEREOF, this Amendment has been duly authorized and executed by the Parties hereto on the dates specified below by their duly authorized representatives.

Metropolitan Transportation Commission

DRAFT

Name: Andrew B. Fremier

Title: Executive Director

Date: _____

Alameda-Contra Costa Transit District

Approved as to form:

Name: Michael A. Hursh
Title: General Manager

Jill A. Sprague, General Counsel

Date: _____

DRAFT

**Golden Gate Bridge, Highway and
Transportation District**

Approved as to form:

Name: Denis J. Mulligan
Title: General Manager

Kimon Manolius, General Counsel

Date: _____

DRAFT

San Francisco Bay Area Rapid Transit District

Approved as to form:

Name: Robert M. Powers

Title: General Manager

Date: _____

Jeana Zelan, Interim General Counsel

DRAFT

**City and County of San Francisco
Municipal Transportation Agency**

Approved as to form:
David Chiu, City Attorney

Name: Jeffrey Tumlin
Title: Director of Transportation

Lilian Levy, Deputy City Attorney

Date: _____

DRAFT

San Mateo County Transit District

Approved as to form:

Name: April Chan
Title: General Manager/CEO

Joan L. Cassman, General Counsel

Date: _____

DRAFT

Santa Clara Valley Transportation Authority

Approved as to form:

Name: Carolyn Gonot
Title: General Manager/Chief Executive Officer

Victor Pappalardo, Deputy General Counsel

Date: _____

DRAFT

Peninsula Corridor Joint Powers Board

Approved as to form:

Name: Michelle Bouchard

Title: Executive Director

Date: _____

James Harrison, General Counsel

DRAFT

Central Contra Costa Transit Authority

Approved as to form:

Name: William Churchill

Title: General Manager

Julie Sherman, General Counsel

Date: _____

DRAFT

**City of Fairfield
FAST**

Approved as to form:

Name: David Gassaway
Title: City Manager

David Lim, City Attorney

Date: _____

DRAFT

City of Petaluma

Approved as to form:

Name: Peggy Flynn
Title: City Manager

Eric W. Danly, City Attorney

Date: _____

DRAFT

Eastern Contra Costa Transit Authority

Approved as to form:

Name: Rashidi Barnes
Title: Chief Executive Officer

Eli Flushman, General Counsel

Date: _____

DRAFT

Livermore/Amador Valley Transit Authority

Approved as to form:

Name: Christy Wegener
Title: Executive Director

Michael N. Conneran, General Counsel

Date: _____

DRAFT

Marin County Transit District

Approved as to form:

Name: Nancy E. Whelan
Title: General Manager

Kerry Gerchow, County Counsel

Date: _____

DRAFT

Napa Valley Transportation Authority

Approved as to form:

Name: Kate Miller
Title: Executive Director

Osman Mufti, General Counsel

Date: _____

DRAFT

Solano County Transit

Approved as to form:

Name: Beth Kranda
Title: Executive Director

Bernadette Shilts Curry, County Counsel

Date: _____

DRAFT

City of Santa Rosa

Approved as to form:

Name: Maraskeshia Smith

Title: City Manager

Samantha W. Zutler, Interim City Attorney

Date: _____

DRAFT

Sonoma-Marin Area Rail Transit District

Approved as to form:

Name: Eddy Cumins
Title: General Manager

Thomas Lyons, General Counsel

Date: _____

DRAFT

City of Vacaville
Vacaville City Coach

Approved as to form:

Name: Brian McLean
Title: Director of Public Works

Melinda C. H. Stewart, City Attorney

Date: _____

DRAFT

Western Contra Costa Transit Authority

Approved as to form:

Name: Robert Thompson

Title: General Manager

Michael N. Conneran, General Counsel

Date: _____

DRAFT

**San Francisco Bay Area Water Emergency
Transportation Authority**

Approved as to form:

Name: Seamus Murphy
Title: Executive Director

Steve Miller, General Counsel

Date: _____

DRAFT

Sonoma County Transit

Approved as to form:

Name: Bryan Albee
Title: Transit Systems Manager

Jeremy Fonseca, General Counsel

Date: _____

DRAFT

City of Union City

Approved as to form:

Name: Joan Malloy
Title: City Manager

Kristopher J. Kokotaylo, City Attorney

Date: _____

DRAFT

Regional Transfer Pilot Fare Equity Analysis

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Introduction

This report is intended to serve as the fare equity analysis for the Marin County Transit District (Marin Transit) as it considers whether to enter into a Memorandum of Understanding to participate in the Bay Area No-Cost and Reduced Cost Interagency Transfer Pilot Program (Regional Transfer Pilot). As a federal grant recipient, Marin Transit is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI of the Civil Rights Act of 1964 (Title VI), which prohibits discrimination by recipients of federal financial assistance. The FTA further requires that some recipients of FTA financial assistance, including Marin Transit, conduct a Fare Equity Analysis on all fare changes to assess the impacts of those changes on low-income and minority populations.

Marin Transit is currently considering whether to participate in the Regional Transfer Pilot, which would provide riders with a discount of up to the highest local fare in the region (currently \$2.50) for all interagency transfers in the Bay Area when using Clipper. The proposed change would reduce fares for some Marin Transit riders, which constitutes a fare change requiring a Fare Equity Analysis under the FTA's Title VI regulations. **The following analysis concludes that participation in the Regional Transfer Pilot would create neither a disparate impact based on race nor a disproportionate burden on low-income individuals for Marin Transit riders.**

Title VI Policies

In October 2012, the FTA released Circular 4702.1B (Circular), which provides guidelines for compliance with Title VI. Under the Circular, transit operators are required to study proposed fare changes and "major service changes" before the changes are adopted to ensure that they do not have a discriminatory effect based on race, color, national origin or low-income status of affected populations. As a first step, public transit providers must adopt their own "Major Service Change," "Disparate Impact," and "Disproportionate Burden" policies. Marin Transit's Board of Directors originally adopted these policies in April 2014, and adopted the most recent update to these policies in April 2023. The adopted Disparate Impact and Disproportionate Burden policies, which apply to Fare Equity Analyses, are described below.

Disparate Impact Policy

The Disparate Impact Policy establishes a threshold for determining whether proposed fare or major service changes have a disproportionately adverse effect on minority populations relative to non-minority populations on the basis of race, ethnicity or national origin. Per the [Marin Transit Policy for Establishing Disparate Impact or Disproportionate Burden](#):

Fare or major service change proposals are determined to have a Disparate Impact on minority populations if, cumulatively, the benefits of the changes accrue to minority populations 20% less than to non-minority populations, or the adverse effects of the changes accrue to minority populations 20% more than to non-minority populations.

In summary, the Disparate Impact threshold is 20%.

Disproportionate Burden

The Disproportionate Burden Policy establishes a threshold for determining whether proposed fare or major service changes have a disproportionately adverse effect on low-income populations relative to non-low-income populations. Per the [Marin Transit Policy for Establishing Disparate Impact or Disproportionate Burden](#):

Fare or major service change proposals are determined to have a Disproportionate Burden on low-income populations if, cumulatively, the benefits of the changes accrue to low-income populations 20% less than to non-low-income populations, or the adverse effects of the changes accrue to low-income populations 20% more than to non-low-income populations.

In summary, the Disproportionate Burden threshold is 20%. The policy also includes the following definition of low-income: “For the purposes of this policy, definition of low-income should adhere to regional definition of low-income, which is 200% of the Federal Poverty Guidelines at time of writing per MTC Clipper START policy.”

Public Outreach

These policies were initially developed in 2013 as part of the District’s Title VI plan. In April 2013, the Marin Transit Board of Directors considered proposed analysis tools and methods for the Disparate Impact Policy and Disproportionate Burden policy. As part of this process, the Board set a public hearing and initiated a 45-day public comment period. These policies were revised and presented for Board consideration at their June meeting.

Additionally, Marin Transit held four public meetings in advance of the public hearing. The meetings were held in various areas across the County. To encourage participation, Staff sent out media announcements and distributed posters in Spanish and English. The policies were made available and presented at the public meetings. Following the public meetings and hearing, the policies were then updated to reflect public input prior to approval by the Marin Transit Board of Directors.

In 2023, an administrative update was made to extract the Disparate Impact and Disproportionate Burden policies from the Title VI plan as two new stand-alone policies with official policy numbers for ease of reference and to ensure these appear within the official policy framework of the agency. The update was presented to and approved by the Marin Transit Board of Director’s in April 2023. During the Board meeting, members of the Board and members of the public had an opportunity to provide feedback and request clarification on the policies.

Regional Transfer Pilot Description

The No-Cost and Reduced Cost Interagency Transfer Pilot Program (Regional Transit Pilot) was created and negotiated by the Metropolitan Transportation Commission (MTC), the regional transportation planning agency for the Bay Area. The pilot program is intended to increase regional transit ridership by reducing the fare riders pay when transferring between agencies. The program would be implemented via Clipper, the Bay Area’s universal electronic payment card for transit fares. If approved, the program would go into effect upon the implementation of Clipper 2.0, which is

currently anticipated in early 2025. The Memorandum of Understanding (MOU) describes the details of the rider's experience under the pilot program:

The Pilot Program would provide a discount equivalent to the single-ride Clipper fare for amounts up to the region's highest local bus/light rail transit fare, currently \$2.50. When making a trip on fixed-route transit that requires transferring between participating Operators, riders would pay the full fare on the first Operator used. Any transfer to another Operator within two hours of the first boarding is free up to a per-transfer limit equal to the region's highest local transit fare (currently \$2.50). Should the highest local bus/light rail transit fare increase above \$2.50 during the Pilot Program, the amount of the discount offered will increase to match the new highest local transit fare.

As a local operator, transfer rides on Marin Transit under the Regional Transfer Pilot would be free. The MOU would commit Marin Transit to the pilot period of 18-24 months (depending on funding availability). However, this Fare Equity Analysis uses the conservative approach of analyzing the fare change as a permanent fare policy change, which ensures the analysis captures the maximum potential impact and burden on minority and low-income riders. This approach also allows Marin Transit to extend or permanently adopt the fare policy described above, if MTC were to extend the pilot or make the program permanent, without conducting another Fare Equity Analysis.

The impact of the Regional Transfer Pilot on Marin Transit riders would be minimal. Marin Transit's service area only touches the service areas of two other transit operators, Golden Gate Bridge Highway and Transportation District (GGBHTD) and Sonoma-Marín Area Rail Transit (SMART). Marin Transit has existing transfer agreements with both agencies. The existing agreement with GGBHTD already provides for free transfers from GGBHTD services – Golden Gate Transit and Golden Gate Ferry – to Marin Transit, via both Clipper and cash payments; the Regional Transfer Pilot would not change fares for these riders. The existing agreement with SMART provides for a \$1.50 discount when transferring from SMART to Marin Transit via Clipper (SMART does not accept cash fares and Marin Transit cannot accept fares via the SMART app). Marin Transit's adult Clipper fare is \$1.80; adult riders currently transferring from SMART to Marin Transit pay \$0.30 for their trip on Marin Transit. Under the Regional Transfer Pilot, that trip would be free.

For a full breakdown of Marin Transit fares currently and under the proposed Regional Transfer Pilot, see Table 1 in the Equity Analysis section below.

Equity Analysis

The Regional Transfer Pilot is a fare reduction, and the purpose of this analysis is to examine whether the benefits of that reduction disproportionately accrue to non-minority and/or non-low-income riders. To answer the question, this report uses an average fare analysis methodology, described further in the Impact Assessment section below. Table 1 below breaks down every possible fare type on Marin Transit services, the existing and proposed fare for each type, the annual ridership for each fare type, and the percentage of minority and low-income riders for each fare type. Using this data,

Table 2 and Table 3 calculate the average fare paid by minority, non-minority, low-income, and non-low-income riders, both currently and under the proposed Regional Transfer Pilot.

Table 1: Breakdown of Current and Proposed Fare Types, Fares, and Usage

Fare Type	Existing Fare	Proposed Fare	% Change	Annual Ridership	% Total Ridership	% Minority	% Non-Minority	% Low-Income	% Non-Low-Income
Cash - ADA	\$1.00	\$1.00	0%	30,705	1%	44%	56%	69%	31%
Cash - Adult	\$2.00	\$2.00	0%	563,207	20%	81%	19%	51%	49%
Cash - Senior	\$1.00	\$1.00	0%	154,817	5%	54%	46%	55%	45%
Cash - Youth	\$1.00	\$1.00	0%	147,376	5%	72%	28%	47%	53%
Clipper - ADA (RTC)	\$1.00	\$1.00	0%	11,145	0%	30%	70%	100%	0%
Clipper - ADA (RTC) - Transfer	\$0.00	\$0.00	0%	4,275	0%	0%	100%	100%	0%
Clipper - Adult	\$1.80	\$1.80	0%	179,838	6%	62%	38%	34%	66%
Clipper - Adult - Transfer	\$0.00	\$0.00	0%	63,912	2%	67%	33%	41%	59%
Clipper - Low Income (START)	\$1.00	\$1.00	0%	5,746	0%	81%	19%	100%	0%
Clipper - Low Income (START) - Transfer	\$0.00	\$0.00	0%	3,223	0%	85%	15%	100%	0%
Clipper - Senior	\$1.00	\$1.00	0%	22,036	1%	43%	57%	48%	52%
Clipper - Senior - Transfer	\$0.00	\$0.00	0%	10,078	0%	52%	48%	51%	49%
Clipper - SMART Transfer	\$0.30	\$0.00	-100%	7,339	0%	30%	70%	25%	75%
Clipper - Youth	\$1.00	\$1.00	0%	8,099	0%	69%	31%	30%	70%
Clipper - Youth - Transfer	\$0.00	\$0.00	0%	1,163	0%	78%	22%	19%	81%
COM Pass	\$0.00	\$0.00	0%	160,171	6%	66%	34%	54%	46%
Comp - Child	\$0.00	\$0.00	0%	46,380	2%	73%	27%	49%	51%
Comp - Clipper Error	\$0.00	\$0.00	0%	5,596	0%	59%	41%	40%	60%
Comp - Employee	\$0.00	\$0.00	0%	1,802	0%	35%	65%	52%	48%
Comp - Homeward Bound	\$0.00	\$0.00	0%	61,326	2%	80%	20%	100%	0%
Comp - Other	\$0.00	\$0.00	0%	106,584	4%	73%	27%	49%	51%
Comp - Promo	\$0.00	\$0.00	0%	31,518	1%	73%	27%	49%	51%
Day Pass - Adult	\$1.96	\$1.96	0%	1,404	0%	75%	25%	48%	52%
Day Pass - Senior ADA	\$0.68	\$0.68	0%	1,732	0%	46%	54%	59%	41%

Fare Type	Existing Fare	Proposed Fare	% Change	Annual Ridership	% Total Ridership	% Minority	% Non-Minority	% Low-Income	% Non-Low-Income
Day Pass - Youth	\$1.46	\$1.46	0%	23	0%	100%	0%	0%	100%
MAFA Pass	\$0.00	\$0.00	0%	14,039	0%	50%	50%	100%	0%
Monthly Pass - Adult	\$0.68	\$0.68	0%	240,670	9%	75%	25%	48%	52%
Monthly Pass - Senior ADA	\$0.35	\$0.35	0%	110,908	4%	46%	54%	59%	41%
Transfer - ADA	\$0.00	\$0.00	0%	9,150	0%	42%	58%	78%	22%
Transfer - Adult	\$0.00	\$0.00	0%	221,255	8%	85%	15%	58%	42%
Transfer - Other	\$0.00	\$0.00	0%	34,677	1%	80%	20%	59%	41%
Transfer - Senior	\$0.00	\$0.00	0%	57,804	2%	62%	38%	75%	25%
Transfer - Youth	\$0.00	\$0.00	0%	25,157	1%	59%	41%	39%	61%
Underpayment	\$1.50	\$1.50	0%	62,461	2%	73%	27%	49%	51%
Youth Pass - Full Price	\$0.15	\$0.15	0%	33,966	1%	86%	14%	0%	100%
Youth Pass - Reduced Price	\$0.00	\$0.00	0%	384,152	14%	95%	5%	100%	0%
Total				2,823,735		74%	26%	59%	41%

Notes:

Annual Ridership represents Fiscal Year 2023/24.

The following fare types were not tracked in the rider survey: Comp – Other, Comp – Promo, and Underpayment. Therefore, they assume the survey-wide minority and low-income percentages.

This analysis conservatively assumes a \$0 fare for Underpayment fares; actual fares for this fare type vary.

The fares listed for pass products (i.e. Monthly Passes, Day Passes, and Youth Pass – Full Price) represent estimated average fares based on the cost of the pass and average ridership per pass. Individual users’ average fares will vary.

Table 2: Calculation of Average Fares and Proposed Fare Change for Minority and Non-Minority Riders

Fare Type	Minority Riders	Non-Minority Riders	Minority Fares Before Change	Minority Fares After Change	Non-Minority Fares Before Change	Non-Minority Fares After Change
Cash - ADA	13,662	17,043	\$13,662	\$13,662	\$17,043	\$17,043
Cash - Adult	455,999	107,208	\$911,997	\$911,997	\$214,417	\$214,417
Cash - Senior	84,302	70,515	\$84,302	\$84,302	\$70,515	\$70,515
Cash - Youth	105,694	41,682	\$105,694	\$105,694	\$41,682	\$41,682
Clipper - ADA (RTC)	3,304	7,841	\$3,304	\$3,304	\$7,841	\$7,841
Clipper - ADA (RTC) - Transfer	0	4,275	\$0	\$0	\$0	\$0
Clipper - Adult	111,519	68,319	\$200,734	\$200,734	\$122,974	\$122,974
Clipper - Adult - Transfer	42,608	21,304	\$0	\$0	\$0	\$0
Clipper - Low Income (START)	4,654	1,092	\$4,654	\$4,654	\$1,092	\$1,092
Clipper - Low Income (START) - Transfer	2,741	482	\$0	\$0	\$0	\$0
Clipper - Senior	9,425	12,611	\$9,425	\$9,425	\$12,611	\$12,611
Clipper - Senior - Transfer	5,275	4,803	\$0	\$0	\$0	\$0
Clipper - SMART Transfer	2,202	5,137	\$661	\$0	\$1,541	\$0
Clipper - Youth	5,610	2,490	\$5,610	\$5,610	\$2,490	\$2,490
Clipper - Youth - Transfer	905	257	\$0	\$0	\$0	\$0
COM Pass	106,086	54,085	\$0	\$0	\$0	\$0
Comp - Child	33,987	12,393	\$0	\$0	\$0	\$0
Comp - Clipper Error	3,317	2,279	\$0	\$0	\$0	\$0
Comp - Employee	635	1,167	\$0	\$0	\$0	\$0
Comp - Homeward Bound	49,361	11,965	\$0	\$0	\$0	\$0
Comp - Other	78,104	28,480	\$0	\$0	\$0	\$0
Comp - Promo	23,096	8,422	\$0	\$0	\$0	\$0
Day Pass - Adult	1,053	351	\$2,064	\$2,064	\$689	\$689
Day Pass - Senior ADA	800	932	\$541	\$541	\$630	\$630

Fare Type	Minority Riders	Non-Minority Riders	Minority Fares Before Change	Minority Fares After Change	Non-Minority Fares Before Change	Non-Minority Fares After Change
Day Pass - Youth	23	0	\$34	\$34	\$0	\$0
MAFA Pass	7,020	7,020	\$0	\$0	\$0	\$0
Monthly Pass - Adult	180,464	60,206	\$122,148	\$122,148	\$40,751	\$40,751
Monthly Pass - Senior ADA	51,200	59,708	\$17,757	\$17,757	\$20,708	\$20,708
Transfer - ADA	3,841	5,309	\$0	\$0	\$0	\$0
Transfer - Adult	187,492	33,763	\$0	\$0	\$0	\$0
Transfer - Other	27,699	6,978	\$0	\$0	\$0	\$0
Transfer - Senior	36,050	21,754	\$0	\$0	\$0	\$0
Transfer - Youth	14,801	10,356	\$0	\$0	\$0	\$0
Underpayment	45,771	16,690	\$68,657	\$68,657	\$25,035	\$25,035
Youth Pass - Full Price	29,131	4,835	\$4,460	\$4,460	\$740	\$740
Youth Pass - Reduced Price	364,413	19,740	\$0	\$0	\$0	\$0
Total	2,092,241	731,494	\$1,555,703	\$1,555,042	\$580,759	\$579,218
Average Fare			\$0.74	\$0.74	\$0.79	\$0.79

Table 3: Calculation of Average Fares and Proposed Fare Change for Low-Income and Non-Low-Income Riders

Fare Type	Low-Income Riders	Non-Low-Income Riders	Low-Income Fares Before Change	Low-Income Fares After Change	Non-Low-Income Fares Before Change	Non-Low-Income Fares After Change
Cash - ADA	21,102	9,603	\$21,102	\$21,102	\$9,603	\$9,603
Cash - Adult	287,092	276,115	\$574,185	\$574,185	\$552,229	\$552,229
Cash - Senior	84,755	70,062	\$84,755	\$84,755	\$70,062	\$70,062
Cash - Youth	69,069	78,307	\$69,069	\$69,069	\$78,307	\$78,307
Clipper - ADA (RTC)	11,145	0	\$11,145	\$11,145	\$0	\$0
Clipper - ADA (RTC) - Transfer	4,275	0	\$0	\$0	\$0	\$0
Clipper - Adult	61,663	118,175	\$110,993	\$110,993	\$212,716	\$212,716
Clipper - Adult - Transfer	26,383	37,529	\$0	\$0	\$0	\$0
Clipper - Low Income (START)	5,746	0	\$5,746	\$5,746	\$0	\$0
Clipper - Low Income (START) - Transfer	3,223	0	\$0	\$0	\$0	\$0
Clipper - Senior	10,522	11,514	\$10,522	\$10,522	\$11,514	\$11,514
Clipper - Senior - Transfer	5,188	4,890	\$0	\$0	\$0	\$0
Clipper - SMART Transfer	1,835	5,504	\$550	\$0	\$1,651	\$0
Clipper - Youth	2,427	5,673	\$2,427	\$2,427	\$5,673	\$5,673
Clipper - Youth - Transfer	226	937	\$0	\$0	\$0	\$0
COM Pass	86,801	73,370	\$0	\$0	\$0	\$0
Comp - Child	22,916	23,464	\$0	\$0	\$0	\$0
Comp - Clipper Error	2,230	3,366	\$0	\$0	\$0	\$0
Comp - Employee	938	864	\$0	\$0	\$0	\$0
Comp - Homeward Bound	61,326	0	\$0	\$0	\$0	\$0
Comp - Other	52,661	53,923	\$0	\$0	\$0	\$0
Comp - Promo	15,572	15,946	\$0	\$0	\$0	\$0
Day Pass - Adult	678	726	\$1,330	\$1,330	\$1,423	\$1,423

Fare Type	Low-Income Riders	Non-Low-Income Riders	Low-Income Fares Before Change	Low-Income Fares After Change	Non-Low-Income Fares Before Change	Non-Low-Income Fares After Change
Day Pass - Senior ADA	1,022	710	\$691	\$691	\$480	\$480
Day Pass - Youth	0	23	\$0	\$0	\$34	\$34
MAFA Pass	14,039	0	\$0	\$0	\$0	\$0
Monthly Pass - Adult	116,300	124,370	\$78,718	\$78,718	\$84,181	\$84,181
Monthly Pass - Senior ADA	65,429	45,479	\$22,692	\$22,692	\$15,773	\$15,773
Transfer - ADA	7,123	2,027	\$0	\$0	\$0	\$0
Transfer - Adult	128,794	92,461	\$0	\$0	\$0	\$0
Transfer - Other	20,465	14,212	\$0	\$0	\$0	\$0
Transfer - Senior	43,143	14,661	\$0	\$0	\$0	\$0
Transfer - Youth	9,898	15,259	\$0	\$0	\$0	\$0
Underpayment	30,861	31,600	\$46,291	\$46,291	\$47,400	\$47,400
Youth Pass - Full Price	0	33,966	\$0	\$0	\$5,200	\$5,200
Youth Pass - Reduced Price	384,152	0	\$0	\$0	\$0	\$0
Total	1,658,999	1,164,736	\$1,040,217	\$1,039,667	\$1,096,245	\$1,094,593
Average Fare			\$0.63	\$0.63	\$0.94	\$0.94

Data Sources

The data in the above tables come from three sources: Marin Transit’s fare data, the Marin Transit on-board rider survey, and the SMART on-board rider survey. The fare data was used to determine the number of passenger trips using each fare type. The on-board rider surveys were used to determine the percentage of riders that are minority and low-income¹ for each fare type. The SMART on-board rider survey was used for the Clipper – SMART Transfer fare type, because the Marin Transit on-board rider survey was conducted in spring 2017, before SMART was in operation. All other fare types use the Marin Transit on-board rider survey.

The SMART on-board survey was conducted in 2018, and the agency has since reduced their fares. This fare reduction has likely altered the demographics of SMART’s riders, and therefore the demographics of SMART riders who transfer to Marin Transit. By using the demographics from the 2018 survey, this analysis conservatively assumes that a relatively lower percentage of minority and low-income riders will experience the benefits of the proposed fare reduction associated with the Regional Transfer Pilot.

Impact Assessment

The purpose of this impact assessment is to determine whether the benefits of the fare reduction associated with the Regional Transfer Pilot would disproportionately benefit non-minority or non-low-income riders. To answer that question, this assessment looks at the average fare paid by minority, non-minority, low-income, and non-low-income riders, as calculated in the tables above. Table 4 below takes those average fares, calculates the percent change under the proposal, and then examines whether the difference in percent changes between minority and non-minority riders, or between low-income and non-low-income riders, represents a disparate impact or disproportionate burden.

Table 4: Average Fare Change and Impact Analysis

	Minority Riders	Non-Minority Riders	Low-Income Riders	Non-Low-Income Riders
Current Average Fare	\$0.7436	\$0.7939	\$0.6270	\$0.9412
Average Fare Under Proposed Change	\$0.7432	\$0.7918	\$0.6267	\$0.9398
% Change in Average Fare	-0.04%	-0.27%	-0.05%	-0.15%
Difference in Percent Change Between Minority/Low-Income and Non-Minority/Non-Low-Income Riders	0.22%		0.10%	
Disparate Impact/Disproportionate Burden Threshold	20%		20%	
Results	No Disparate Impact		No Disproportionate Burden	

¹ Some fare types are income qualified (such as Clipper START and the reduced-price youth pass). For these fare types, the on-board rider survey was only used to determine the percentage of minority riders.

As demonstrated in Table 4, the differences in benefit to non-minority and non-low-income riders under the proposed Regional Transfer Pilot fare change fall well below Marin Transit's established disparate impact and disproportionate burden thresholds. Therefore, the proposed fare change would result in neither a disparate impact on minority riders nor a disproportionate burden on low-income riders.

Regional Transfer Pilot Public Outreach & Timeline

As stated in Marin Transit's [Public Hearing Policy](#), all fare changes require a public hearing. At the Board of Directors meeting on September 9, 2024, the Board will consider holding a public hearing on the Regional Transfer Pilot proposal on October 7, 2024. Following the public hearing, the Board is expected to consider adoption of the proposal in November 2024.

Attachment D: Summary of Public Comments

Date:	09/09/2024
Source:	Online form via September E-Newsletter
Rider Type:	Fixed Route
Zip Code:	94925
Fare Payment Method:	Clipper
Comment:	Bus 228 east bound afternoons often doesn't stop by Archie Williams HS and simply drives past the waiting kids. The kids need bus transportation. On Friday, Sept 6, there were no buses on the 228 route and no one informed riders. Despite contacting Marin Transit Customer Service multiple times, I've never received an update or acknowledgement of the problems with this route. Do I need to take another form of action? Thank you.

Date:	09/09/2024
Source:	Online form via September E-Newsletter
Rider Type:	Fixed Route
Zip Code:	94903
Fare Payment Method:	Clipper
Comment:	Helpful for regional travel; make sure that there are visual (pictures, video) and written directions between GGT/SMART and Marin Transit and vice-versa. Helpful for folks to understand the fare policies.

Date:	09/09/2024
Source:	Online form via September E-Newsletter
Rider Type:	Fixed Route
Zip Code:	94901
Fare Payment Method:	Monthly Pass
Comment:	Clean the buses. Sometimes, they smell like sewers, and early in the morning are very dirty. Make sure the rounds, especially in the morning, start on time. When a bus is late, our jobs are put in jeopardy. When the bus are cancelled, you put me and my family on risk. Be respectful to passengers.

Date:	09/09/2024
Source:	Online form via September E-Newsletter

Rider Type:	Does not use Marin Transit or Marin Access
Zip Code:	94960
Fare Payment Method:	Clipper
Comment:	I take SMART from Healdsburg to San Rafael. You used to have a much easier shuttle system from the Civic Center station to Terra Linda local businesses. The new system is more expensive and has never worked for me. Hopefully you can come up with alternatives for shuttles from SMART to local businesses.

Date:	09/10/2024
Source:	Online form via September E-Newsletter
Rider Type:	Fixed Route & Marin Access
Zip Code:	94901
Fare Payment Method:	Cash
Comment:	hi, i have a senior discount but even this adds up when on a fixed income. public transit is my only means of transportation and i use it 3 to 5 times a week, including transit to sf. any suggestions ?

Date:	09/11/2024
Source:	Online form via September E-Newsletter
Rider Type:	Fixed Route
Zip Code:	94901
Fare Payment Method:	College of Marin (COM) Flash Pass
Comment:	1) Should make the flash pass loadable to the Clipper Account (so one can use the phone app as well as HOPEFULLY integrate with SMART system a flash pass) 2) Is it permissible to use my flash pass when I am NOT going to and from school? Like to the Farmer's Market on the weekend? (There is no guidance from College of Marin on this, I know this comes out of student fees but....) 3) COM/Marin Transit should negotiate SMART fares as part of flash pass 4) It's not directly related but a 'crazy making' part of your routine. 8 AM classes are very full. The 22 bus at 7:30 AM (From Transit Center) is a "Small" or "Half size" bus. I am often told I CAN NOT BOARD THE BUS because there is "TOO FULL" and if I do not catch the earlier bus (7 AM - not accessible with night classes as well), I have to take a \$18.00 Lyft defeating the cost savings of taking the bus. Please check

	you passenger counts and schedule a FULL SIZE bus to COM at 7:30 AM (Southbound from SRTC)
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Date:	09/12/2024
Source:	Online form via MCTD Website
Rider Type:	Fixed Route
Zip Code:	94947
Fare Payment Method:	Clipper
Comment:	Hello! From what I understand, there will be free transfers from other transit options, like SMART, onto Marin Transit. I appreciate this added incentive to increase ridership! On the flip side, I was wondering if it would be possible to provide free/reduced transfers from Marin Transit onto SMART. One of the most common reasons I take the 49 bus is to transfer onto Golden Gate Transit, but I could also see myself using Marin Transit more often in order to get to a SMART station. Of course, I understand that this might not be immediately feasible, but perhaps this can be considered for the long-term. Thank you for providing a survey to collect feedback!

Date:	09/14/2024
Source:	Online form via September E-Newsletter
Rider Type:	Fixed Route
Zip Code:	94960
Fare Payment Method:	Clipper
Comment:	Why is the bus 23 late in the mornings now that school has started? I try to get to work on time traveling from the hub in San Anselmo going to San Rafael. The bus is consistently late. The 22 is also often delayed coming back to San Anselmo. Could you help with this problem? I rely on the bus to get to work. The delays can be stressful and I would like your help resolving this problem.

Date:	09/16/2024
Source:	Online form via MCTD Website
Rider Type:	Marin Access
Zip Code:	94947
Fare Payment Method:	Voucher

Comment:	I love the Catch-a-ride program. I don't drive anymore and this program helps me a lot. I can do my errands, go to medical/dental appointments and classes and have more of a social life. The Catch-a ride program also helps me maintain my independence because I don't have to depend on my friends to get things done or go places. I use Uber. I found the taxi service was more expensive and occasionally got backed up due to driver shortage. Uber is almost always available and wait periods are short.
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Date:	10/1/2024
Source:	Online form via MCTD Website
Rider Type:	Does not use Marin Transit or Marin Access
Zip Code:	94941
Fare Payment Method:	Clipper
Comment:	Allow me to introduce myself. I am elderly windowed and retired. I have always been involved in Economic Development within the City where I resided. Currently I live on Shelter Bay. Prior to moving here I lived in San Francisco prior to selling my National Consulting Business. My Company served 350 Banking Institutions on a National Business. Rather, than sending you my resume I would like you to Google Joanna R. Bruno & Associates, and read my resume on my former Company website. I, of course would like to have purpose as I age. I would bring to your organization a positive approach to Economic Development in this lovely Community. My Daughter and three grandchildren also reside here and own their own home and business. I look forward to meeting you and hopefully giving you more substance. My Cell Phone number is 6266882125.

Date:	10/1/2024
Source:	Online form via MCTD Website
Rider Type:	Fixed Route
Zip Code:	94952
Fare Payment Method:	Clipper
Comment:	I am very frustrated that the bus comes one minute before the train so then we have to wait 15 minutes or more for the next bus; so, why can't they be better connecting like the use to be with the SMART train started.

Date:	10/1/2024
Source:	Online form via October E-Newsletter
Rider Type:	Fixed Route
Zip Code:	94960
Fare Payment Method:	Clipper
Comment:	I would like to commend the idea of the Regional Discounted Transfer Program, as well as the new payment options that are being considered. A social-economic disparity issue comes to mind though, as the discount is only afforded to those who use a form of electronic payment. Those who choose to use cash have to pay more. Considering a good percentage of your ridership consists of people who pay cash, I would hope that a future plan would consider offering your service in a monetarily equitable manner where the fare is the same if you pay by electronic payment or by cash. Another future recommendation would be to extend the transfer time from 2 hours to 3 hours, as some bus routes only run once an hour. This extra hour would provide a buffer from having to pay another fare, during those times when a rider misses their bus connection due to any form of service delay. Thank you for the continuous effort to improve service! It is greatly appreciated.

Date:	10/2/2024
Source:	Online form via MCTD Website
Rider Type:	Fixed Route
Zip Code:	94947
Fare Payment Method:	Marin Access Fare Assistance (MAFA) Flash Pass
Comment:	Why did you re-route the #49 so it doesn't go by Kaiser Hospital? Now I have to walk from Northgate to get there. Hope it's not raining or hot. The only other bus going there is #57, which takes 45 minutes. That route is practically useless since it around everywhere so takes forever to get anywhere. I liked the #251 but you eliminated that route, too, combining it with the #257 to create that useless #57. Poor decisions you made.



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November 12, 2024

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

Subject: Authorizing Resolution 2024-07 for Filing Applications with the Federal Transit Administration

Dear Board Members:

Recommendation

Adopt Resolution 2024-07 authorizing the filing of an application for the Federal Transit Administration (FTA) Formula Program and Surface Transportation Programs funding for vehicle replacements, onboard technology, hybrid battery refresh, and Americans with Disabilities Act (ADA) paratransit operating assistance, committing the necessary local match for FTA grant funded projects, and stating the assurance of Marin Transit to complete such projects.

Summary

Staff requests that your Board adopt a resolution authorizing the filing of applications with the Federal Transit Administration. The Metropolitan Transportation Commission (MTC) requires this resolution as part of its Transit Capital Priorities (TCP) application process. MTC adopted updated guidelines for the TCP process on January 13, 2021 to program the regional federal transit formula funds to projects according to criteria developed through the Bay Area Partnership's Transit Finance Working Group (TFWG). Several updates have recently been made and MTC anticipates additional updates to be adopted in December that include revisions to the vehicle price list that are reflected in the current program.

On November 15, 2021 the Bipartisan Infrastructure Law (BIL) was signed into law, significantly increasing availability of formula funds. The BIL is currently authorized through FY2025/26. MTC developed a two-year Program of Projects (POP) for FY2024/25 and FY2025/26, to match the BIL authorization. As a direct federal grantee, Marin Transit is an eligible operator in the San Francisco Oakland Urbanized Area. In accordance with the TCP process, Marin Transit staff have requested funding to replace service vehicles when they exceed their useful life and for the District's share of funding to operate ADA paratransit services.

This resolution supports Marin Transit's application for funding for the projects in the tables below, for a total of \$24,469,342 in federal funds. These projects



were included in Marin Transit’s Updated Vehicle Replacement Plan approved by the Board on August 5, 2024.

FY2024/25

Project Description	Federal	Local	Total
ADA Paratransit Assistance to provide required service	\$1,062,610	\$265,653	\$1,328,263
Replace 4 Diesel XHF Vehicles with 30ft Hybrids	\$3,237,120	\$809,280	\$4,046,400
Replace 4 Diesel XHF Vehicles with 40ft Hybrids	\$3,505,920	\$876,480	\$4,382,400
Replace 1 40ft Hybrid with a 40ft Hybrid	\$580,468	\$145,117	\$725,585
Onboard Technology	\$640,000	\$160,000	\$800,000
Hybrid Battery Refresh for 20 Hybrid vehicles	\$1,040,000	\$260,000	\$1,300,000
Subtotals FY2024/25	\$10,066,118	\$2,516,530	\$12,582,648

FY2025/26

Project Description	Federal	Local	Total
ADA Paratransit Assistance to provide required service	\$1,089,624	\$272,406	\$1,362,030
Replace 4 30ft Hybrid with Electric Buses	\$3,824,000	\$956,000	\$4,780,000
Replace 1 30ft Hybrid with 30ft Hybrid	\$831,200	\$207,800	\$1,039,000
Replace 7 40ft Hybrid buses with 40ft Hybrids	\$6,300,000	\$1,575,000	\$7,875,000
Replace 7 Paratransit Vehicles with Vans	\$750,400	\$187,600	\$938,000
Replace 15 Paratransit Vehicles with Cut-Aways	\$1,608,000	\$402,000	\$2,010,000
Subtotals FY2025/26	\$14,403,224	\$3,600,806	\$18,004,030

Fiscal/Staffing Impact

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

These projects are included in the District’s updated vehicle replacement plan and incorporated in the District’s 10 year capital plan. The local match requirements will be funded with Measure AA local sales tax, State SB1 funds, and an anticipated Regional Measure 3 grant. The projects will be included in the associated annual fiscal year budget.

Respectfully Submitted,

Grisel Martinez Brennan
Senior Accounting Analyst

RESOLUTION # 2024-07

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

WHEREAS, Bipartisan Infrastructure Law (BIL, Public Law 117-58) reauthorizes surface transportation programs for FY2024/25- FY2025/26; and

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

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

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

WHEREAS, Marin Transit wishes to submit a grant application to MTC for funds from the FY2024/25 and FY2025/26 FTA Formula Program or STP funds, for the following project(s):

Project Description	Federal	Local	Total
FY2024/25			
ADA Paratransit Assistance to provide required service	\$1,062,610	\$265,653	\$1,328,263
Replace 4 Diesel XHF Vehicles with 30ft Hybrids	\$3,237,120	\$809,280	\$4,046,400
Replace 4 Diesel XHF Vehicles with 4 - 40ft Hybrids	\$3,505,920	\$876,480	\$4,382,400
Replace 1 40ft Hybrid with 1-40ft Hybrid	\$580,468	\$145,117	\$725,585
Onboard Technology	\$640,000	\$160,000	\$800,000
Hybrid Battery Refresh for 20 Hybrid vehicles	\$1,040,000	\$260,000	\$1,300,000
Subtotal FY2024/25	\$10,066,118	\$2,516,530	\$12,582,648

Project Description	Federal	Local	Total
FY2025/26			
ADA Paratransit Assistance to provide required service	\$1,089,624	\$272,406	\$1,362,030
Replace 4 30' Hybrid with Electric	\$3,824,000	\$956,000	\$4,780,000
Replace 1 30' Hybrid with 30ft Hybrid	\$831,200	\$207,800	\$1,039,000
Replace 7 40ft Hybrid buses with 40ft Hybrids	\$6,300,000	\$1,575,000	\$7,875,000
Replace 7 Paratransit Vehicles	\$750,400	\$187,600	\$938,000
Replace 15 Paratransit Cut-Aways	\$1,608,000	\$402,000	\$2,010,000
Subtotal FY2025/26	\$14,403,224	\$3,600,806	\$18,004,030

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

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Marin County Transit District that Marin Transit is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of \$24,469,342 for Vehicle Replacements, Hybrid Battery Refresh, Onboard Technology, and ADA Paratransit Operating Assistance; and

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

- 1) Marin Transit will provide \$6,117,326 in local matching funds; and

- 2) Marin Transit understands that the FTA Formula Program and STP funding for the project is fixed at (\$24,469,342), and that any cost increases must be funded by the Marin Transit from local matching funds, and that Marin Transit does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and
- 3) Projects will be built or completed as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated in year the project is programmed for in the TIP; and
- 5) Marin Transit will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

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

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

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

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

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

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

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

PASSED AND ADOPTED by the Board of Directors of the Marin County Transit District, State of California, at a regular meeting of said Board on the 12th of November 2024, by the following vote:

AYES:
NOES:
ABSENT:

PRESIDENT

ATTEST:

SECRETARY



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November 12, 2024

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

Subject: Marin Sonoma Coordinated Transit Service Plan (MASCOTS) Update

Dear Board Members:

Recommendation

Receive information update on the Marin Sonoma Coordinated Transit Service Plan (MASCOTS).

Summary

The introduction of SMART train service, and the evolving post-pandemic transit market have resulted in an opportune time to launch a coordinated service planning effort to determine the future of transit service in the US 101 corridor in Marin and Sonoma Counties. MASCOTS is multi-agency planning effort to comprehensively analyze transit service in the Highway 101 corridor. This Board item provides an update on the MASCOTS effort including background, overview, timeline and findings from the existing conditions analysis. The Board will receive another update in early 2025 on the recommendations from the effort.

Background

Transit operators in Marin County and Sonoma County form a unique sub-region. Regional services that cross county boundaries are Golden Gate Transit Bus, Golden Gate Transit Ferry, and SMART; these are complemented by local transit services which provide services within Sonoma and Marin Counties, including Marin Transit, Sonoma County Transit, Santa Rosa CityBus, and Petaluma Transit.

Our seven agencies have a history of coordinating fares, marketing, bus stops, and schedules to improve the network of transit services in the area. However, historically, transit service planning in the Marin-Sonoma region has been done by each agency independently for their service area with agencies responding as possible to changes in other agencies' schedules. True integrated service planning has never occurred.

SMART train service launched in 2017 and was extended to Larkspur in 2019. Then, the pandemic significantly changed travel patterns and agencies



adjusted services to attempt to accommodate changed patterns, but not in a coordinated fashion. This has resulted in redundancy along the 101 corridor. As the pandemic recedes into past, and we start to see “new normal” travel patterns emerge, it is an opportune time for a comprehensive evaluation of service along the 101 corridor.

During 2023, the Golden Gate Bridge Highway and Transportation District (GGBHTD) undertook a strategic planning process. One of the key themes identified through that strategic planning process was the need for improved coordination among transit and county transportation agencies in Marin and Sonoma counties. In response, GGBHTD convened a transit and funding partner meeting in September of 2023 to discuss the Strategic Plan and other topics. This workshop kickstarted an ongoing coordination process through 2024, consisting of a service planning project called the Marin Sonoma Coordinated Transit Service (MASCOTS) Plan, a regular marketing coordination meeting, financial coordination meetings, and a monthly meeting of General Managers and Executive Directors. Participating agencies are Marin Transit, GGBHTD, Sonoma-Marín Area Rail Transit (SMART), Santa Rosa CityBus, Petaluma Transit, Sonoma County Transit, Transportation Authority of Marin (TAM), Sonoma County Transportation Authority (SCTA), and the Metropolitan Transportation Commission (MTC).

Discussion

MASCOTS is a comprehensive structural analysis of transit service in the Highway 101 corridor. The purpose of this effort is to improve service efficiency, effectiveness, and legibility along Highway 101 corridor to better serve existing and future transit customers.

At the outset, the MASCOTS General Manager and Executive Director group agreed on the following *Principles of Coordination* to ensure good faith participation in the coordination process with the end goal of ensuring the best possible regional and local transit service for riders, the highest combined ridership, and the greatest benefit for the communities we serve.

Marin & Sonoma County Transit Operator Principles of Coordination:

1. Coordination of transit service maximizes the utility of the transit network for riders and the cost effectiveness of service provision.
2. Coordination of schedules supports riders’ ability to seamlessly transfer between services.
3. Coordinated fares and transfer policies maximize the legibility, usability, and equity of the system.
4. Coordinated and joint outreach, marketing, and communication efforts help riders better understand the services available to them and maximize the impact of each operator’s efforts.

As work progresses, the MASCOTS effort is assessing the most competitive markets for transit service, existing ridership patterns, areas of overlapping service, areas where service does/does not meet demand, and connections among services. The outcome will be a coordinated plan for services to meet the needs/demands within the US 101 corridor. Work is currently underway, building off the development of MTC’s regional Transit 2050+ planning process, with potential service recommendations being identified in early 2025.

The project will unfold in three phases: Understand Current Conditions, Develop Solutions to Address Opportunities, Document Impacts of Alternatives. Phase 1 is complete and highlights will be presented to the Board in November (see presentation in Attachment A). In summary, highlights from the assessment of existing conditions are:



1. SMART has changed mobility fundamentally in the 101 corridor in Marin and Sonoma Counties, increasing ridership and offering a competitive attractive travel option for commuters and all-day riders; local connectivity to SMART is critical.
2. Golden Gate Transit all-day bus ridership north of San Rafael has been declined significantly since the launch of SMART and should be re-evaluated.
3. The 101 corridor in Marin County from San Rafael to Marin City in particular, and to a lesser degree Novato to San Rafael, is overserved and overlapping services creates rider confusion and resources could be more effectively deployed.
4. Demand to San Francisco is strongest from San Rafael south and more frequent all-day bus service in this corridor is warranted.

The coordination of regional and local transit services, to respond to post-pandemic realities, is expected to result in changes to service availability and distribution in Marin and Sonoma Counties, and potentially to result in new transit service and capital needs. Staff will continue to participate in these efforts, and support planning and implementation of MASCOTS service changes to adjust to emerging needs. A comparable presentation is being made at the Boards of each of the participating transit agencies in October-December 2024.

Initial recommended service changes will be presented your Board in early 2025 followed by public engagement.

Fiscal/Staffing Impact

No impact.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Cathleen".

Cathleen Sullivan,
Director of Planning

Attachment A: Presentation on MASCOTS

MASCOTS

Marin-Sonoma Coordinated Transit Service Plan

Introduction & Existing Conditions

November 2024



Agenda

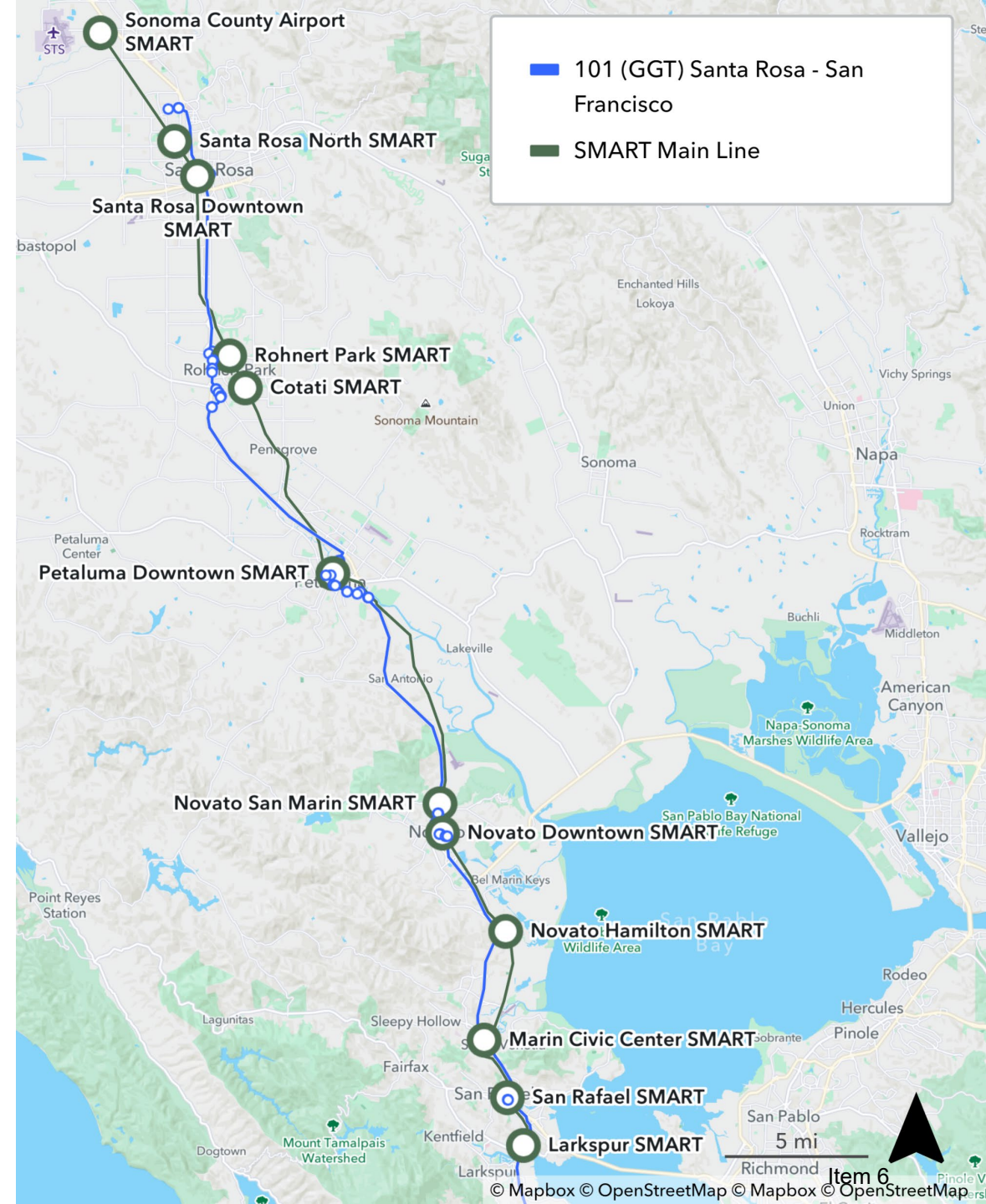
- Introduction
- Key Existing Conditions Findings
- Next Steps

MASCOTS Introduction

Why MASCOTS?

1. **SMART began service:** The operators in Marin and Sonoma Counties have not reconsidered the regional service structure comprehensively since SMART came into service
2. **Travel Patterns have Changed:** The pandemic changed regional travel demand and service levels/options to/from San Francisco and East Bay

→ It is an opportune moment to conduct a comprehensive structural analysis of transit in the Highway 101 corridor.



MASCOTS Purpose and Key Questions

Purpose: Improve service efficiency, effectiveness, and legibility along Highway 101 corridor to better serve existing and future transit customers.

Key Questions to be Addressed:

- What are the regional markets where transit can be successful?
- How well is current service meeting those markets?
- How well are equity priority communities served?
- What should future service look like?
- What is the right mix of, and relationship between, regional rail, regional bus, ferry, commuter service, and local service in the Highway 101 corridor?

MASCOTS Approach & Outcomes

- Focus on “regional service,” along Hwy 101 corridor
 - Will not repeat past work
 - Will not engage in local transit planning and integration
- Operator-neutral service planning exercise
- Grounded in “new normal” travel behavior and work patterns

→ **Final Report:** “Sub-Regional Strategic Operations Plan” that is intended to directly inform future service planning activities at each agency along the Highway 101 corridor

- Operational plan will consider costs, facilities, and funding

MASCOTS Process

June – August 2024

PHASE 1: Understand Current Conditions

Deliverables: Corridor Findings, Needs, and Opportunities

September – December 2024

PHASE 2: Develop Solutions to Address Opportunities

Deliverables: Initial Alternatives, Refined Alternatives

December 2024 – February 2025

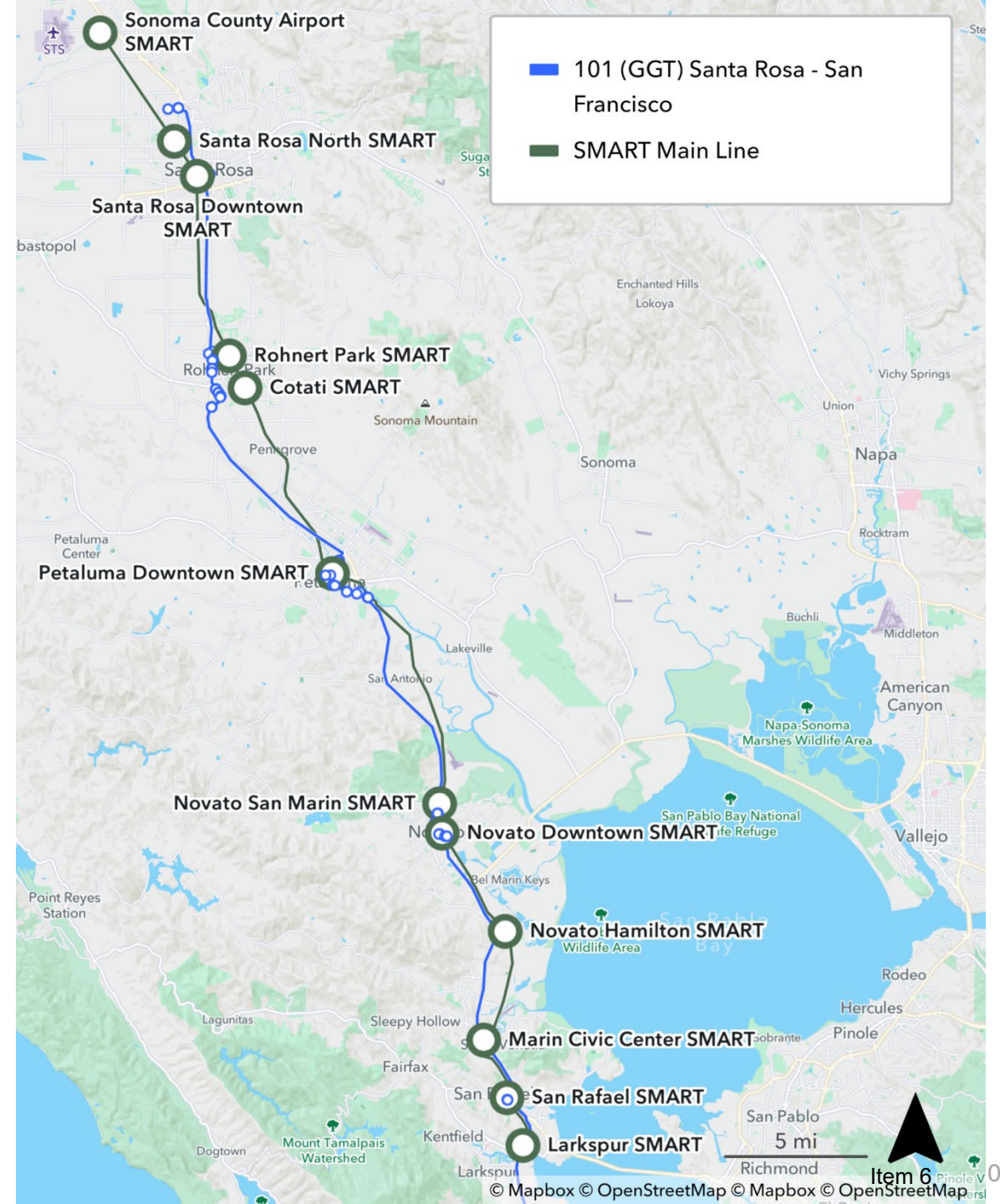
PHASE 3: Document Impacts of Alternatives

Deliverables: Financial Impacts, Draft and Final Reports

Key Existing Conditions Findings

SMART Implementation has Changed Mobility between Marin and Sonoma Counties

- More people are using transit in the Highway 101 Corridor since SMART came into service
- SMART is faster, more reliable, and more frequent than the paralleling bus service during core hours of the day
- SMART carries a larger share of the travel market than paralleling GGT and Sonoma County Transit service
 - E.g. San Rafael to Santa Rosa trips (RT boardings estimate fall 2024)
 - Approx. SMART : 3,600; GGT 101: 680



GGT Service Effectiveness Across GG Bridge

- For GGT Routes to SF, 40-60% of ridership is not regional – it is within a single county
- The average GGT 130 and 150 bus is less than 1/3 full crossing GG Bridge
- A significant portion of GGT’s ridership derives from something other than its original mission – carrying people to/from San Francisco

Percentage of Route Ridership	GGT Routes						
	101	114	130	132	150	154	172
% SF-SF Ridership	18%	55%	20%	33%	32%	36%	33%
% Marin-Marin Ridership	12%	4%	33%	11%	21%	3%	0%
% Sonoma-Sonoma Ridership	11%						4%
% Intercounty Ridership	59%	41%	47%	57%	47%	61%	63%
TOTAL	100%	100%	100%	100%	100%	100%	100%

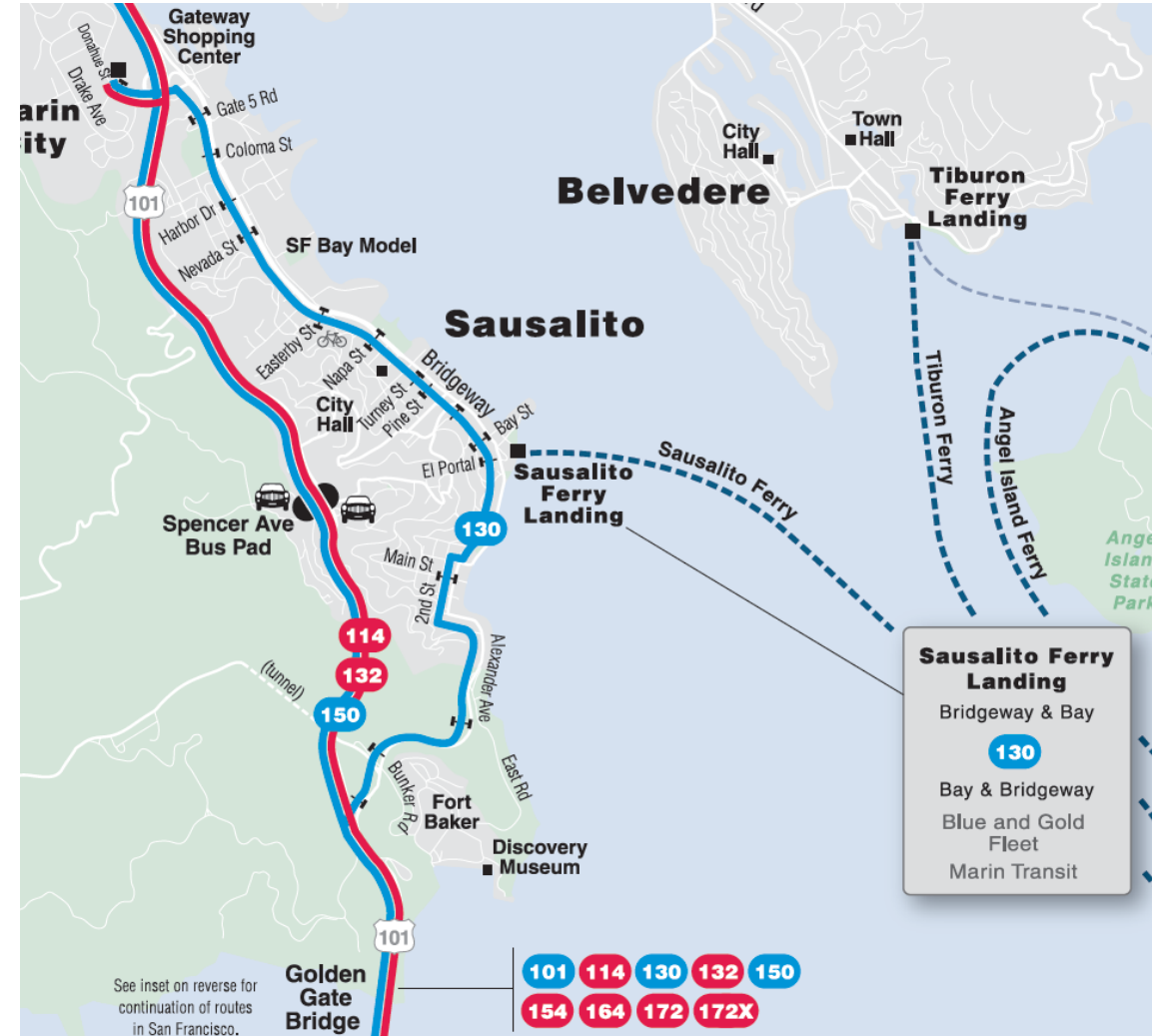
Source: Fall 2023 (164 not available); updated 2024 data underway

Ferries Carry the Majority of Riders between Marin County and San Francisco

- Ferries carry ~60% more riders than regional bus
- Sausalito Ferry: ~900 weekday riders
- Larkspur Ferry: ~2,400 weekday riders
- Tiburon Ferry: ~390 weekday riders
- Total Ferries: ~3,690 weekday riders
- All GGT buses on the GG Bridge carry ~2,300 weekday riders (<2/3 of all ferries)

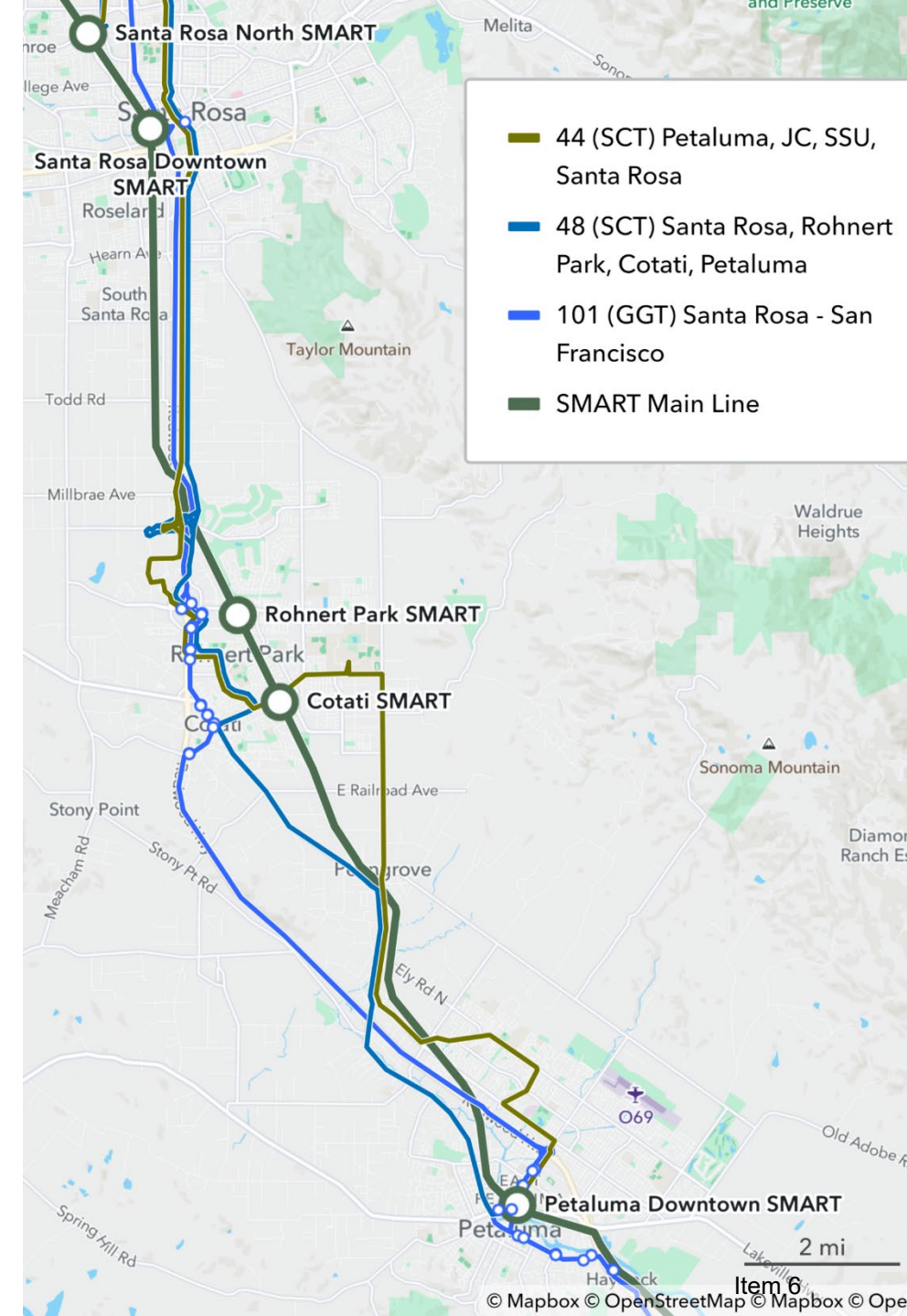
There are significant differences in fare and frequency between ferries and buses depending on where you start from

Source: Fall 2023.



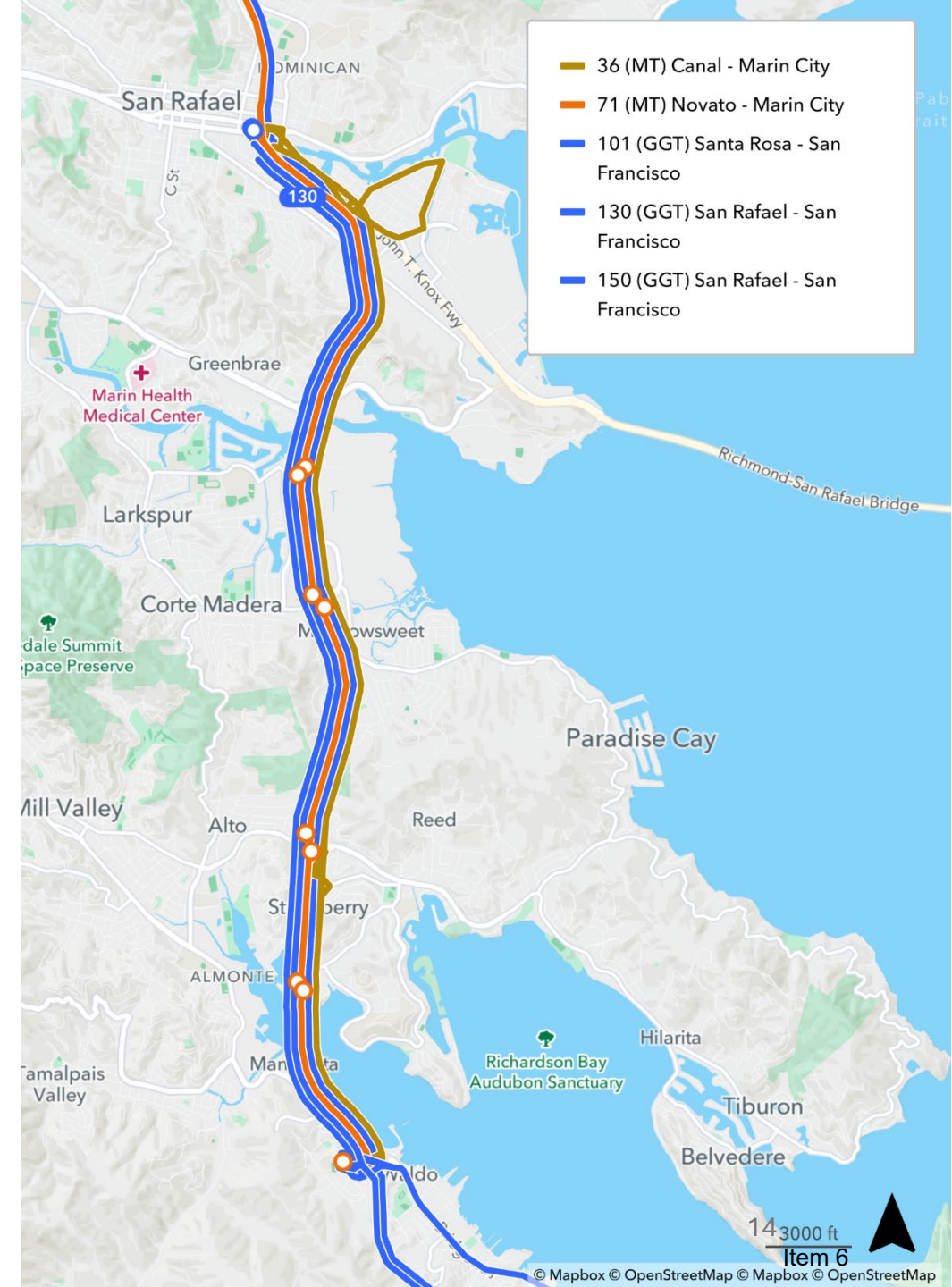
Sonoma County & Sonoma to Marin Key Findings

- SMART, GGT, and Sonoma County Transit routes duplicate each other in 101 corridor, schedules are not coordinated, travel times and fares vary
- SMART has replaced GGT Route 101 as predominant rider choice for intra-Sonoma and Sonoma-Marin County trips – when it operates
- Local services are not designed to directly connect to SMART
- Commuter services to San Francisco are productive, but tweaks could improve productivity and rider experience



Marin County Key Findings

- Highway 101 is overserved, there are too many all-day bus routes, each of which carries too few riders, too many options can create rider confusion.
 - Especially between San Rafael - Marin City
- Some schedule coordination is in place, but resources are still not optimally deployed to maximize rider benefit
- GGT 101's ridership between San Rafael and San Francisco is strong and demand could support more frequency
- Commute routes and ferries serve peak-directional demand to SF well



Next Steps

Anticipated MASCOTS Timeline:

PHASE 1: Understand Current Conditions

September – December 2024

PHASE 2: Develop Solutions to Address Opportunities

Deliverables: Initial Alternatives,
Refined Alternatives

PHASE 3: Document Impacts of Alternatives

Evaluation Process

- Develop Service Proposals
- Evaluate Proposals
- Discuss Proposals
- Refine Proposals

Engagement with Boards,
Public on proposals
anticipated in early 2025



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November 12, 2024

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

Subject: Marin Transit FY 2023/24 Year End Financial Report

Dear Board Members:

Recommendation

Accept report.

Summary

The attached report presents Marin County Transit District's (Marin Transit) Year End Financial Report for Fiscal Year 2023/24 (July 1, 2023 - June 30, 2024). The report provides numbers on a full accrual basis, consistent with Generally Accepted Accounting Principles (GAAP). These numbers may be subject to adjustments based on the Fiscal Year 2023/24 audited statements that will be completed in December 2024.

In FY2023/24, expenditures for the District's Operations and Capital Programs were \$43.9 million. Operation expenses were 12% higher than the prior year and 5% below budget. Operation revenues were 23% higher than the prior year and exceeded the budget by 6%. The District's fund balance increased \$5.2 million and at year end, the District had a fully funded Emergency and Contingency Reserves and \$20.0 million available in the Capital Reserve.

Fiscal Year 2023/24 was the fifth year after the COVID-19 pandemic and the first year without expenditures of federal COVID relief funding. Marin Transit fixed route ridership has recovered to pre-COVID levels although travel patterns have shifted in some areas. Demand response services have stabilized at about 50% of pre-pandemic ridership and new program changes are increasing ridership.

In Fiscal Year 2023/24, the District provided the same amount of fixed route revenue service and four percent more demand response services than the prior year.

In FY 2023/24, capital expenditures were \$2.40 million. This was somewhat low relative to previous years due to the timing of vehicle replacements and infrastructure projects. The expenditures included the following major projects:

- Purchase of 10 paratransit vans (replacements)



- Completion of the Rush Landing Facility Improvements (EV Charging, Fencing and Lighting);
- Design work for 3010/3020 Kerner Parking Facility; and
- Design of ADA bus stop improvements.

Marin Transit is updating the District's Short Range Transit Plan (S RTP), which reviews ten-year revenue and expense projections. This update will look at the impacts of coordinated service planning, capital and operational impacts of new facilities and the conversion to zero emission buses.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "L Gradia".

Lauren Gradia
Director of Finance and Capital Programs

Attachment A: Marin Transit FY2023/24 Year End Financial Report

Attachment B: Marin Transit FY2023/24 Year End Capital Report

Attachment C: Presentation for FY2023/24 Year End Financial Report



FY 2023/24 Year End Financial Report

Fiscal Year 2023/24 (July 1, 2023 - June 30, 2024) was the fifth year after the COVID-19 pandemic and the first year without expenditures of federal COVID relief funding. Marin Transit fixed route ridership has recovered to pre-COVID levels although travel patterns have shifted in some areas. Demand response services have stabilized at about 50% of pre-pandemic ridership and new program changes are increasing ridership.

In FY2023/24, expenditures for the District's Operations and Capital Programs were \$43.9 million (table 1). Operation expenses were 12% higher than the prior year and 5% below budget. Operation revenues were 23% higher than the prior year and exceeded the budget by 6%. The District's fund balance increased \$5.2 million and at year end, the District had fully funded Emergency and Contingency Reserves and \$20.0 million available in the Capital Reserve.

Table 1: Summary

	FY 2022/23 Actual	FY2023/24 Original Budget	FY 2023/24 Revised Budget	FY 2023/24 Actual	Percent Total Budget Used
<i>Operations</i>	37,990,774	43,865,464	43,865,464	46,688,114	106%
<i>Capital</i>	7,325,565	14,447,657	16,303,572	2,441,429	15%
Total Revenue	45,316,339	58,313,121	60,169,036	49,129,543	82%
<i>Operations</i>	37,287,173	42,939,813	43,789,813	41,537,082	95%
<i>Capital</i>	7,347,763	16,347,653	18,795,570	2,400,336	13%
Total Expenditures	44,634,936	59,287,466	62,585,383	43,937,418	70%
Net Change in Fund Balance	\$861,403	(\$974,345)	(\$2,416,347)	\$5,192,125	
Emergency Reserve	6,742,000	7,156,636	7,156,636	7,156,636	
Contingency Reserve	13,484,000	14,313,272	14,313,272	14,313,272	
Capital Reserve	16,035,158	13,816,905	12,374,903	19,983,375	
Fund Balance (total reserve)	\$36,261,158	\$35,286,813	\$33,844,811	\$41,636,045	

In Fiscal Year 2023/24, the District provided the same amount of fixed route revenue service and four percent more demand response services than the prior year. Figures 1 and 2 show the District's expenses by type and by program over the past five years.

Fiscal Year 2023/24 fare revenue was 13% below pre-COVID (FY2018/19) levels. Other revenues generated from sales tax (local and state), diesel tax, and property tax have continued to increase. Fiscal Year 2023/2024 had no federal relief funding for operations as the remaining \$3.8 million federal relief funds were received in FY2022/23.

Marin Transit's strong financial position before the pandemic combined with federal relief funds, stable economic conditions in Marin County and ridership retention has enabled the District to have a stable financial outlook over the next five years. The District's long term financial stability continues to be less certain and there are increasing challenges due to the tight labor market and the District's lack of sufficient facilities. It is increasingly difficult for our contractors to hire and retain frontline staff. This challenge is manifesting in missed service, difficulty adding service, increased costs to our contractors, and ultimately increased costs for the District as purchased transportation contracts are rebid or renegotiated.

The lack of ownership of sufficient zero emission bus charging, parking, and maintenance facilities continues to be a critical vulnerability in ensuring long term financial stability. The District purchased the Rush Landing bus parking facility, in Novato, in FY2019/20, purchased a paratransit maintenance facility, in San Rafael, in FY2021/22 and purchased a small parcel adjacent to the paratransit maintenance facility in FY2022/23. The District still needs an electric vehicle charging and fixed route maintenance facility and received a federal grant of \$31.5 million towards its purchase and construction.

District Reserve Balance

Marin Transit's Board-adopted policy designates an Emergency Reserve equivalent to two months of operating expenses and a Contingency Reserve equivalent to an additional two to four months. If the reserve balance exceeds six months of operating expenditures, the policy allows for funding to be placed in a capital reserve. This reserve provides resources for high priority capital projects or grant matching funds. If total reserves exceed six months of operating expenditures over a prolonged period, the policy advises the Board to consider a range of options that include expanding transit service or decreasing fares to provide the optimal level of transit service and benefits to Marin County residents.

Marin Transit ended FY2023/24 with an increase of \$5.2 million in reserves. After increasing operations reserves to the budgeted amounts, this resulted in an increase of the capital reserve to \$20.0 million at June 30, 2024 (table 1).

Figure 1: Marin Transit Expenditures by Type

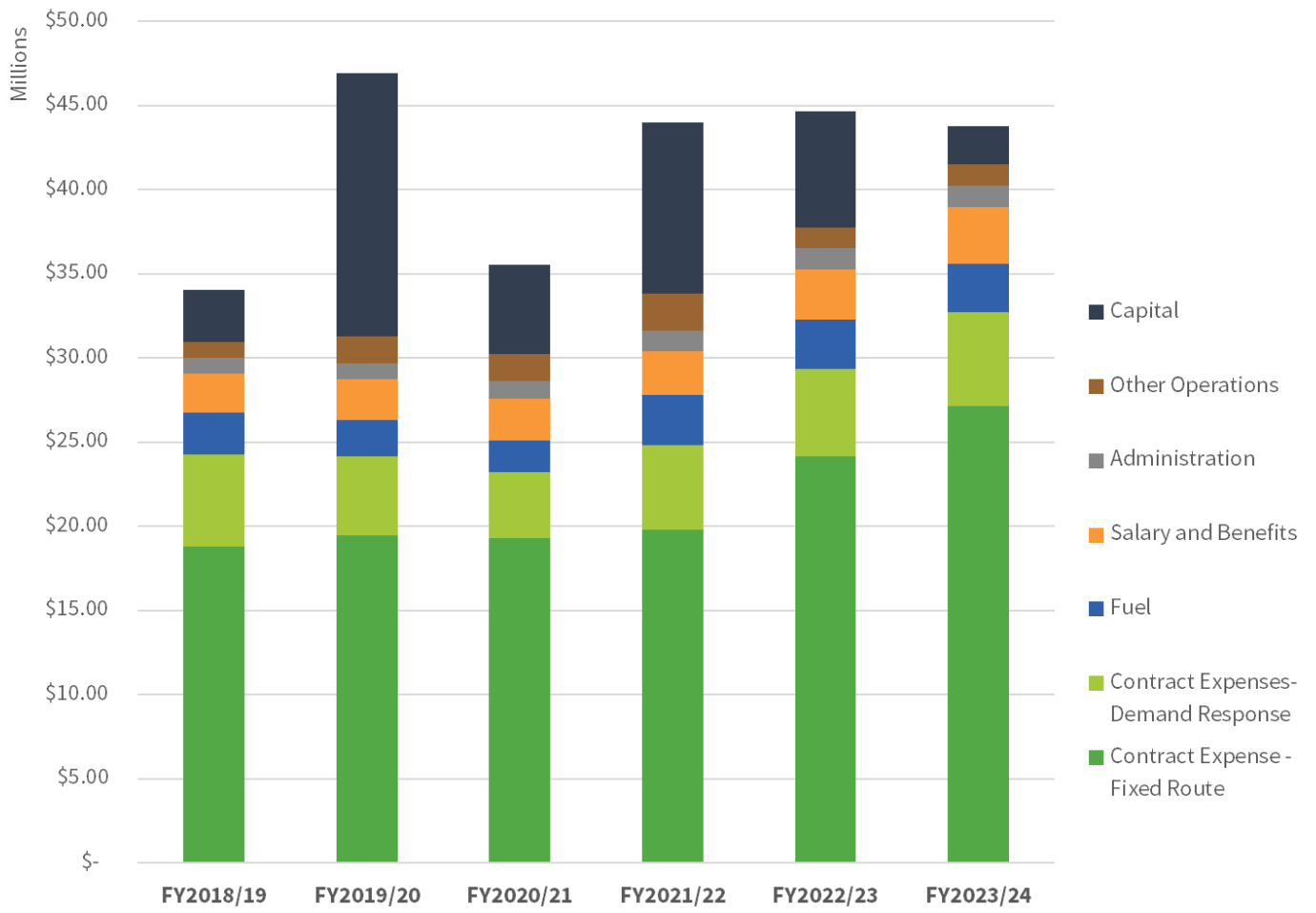
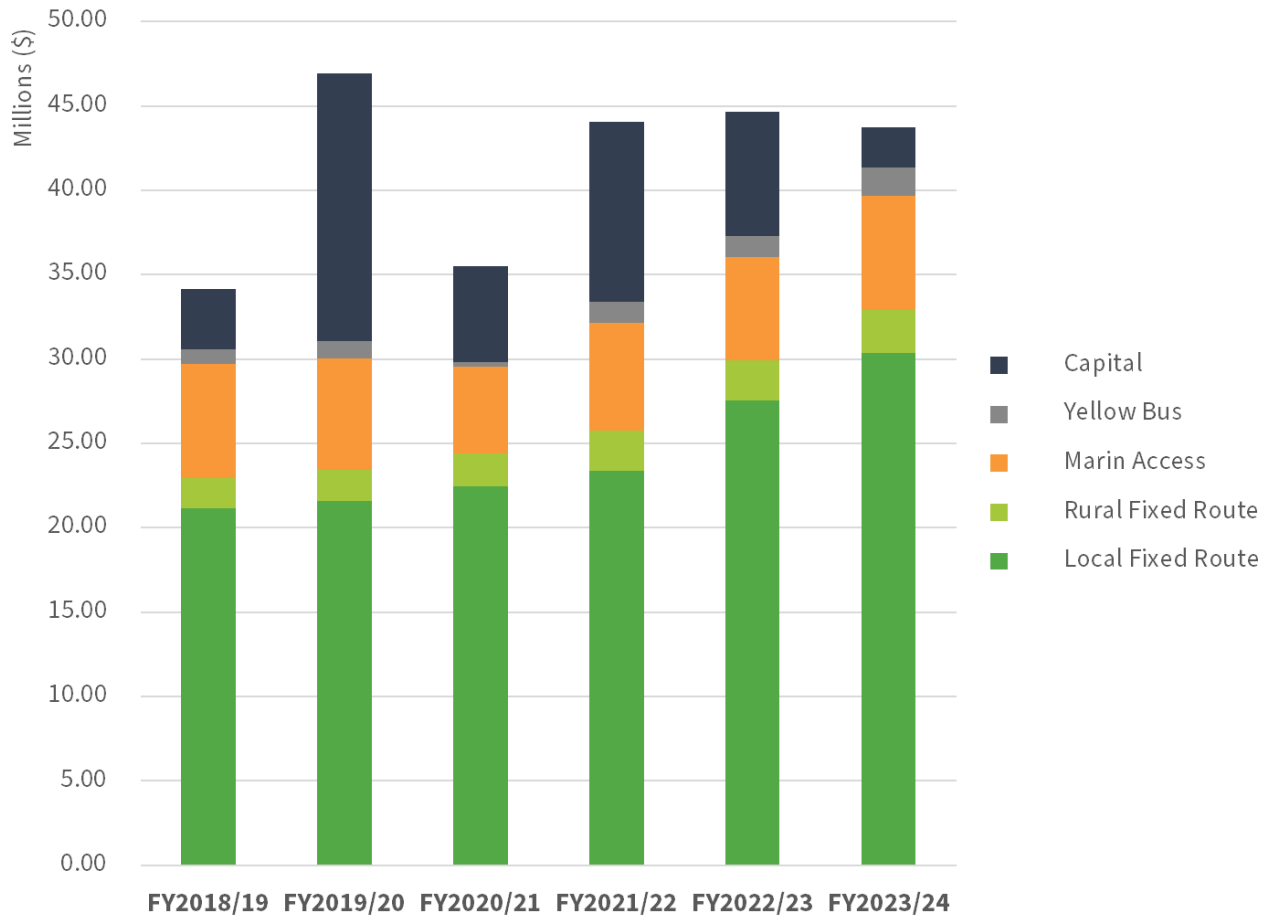


Figure 2: Marin Transit Expenditures by Program



Operations

For the purposes of this report, the Operations Budget includes all revenues and expenses not directly related to purchasing or maintaining capital infrastructure. The Operations expenditures enabled Marin Transit to deliver the transit services detailed in table 2. Marin Transit operated the same amount of fixed route revenue service hours as the prior year and four percent more demand response service hours.

Table 3 shows actual FY 2023/24 operations revenues and expenses for the year as they compare to the adopted Budget. All Budget adjustments are shown in Attachment 1. Operations revenues and expenses were 23% and 11% higher than the prior year, respectively.

Table 2: Fiscal Year 2023/24 Transit Services

Service	FY 2022/23 Actual Revenue Hours	FY2023/24 Budgeted Revenue Hours	FY 2023/24 Actual Revenue Hours	% of Budget
Regular Local and Trunk Line	118,932	126,374	140,415	111%
Community Shuttles	39,938	39,700	23,260	59%
Supplemental School	2,938	1,725	1,518	88%
Muir Woods Shuttle	5,433	6,500	3,742	58%
West Marin Stagecoach Service	16,011	16,500	16,122	98%
Fixed Route Subtotal	183,252	190,799	185,057	97%
Novato Dial-A-Ride	1,290	0	0	
Rural Dial A Ride	386	0	0	
Marin Access Shuttle	0	400	484	121%
Transit Connect (Billable Hours)	3,041	0	0	
Local Paratransit Service	26,104	36,000	27,253	76%
Demand Response Subtotal	30,821	36,400	27,737	76%
Regional Paratransit Service	3,877	5,000	4,200	84%
Yellow School Bus Service	5 buses	4 buses	4 buses	100%
Service	FY 2022/23 Actual Trips	FY 2023/24 Estimated Trips	FY 2023/24 Actual Trips	% of Estimate
Catch A Ride	4,043	9,000	12,616	140%
Volunteer Driver	11,034	95,000	14,717	15%

Table 3: Operations FY 2023/24 Actuals (Admin, Local, Rural & Marin Access)

	FY 2022/23 Actual	FY2023/24 Budget- Revised	FY 2023/24 Actual	Percent Budget Used
Revenue				
Fare Revenue	3,359,930	3,367,118	3,489,555	104%
Advertising & Other Revenue	235,790	60,000	48,325	81%
Reimbursements (GGBHTD)	1,336,976	1,441,552	1,493,935	104%
Interest	285,133	90,700	922,103	>100%
Measure A/AA	10,304,270	18,646,585	18,697,863	100%
Measure B	825,310	895,000	793,674	89%
Property Taxes	5,615,424	5,682,781	5,909,281	104%
Development Fees	90,392	67,500	84,675	125%
State Transit Assistance (STA)	3,021,660	5,158,794	5,245,116	102%
Transit Development Act (TDA)	10,909,658	7,881,923	7,881,923	100%
Other State	25,419	32,300	26,132	81%
FTA Funds	5,421,507	1,681,360	1,550,942	92%
National Park Service	521,983	655,985	548,596	84%
Transfers to Capital Budget	-3,962,680	-1,796,134	-4,003	0%
Total Revenue	37,990,772	43,865,464	46,688,117	106%
Expenses				
Salaries and Benefits	3,015,440	3,523,449	3,317,126	94%
Professional Service	404,856	804,585	650,434	81%
Security and Maintenance	236,725	272,628	195,017	72%
Customer Service	126,842	0	0	N/A
Mobility Management Programs	3,873	63,113	6,472	10%
Grants to External Agencies	514,606	758,571	771,899	102%
Office Supplies	342,750	398,997	349,611	88%
COVID Supplies and Cleaning	3,709	0	0	N/A
General Insurance	104,159	122,000	125,419	103%
Contract Service Operation	29,349,517	33,551,974	32,699,205	97%
Membership & Prof Development	68,339	88,065	73,978	84%
Mileage and Travel	16,094	25,750	23,933	93%
Marketing	127,998	167,483	105,570	63%
Communication	189,448	255,623	171,859	67%
Fuel	2,902,027	3,662,108	2,948,794	81%
Utilities (Facilities)	55,362	68,032	55,363	81%
Vehicle and Parking Leases	26,210	32,556	27,130	83%
Office - Rental and Overhead	182,959	189,479	186,838	99%
Transfers to Capital Budget	-383,741	-194,600	-171,566	88%
Total Expenses	37,287,173	43,789,813	41,537,082	95%
Net Revenue Over Expenditures	4,097,801	75,651	5,151,035	

Revenues

Marin Transit operations revenues were \$46.7 million in FY 2023/24. This represents an increase of \$8.7 million (23%) from the prior year (figure 3). The primary changes were (1) in the prior year the District transferred \$3.9 million in property tax revenues from operations to capital for ROW acquisition and, (2) additional revenue claimed on a reimbursement basis for increased expenses in FY2023/24. The District continued to have a diverse set of revenue (figure 3 and figure 4). The District claimed \$18.7 million in Measure A/AA sales tax revenues for operations. The District’s reimbursement based claims for Measure A/AA funds increased since there were no additional federal relief funds available for operations. Property tax revenue for operations also increased relative to the prior year, since these funds were expended on capital projects in the prior year.

Figure 3: Marin Transit Operations Revenues by Type

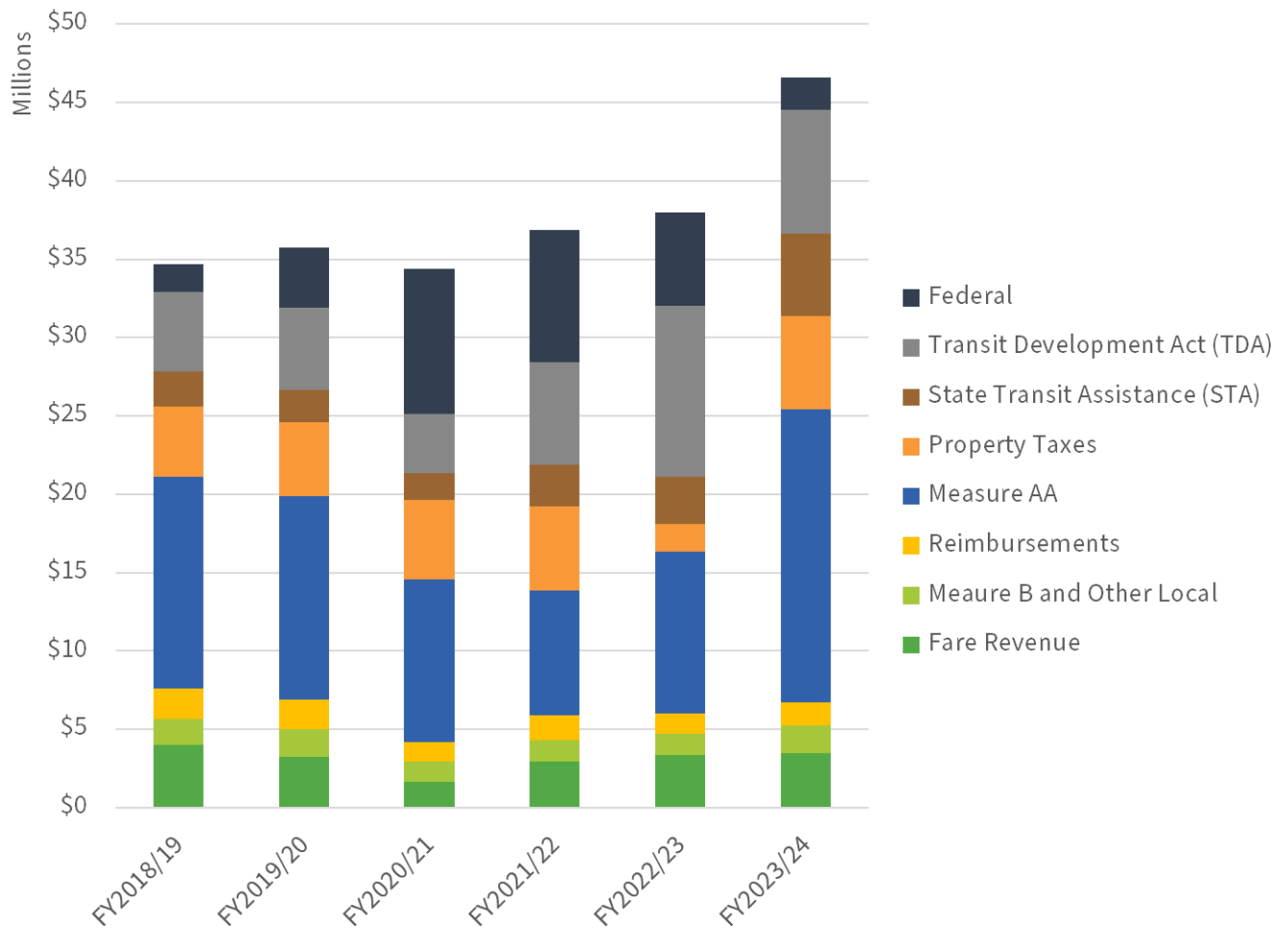
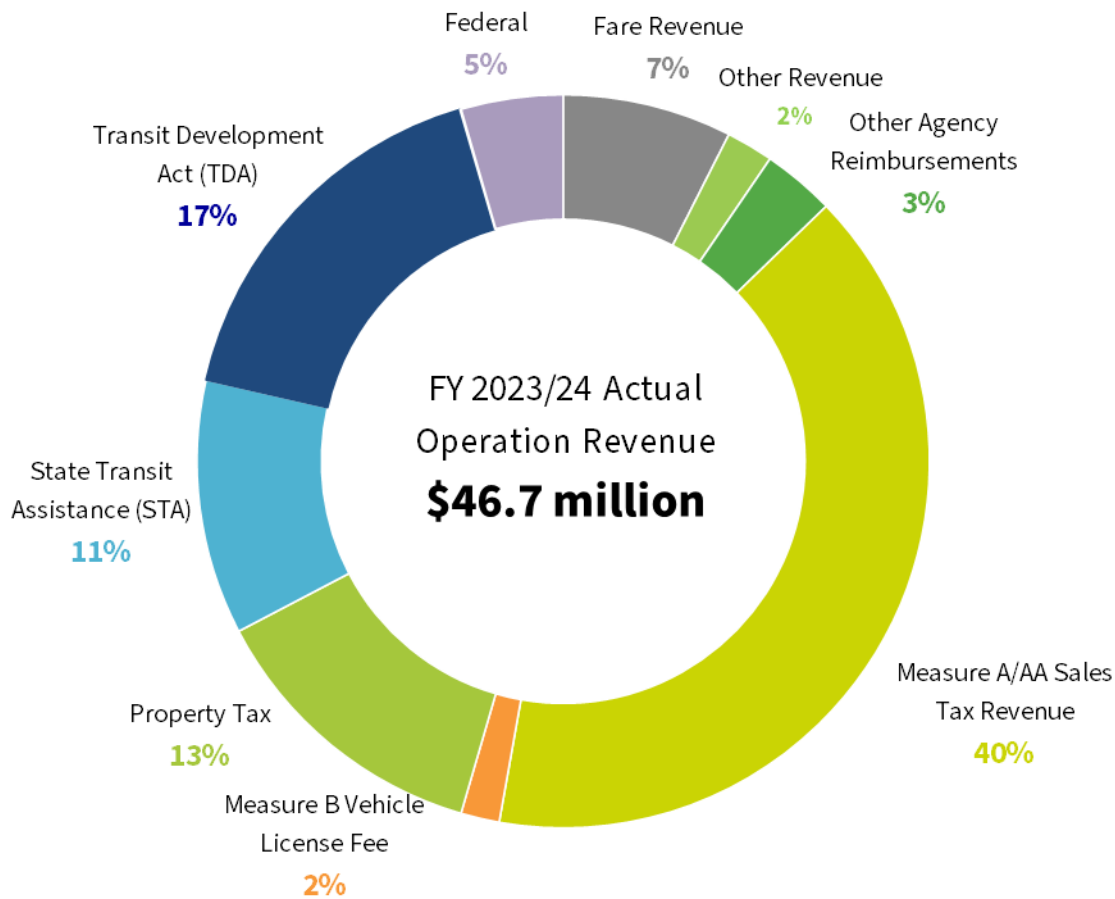


Figure 4: Operations Revenue Sources for FY 2023/24

Revenue variances of more than \$100,000 and more than 10% over prior year are shown in table 4. Fare revenue increased 4% reflecting returns of ridership.

The new operations agreement with GGBHTD, effective October 2022, reduced the District's share of advertising revenue and GGBHTD payments for paratransit increase primarily because 8% more regional paratransit hours were provided.

Recorded Measure A/AA sales tax funding is based on reimbursements and not a reflection of the County sales tax growth. Marin Transit expended significantly more Measure AA funding since the District's federal relief funding was fully expended.

State Transit Assistance and TDA allocations changed significantly primarily due to the timing of carryforward revenue from prior years. Marin Transit's allocation percentage of County funds decreased 2-5% as the relative amount of passengers and service hours compared to GGBHTD and SMART changed.

Transfers to Capital reflect the amount of annual property tax dollars spent on capital projects. This was much higher in the prior year due to the timing of facility projects.

Table 4: Operations Revenue Variances >\$100,000 and >10% over Prior Year

Revenue Category	FY 2023/24 Actual	Variance from Prior Year		Notes
		Amount (\$)	%	
Fare Revenue	\$3,489,555	\$129,625	4%	Returning ridership
Advertising & Other Revenue	\$48,325	(\$187,465)	-80%	New GGBHTD contract effective Oct 2022 reduced Advertising and Rental revenue for District
Reimbursements (GGBHTD)	\$1,493,935	\$156,959	12%	Increased regional paratransit and local paratransit service
Interest	\$922,103	\$636,970	>100%	Increased interest rates
Measure A/AA	\$18,697,863	\$8,393,593	45%	Return to reliance on Measure AA after expenditure of all federal relief funds
State Transit Assistance	\$5,245,116	\$2,223,456	74%	Increase in District's allocation and higher claim of prior year revenue based funds
Transportation Development Act	\$7,881,923	(\$3,027,735)	-28%	Decrease in District's allocation after prior year expenditure of carryforward funds
FTA	\$1,550,942	(\$3,870,565)	-71%	No Federal Relief funds available
Transfers to Capital budget	(\$4,003)	\$3,958,677	>100%	Prior year expenditures of property tax revenue on facility purchase and improvements

Expenses

Marin Transit's FY 2023/24 operations expenses of \$41.5 million (table 3) were 12% higher than in FY2023/24 and 5% below the budget. Contract service operations expenses (purchased transportation) were 79% of total operations costs (figure 5), including 65% Fixed Route, 12% Local Paratransit, and 2% Regional Paratransit Operations.

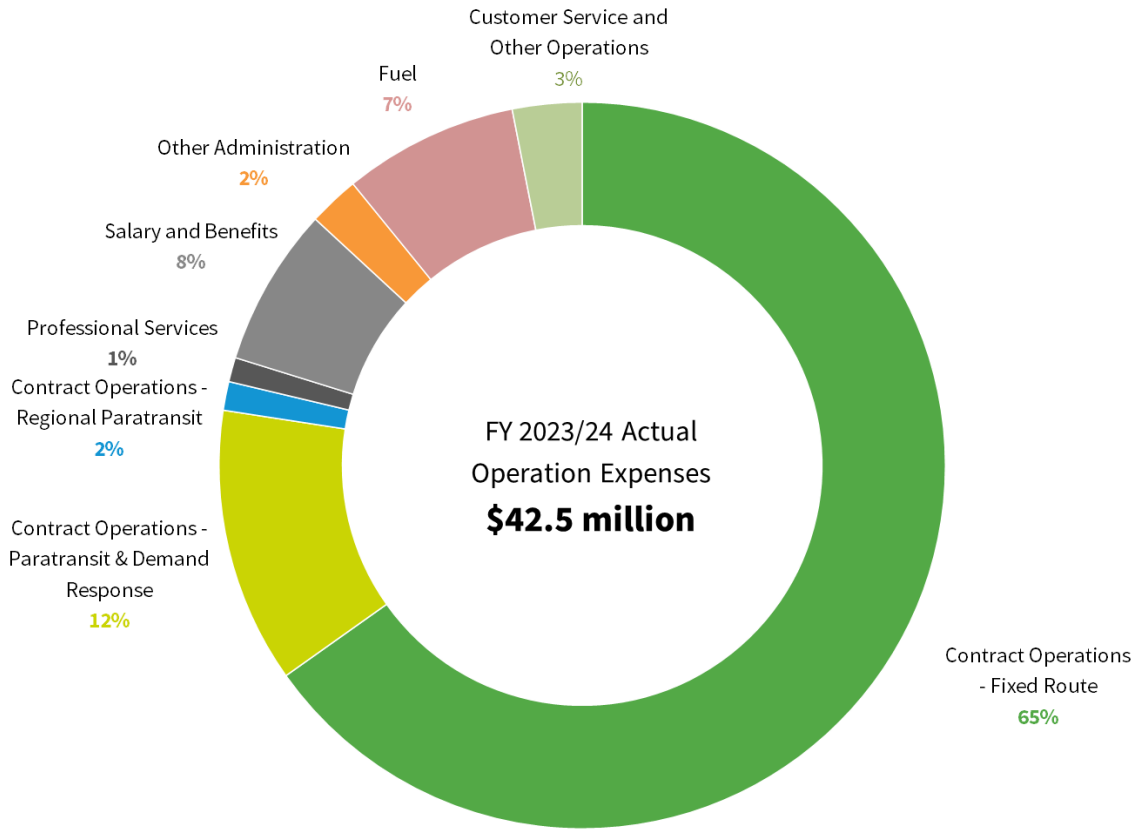
Expense variations greater than \$100,000 and greater than 10% from the prior year are shown in Table 5. Contract operations costs increases were the largest and most significant. Marin Transit operated more hours under the highest cost contract (Golden Gate Transit) and the Marin Airporter rate increased 11% with new contract hours and requirements.

The program area budgets provide a more detailed discussion of expenses.

Table 5: Operations Expense Variances >\$100,000 and >10% from Prior Year

Expense Category	FY 2023/24 Actual	Variance from Prior Year		Notes
		Amount (\$)	%	
Salaries and Benefits	\$3,317,126	\$301,686	10%	Additional staff plus increase in salary and benefits costs for merit and inflation
Professional Services	\$650,434	\$245,578	104%	Planning work completed under new on-call planning contract and consulting support for on vehicle equipment
Customer Service	\$0	(\$126,842)	-100%	Under new GGBHTD contract costs for customer service are included in Purchased Transportation
Grants to External Agencies	\$771,899	\$257,293	50%	Increased distribution of Measure AA funds to yellow bus programs
Contract Service Operation	\$32,699,205	\$3,349,688	11%	GGBHTD operated hours increased; and Marin Airporter cost per hour increased 11%
Transfers to Capital	(\$171,566)	\$212,175	11%	Less staff time billed to capital projects

Figure 5: Systemwide Operations Expense Categories for FY2023/24



Marin Transit accounts for expenses by program area: Administration, Local Fixed Route, Rural Service, Marin Access Service and Yellow Bus Service. Financial highlights from each program area are summarized below.

Administration

The Administration budget includes revenues and expenses shared by all program areas. These items are budgeted and recorded in Administration, and expenses are allocated to the program budgets based on a program's resource usage (i.e., billed staff time). This enables Marin Transit to track administrative costs and identify the full cost of programs.

District Administrative revenues are primarily comprised of property tax revenue. Property tax revenue increased 5% from the prior year slightly below the prior year growth of 7%.

Marin Transit's Administrative expenses include staff salaries, benefits, and associated office space (table 7). Administrative costs were 7% under budget and increased 11% from the prior year. The District had three vacant position at the end of the fiscal year due to new positions and staff turnover. Based on payroll hours, Marin Transit employed 17.3 FTEs (table 6) and ended FY2023/24 with 17 regular employee FTE's, one part time employee, and three vacant full time positions. All regular employees working a minimum of 20 hours a week receive contributions to a Governmental 401(a) single employer defined contribution pension plan (the Plan). District contributions are based on years of service and are posted into individual employee accounts under the Plan. A report of contributions, total balances, and investment returns is provided in Attachment 2. Marin Transit's closed defined benefit plan for employees hired under prior employment models was funded by agreements with CalPERS and Marin County in FY2020/21. In FY2023/24, the District paid \$26,011 in administrative fees and contributions for the plan.

Table 6: Marin Transit Staffing Full Time Equivalent (FTEs)

	FY2022/23	FY2023/24
Budget	19.2	20.2
Actual	16.9	17.3

Table 7: Administration FY 2023/24 Actuals

		FY2022/23 Actual	FY2023/24 Budget Original	FY2023/24 Budget Revised	FY2023/24 Actual	Percent Budget Used
Revenue						
4070400	Interest	285,133	90,700	90,700	922,103	1017%
4079950	Development Fees	38,459	27,500	27,500	45,589	166%
4079954	Residual ABX 126	51,933	40,000	40,000	39,086	98%
4080101	Property Tax-Current-Secured	4,861,117	5,006,731	5,006,731	5,185,538	104%
4080102	County Fee-Admin Basic Tax	-62,795	-66,950	-66,950	-59,603	89%
4080103	Property Tax-Unitary	49,892	45,000	45,000	53,542	119%
4080104	Property Tax-Currnt UnSecur	88,184	85,000	85,000	108,969	128%
4080105	Educ Rev Augm Fund-Redist	489,524	500,000	500,000	510,865	102%
4080106	Property Tax-Supp CY Secure	174,652	100,000	100,000	97,015	97%
4080107	Property Tax -Supp Unsecurd	5,711	4,000	4,000	6,279	157%
4080108	Property Tax-Redemption	4,284	3,500	3,500	984	28%
4080109	Property Tax-Prior Unsecured	4,855	5,500	5,500	5,692	103%
4119940	Other	84,839	450	450	192	43%
Subtotal Revenue		6,075,788	5,841,431	5,841,431	6,916,251	118%
4700001	Property Tax Transfer	(5,060,645)	(4,137,308)	(4,137,308)	(1,643,981)	40%
Net Revenue		1,015,143	1,704,123	1,704,123	5,272,270	309%
Expense						
5010200	Salaries	1,828,834	2,133,390	2,133,390	2,020,831	95%
5030301	Benefits	1,186,605	1,390,059	1,390,059	1,296,294	93%
5030301	Consultant Services	136,861	225,000	175,000	187,702	107%
5030304	Prof Services – Legal	33,143	150,000	150,000	27,563	18%
5030305	Prof Svcs - Audit	31,682	37,000	37,000	36,571	99%
5049901	Office Supplies	6,193	14,200	14,200	6,220	44%
5049902	Small Furn/Equip	2,115	10,000	10,000	7,306	73%
5049903	Software Maintenance	93,803	95,000	95,000	108,247	114%
5049904	Copier Suppl & Srvc	7,836	10,000	10,000	8,113	81%
5049905	Postage	1,033	3,500	3,500	4,970	142%
5049906	Computers	22,223	23,000	23,000	32,525	141%
5050201	Communication - Phone	29,752	36,350	36,350	32,922	91%
5060301	Insurance - Gen Liability	104,159	122,000	122,000	125,419	103%
5090101	Memberships & Prof Dev.	68,339	88,065	88,065	71,176	81%
5090202	Mileage and Travel	16,094	25,750	25,750	23,933	93%
5090801	Marketing	6,522	14,420	14,420	17,160	119%
5121200	Office Rental	182,959	189,479	189,479	186,838	99%
Subtotal Expense		3,758,153	4,567,213	4,517,213	4,193,790	93%
5100100	Salary/Benefit Transfers	(2,800,830)	(3,117,902)	(3,117,902)	(3,449,455)	111%
5100101	Transfer Overhead	(636,698)	(592,663)	(592,663)	(718,177)	120%
Net Expense		320,625	856,648	806,648	26,158	3%

Local Service

The Local Service budget (table 8) includes all revenues and expenses related to the provision of fixed route service. Local service includes the regular trunk line routes, Community Shuttles, supplemental school service, and the Muir Woods Shuttle service.

Marin Transit is operating a similar level of fixed route service hours to pre-COVID service (figure 7). Ridership was 97% of pre-COVID ridership (figure 6). The District's annual performance report provides more analysis of ridership trends.

Total expenses for local service increased 12% percent over the previous fiscal year (table 9). Purchased transportation costs were the primary reason for the increased costs. Table 9 summarizes the Contract Service rates for FY2022/23 and compares them to the prior year. While total fixed route hours were stable, the District had more hours operated by the highest contract operator (GGBHTD). Some of these increases were due to changes in route blocking that resulted in higher revenue hours from layovers and not an actual increase in service. Marin Transit executed a two-year contract extension with Marin Airporter effective July 1, 2023 which include an estimated rate increase of 13% in the first year and 7% in second year. This accounted for higher inflation rates, increased wages and added fixed costs.

FY2023/24 was the first full year of operation of the Muir Woods shuttle under a new contracting model that provides a higher level of service including providing vehicles and more contractor oversight.

Local Service is primarily funded with State Transit Assistance (STA), Transportation Development Act (TDA), local Measure A/AA sales tax, and fare revenue. Fare revenue was 8% of local operations revenue and has recovered to the pre-COVID dollar value. Local sales tax is 45% and state funding is 43% of local operations revenue.

Marin Transit had no discretionary grant funds for local service in FY 2023/24.

Table 8: Local Service FY 2023/24 Actuals

		FY2022/23 Actual	FY2023/24 Budget Original	FY2023/24 Budget Revised	FY2023/24 Actual	Percent Budget Used
Revenue						
4020000	Special Fares - Pd by Anthr Agcy	497,295	566,783	566,783	337,289	60%
4060301	Advertising Revenue	142,601	60,000	60,000	48,324	81%
4070301	Lease of Property	93,189	0	0	0	NA
4090101	Local Government Payments	20,000	0	0	11,792	NA
4092001	Measure A Sales Tax	680,000	712,006	712,006	712,000	100%
4092005	Measure AA - Sales Tax	4,938,072	12,768,830	12,768,830	12,905,349	101%
4110102	Transportation Dev. Act	10,909,658	7,881,923	7,881,923	7,881,923	100%
4110101	State Transit Assistance -Pop	1,461,660	2,598,794	2,598,794	2,685,116	103%
4110105	State Transit Assistance -Rev.	1,500,000	2,500,000	2,500,000	2,500,000	100%
4119904	State - SREC Credits	6,915	16,000	16,000	7,579	47%
4119910	Fed-FTA 5307 Formula	239,570	40,400	40,400	284,002	703%
4139914	Fed- FTA 5307 COVID Relief	3,589,664	0	0	0	NA
4139951	National Park Service	521,982	655,835	655,835	548,596	84%
4140100	Fare Revenue	2,117,981	2,081,000	2,081,000	2,364,674	114%
Subtotal Revenue		26,718,587	29,881,571	29,881,571	30,286,644	101%
4700001	Property Tax Transfer	435,988	320,000	320,000	137,566	43%
4700002	Program Revenue Transfer	72,367	80,000	80,000	110,369	138%
Total Revenue		27,226,942	30,281,571	30,281,571	30,534,579	101%
Expense						
5030301	Consultant Services	204,507	260,000	310,000	331,055	107%
5030310	Fare Processing Charges	25,579	22,660	22,660	42,142	186%
5030320	Customer Service	126,842	0	0	0	N/A
5030501	Bus Stop Maintenance	0	160,000	160,000	105,172	66%
5030602	Custodial Service	49,610	81,490	81,490	46,681	57%
5030701	Security Services	82,391	0	0	9,092	N/A
5040101	Fuel	2,104,339	2,525,811	2,525,811	2,131,968	84%
5040160	Electrical Power	59,541	216,300	216,300	94,701	44%
5040180	Utilities (Facility)	42,814	37,132	37,132	40,339	109%
5049902	Small Furniture/Equip	13,935	10,300	10,300	11,935	116%
5049903	Software	62,570	60,000	60,000	47,219	79%
5049911	COVID-Supplies and Cleaning	131	0	0	0	NA
5050200	Communication	109,580	157,887	157,887	94,517	60%
5080101	Purchased Transportation	21,793,060	23,798,817	24,648,817	24,373,401	99%
5090801	Marketing	100,822	95,295	95,295	55,020	58%
Subtotal Expense		24,775,721	27,425,692	28,325,692	27,383,242	97%
5100100	Salary/Benefit Transfers	2,015,664	2,325,271	2,325,271	2,608,290	112%
5100101	Overhead Transfer	435,988	375,989	375,989	543,046	144%
Total Expense		27,227,373	30,126,952	31,026,952	30,534,578	98%

Table 9: Contractor Service Rates FY2023/24

Contractor	Service	FY2024 Changes	FY24 Effective Rate (\$/rev. hr.)	Prior Year (FY23) (\$/rev. hr.)	% Change
Golden Gate Bridge Highway and Transportation System	Local Fixed Route	Second year of new interagency agreement	\$158.17	\$149.25	6%
MV Transportation	Supplemental School (FY23), and Stagecoach (Rural) (FY23)	Did not operate service for Marin Transit in FY24	NA	\$ 116.18	NA
Marin Airporter	Local Fixed Route Supplemental School (FY24) Stagecoach (FY24)	New two year contract extension with increases to reflect higher than normal inflation and increased wages.	\$129.71	\$112.21	16%
Bauer’s Transportation	Muir Woods	Operation for a full year of service	\$230.60	\$ 239.91	-4%

Figure 6: Local Unlinked Passenger Trips by Program

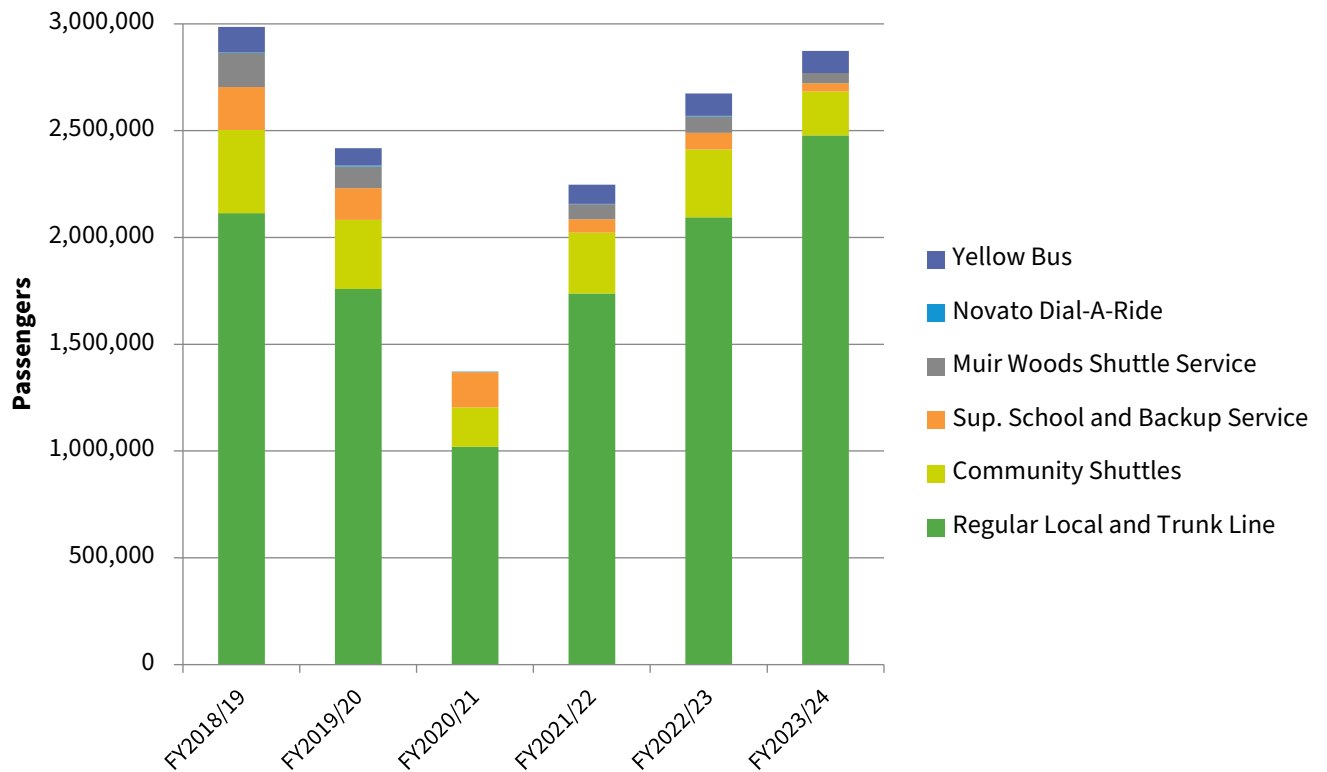
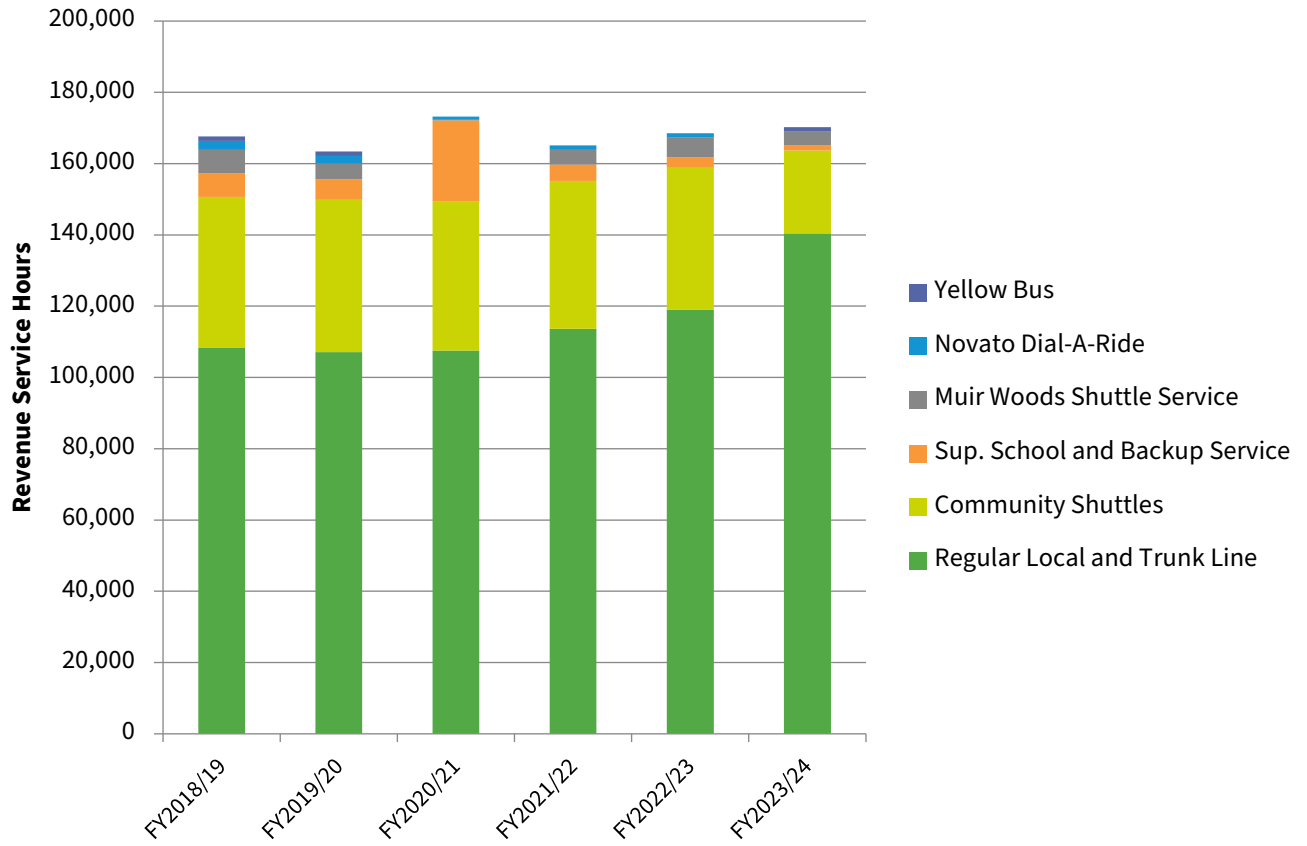


Figure 7: Local Revenue Service Hours by Program



Rural Service

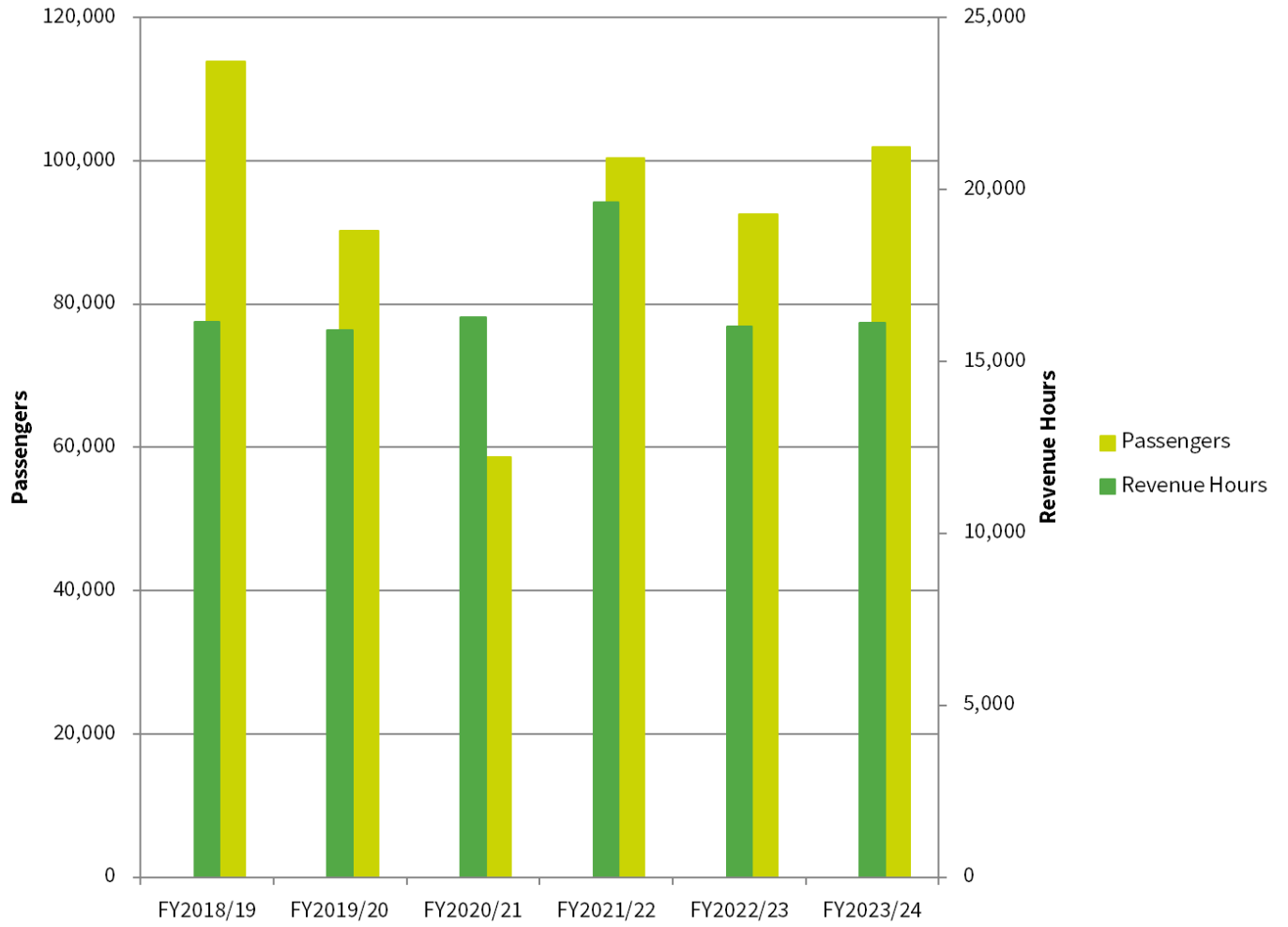
Rural Service is operated as the West Marin Stagecoach Service and includes the North Route 68, the South Route 61. All Rural revenues and expenses are shown in Table 10. The District operated increased service in FY2021/22 and then returned to the baseline service operation (Figure 8). Ridership continues to increase from COVID declines and is now 90% of the pre-COVID level and at the level similar to ridership during the FY2021/22 service increase. Actual expenses were 96% of budgeted amounts.

The District was unable to expend Fed-FTA 5311 Rural funds on the service in FY2023/24 due to a contested Caltrans determination. The District used additional property tax funding to fund the service.

Table 10: Rural Service FY 2023/24 Actuals

		FY2022/23 Actual	FY2023/24 Budget Original	FY2023/24 Budget Revised	FY2023/24 Actual	Percent Budget Used
Revenue						
4092001	Measure A Sales Tax	55,080	57,672	57,672	57,672	100%
409005	Measure AA Sales Tax	1,131,141	926,812	926,812	926,812	100%
4139920	Fed-FTA 5311 Rural	297,303	303,249	303,249	413	0%
4139923	Fed-FTA 5311 Federal Relief	246,000	0	0	0	N/A
4140100	Fare Revenue	71,688	80,000	80,000	77,818	97%
Subtotal Revenue		1,801,212	1,367,733	1,367,733	1,062,715	78%
4700001	Property Tax Transfer	598,419	1,318,000	1,318,000	1,442,593	109%
Total Revenue		2,399,631	2,685,733	2,685,733	2,505,308	93%
Expense						
5030301	Consultant Services	23,180	16,000	16,000	0	0%
5040101	Fuel	296,310	322,568	322,568	268,984	83%
5040180	Utilities - facility	60	0	0	0	N/A
5049902	Equipment	0	5,000	5,000	118	2%
5050205	Communication-AVL	11,824	15,000	15,000	-1,359	N/A
5080101	Purchased Transportation	1,907,873	2,057,149	2,057,149	2,051,073	100%
5090801	Marketing	11,229	21,218	21,218	5,882	28%
Subtotal Expense		2,250,476	2,436,935	2,436,935	2,324,698	95%
5100100	Salary/Benefit Transfers	122,629	140,938	140,938	149,488	106%
5100101	Transfer Overhead	26,525	41,751	41,751	31,123	75%
Total Expense		2,399,630	2,619,624	2,619,624	2,505,309	96%

Figure 8: Rural Stagecoach Revenue Hours and Unlinked Passenger Trips



Marin Access (Paratransit and Mobility Management)

The Marin Access FY2023/24 actuals (table 11) include revenues and expenses for Paratransit Services for Local and Regional trips (Intra- and Inter-county) and Marin Transit's mobility management programs for the County's older adults, persons with disabilities, and low-income residents. These programs include the Catch A Ride service, and a volunteer driver program.

The COVID-19 pandemic reduced paratransit demand more significantly than fixed route service and the demand has returned more slowly. Marin Access ridership was 4% higher than the prior year (Figure 9) and 46% of pre-COVID (FY2018/19) levels.

The demand response contractor is based out of the Marin Transit owned paratransit maintenance facility at 3000 Kerner in San Rafael, with vehicle park outs at GGBHTD properties in San Rafael and Novato. The purchased transportation contract has fixed and variable price components and with lower demand the total contract payment decreases. With low passenger levels the blended cost per trip for Marin Access services is higher due to the fixed costs of providing service. The blended costs per trip for Local Paratransit, Connect, Volunteer Driver and Catch A Ride was \$87.64 in FY2023/24 while Pre-COVID, the Marin Access cost per trip was \$37.76. Purchased transportation for Marin Transit services increased 5% over the prior year (table 11). Total Marin Access costs were 87% of the budget amount (table 11).

Measure AA sales tax is the largest single funding source for Marin Access. Marin Transit expended \$2.8 million of Measure AA Category 4.3 funds to deliver mobility services for seniors and people with disabilities. Marin Transit receives Measure B funds from the County vehicle license fee to fund special mobility programs and staff. Marin Transit also pays for Marin Access programs with property tax, federal Americans with Disabilities Act (ADA) set-aside Section 5307 funds, and additional grant funding. Fare revenue was 1% less than the prior year and 64% of pre COVID (FY2018/19) fares. GGBHTD reimburses all direct costs for providing regional paratransit and provides funding for a share of local paratransit. For FY2023/24, GGBHTD's share of local paratransit service was 13.95% based on an allocation formula established in our interagency operations agreement.

Marin Transit expended the following discretionary grant funds for Marin Access service in FY 2023/24:

FY 2023/24 Expenditure	Total Grant Award	Program	Source
\$88,750	\$177,500	Mobility Management	FTA Section 5310 discretionary
\$112,500	\$112,500	Sameday Accessible Service	FTA Section 5310 discretionary

Figure 9: Marin Access Ridership

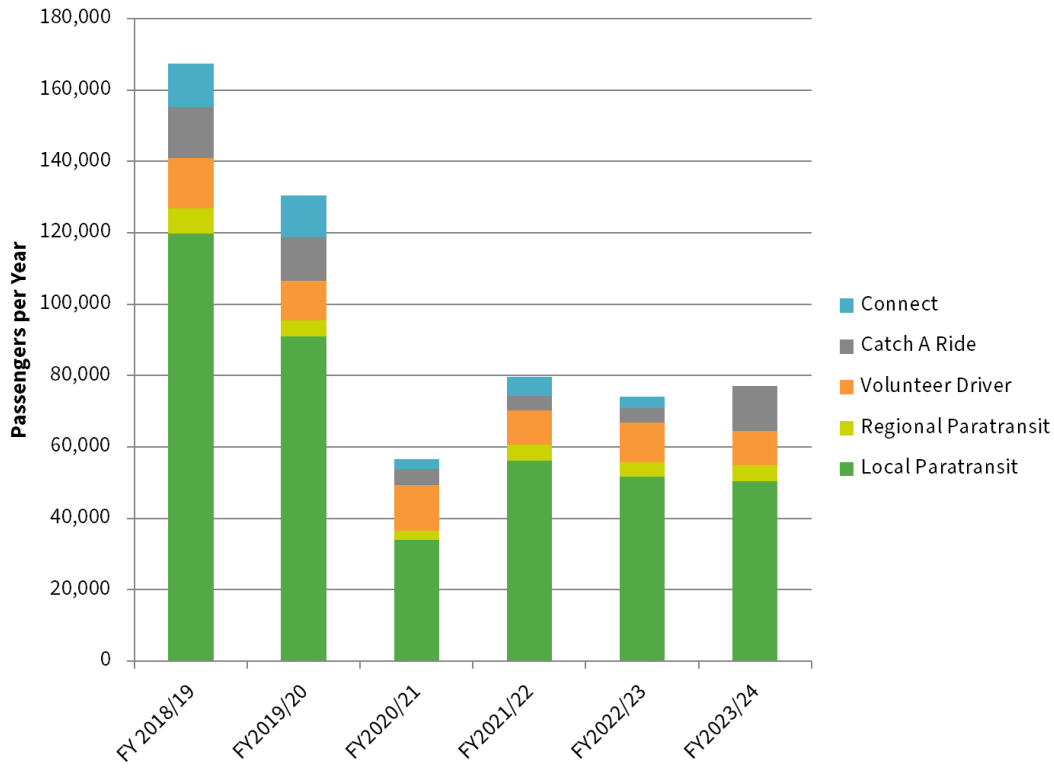


Figure 10: Marin Access Revenue Hours

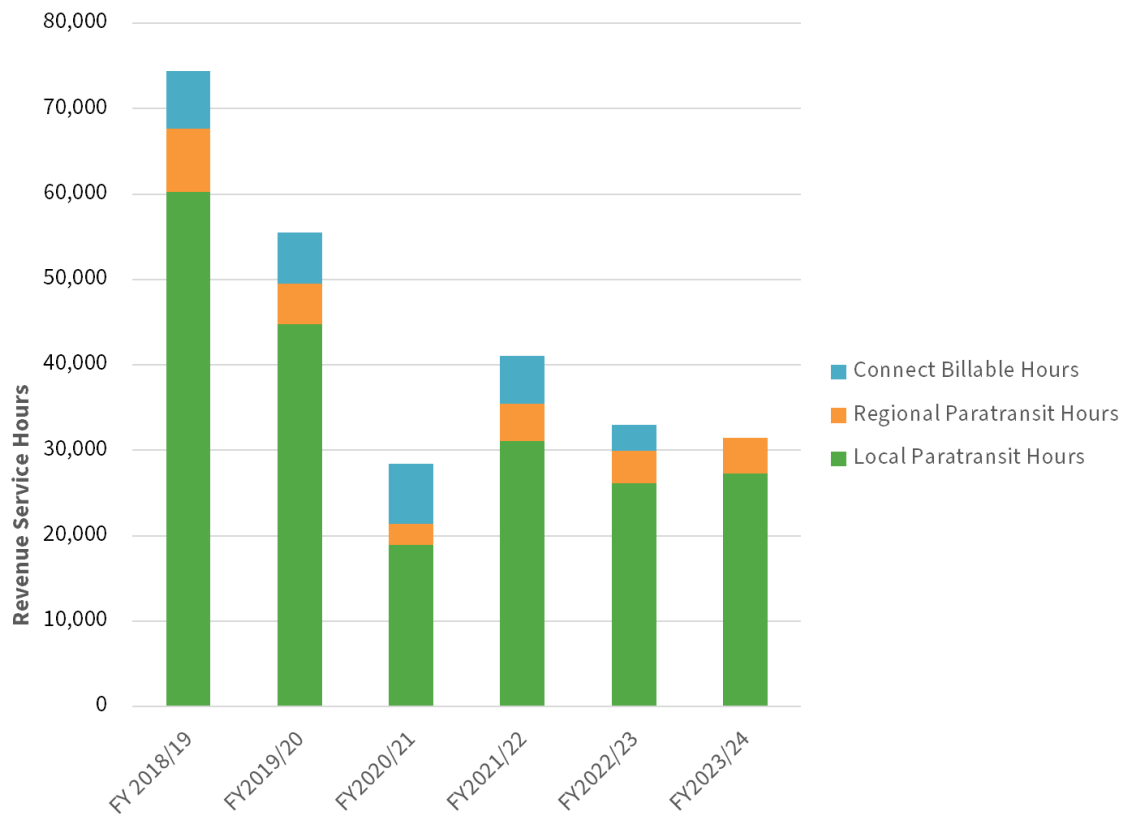


Table 11: Marin Access FY 2022/23 Actuals

		FY2022/23 Actual	FY2023/24 Budget Original	FY2023/24 Budget Revised	FY2023/24 Actual	Percent Budget Used
Revenue						
4092001	Measure A Sales Tax	165,410	173,191	173,191	173,194	100%
4092005	Measure AA Sales Tax	2,594,817	2,934,903	2,934,903	2,830,506	96%
4099950	Measure B	825,310	895,000	895,000	793,674	89%
4110101	State Transit Assistance	60,000	60,000	60,000	60,000	100%
4119910	State Prop Tx Relief HOPTR	18,298	16,000	16,000	18,361	115%
4139910	Fed-FTA 5307 Urbanized Area Formula	1,039,640	1,061,461	1,061,461	1,065,277	100%
4139917	Fed-FTA 5310 Federal Relief	9,330	276,250	276,250	201,250	73%
4140100	Fare Revenue	203,095	170,875	170,875	201,181	118%
4601003	GGBHTD – Local Paratransit Payment	682,849	786,640	786,640	668,028	85%
4601004	GGBHTD – Regional Paratransit Payment	525,969	636,495	636,495	800,005	126%
Subtotal Revenue		6,124,718	7,010,815	7,010,815	6,811,476	97%
4700001	Property Tax Transfer	63,558	703,174	703,174	59,819	9%
4700002	Program Revenue Transfer	-72,367	-80,000	-80,000	-110,369	138%
Total Revenue		6,115,909	7,633,989	7,633,989	6,760,926	89%
Expense						
5030301	Consultant Services	8,238	85,782	85,782	16,605	19%
5030310	Fare Processing Charges	1,403	0	0	1,551	N/A
5030602	Custodial Service	20,769	24,000	24,000	16,557	69%
5030701	Security Services	0	0	0	1,150	N/A
5040101	Fuel	441,837	597,429	597,429	453,142	76%
5040180	Utilities (Facility)	12,488	30,900	30,900	15,024	49%
5049902	Small Furn/Equip	1,253	10,000	10,000	0	N/A
5049903	Software	130,942	156,997	156,997	121,751	78%
5049911	COVID- Supplies and Cleaning	3,578	0	0	0	N/A
5050204	Communication-MERA Radio	25,963	27,846	27,846	33,742	121%
5050206	Communication-Data	12,330	18,540	18,540	11,863	64%
5080101	Purchased Transportation	4,568,889	5,525,452	5,525,452	4,781,903	87%
5080102	Purchased Transportation - Regional	476,339	566,716	566,716	737,591	130%
5090801	Marketing	9,425	36,050	36,050	27,507	76%
5098001	Misc-Exp Transit User Training	3,873	13,113	13,113	6,390	49%
5098002	Gap Grant	0	50,000	50,000	82	0%
Subtotal		5,717,327	7,142,825	7,142,825	6,224,858	87%
5100100	Salary/Benefit Transfers	327,701	459,980	459,980	443,695	96%
5100101	Transfer Overhead	70,882	136,262	136,262	92,377	68%
Total Expense		6,115,910	7,739,067	7,739,067	6,760,930	87%

Yellow Bus Program

The Yellow Bus Service budget (table 12) includes full operation of yellow bus service for the Ross Valley School District, oversight of yellow bus operations for the Reed Union School District, and administration of a Measure AA yellow bus grant program.

The Ross Valley School District yellow bus program operated for the Joint Exercise of Powers Authority (JEPA) ran a five bus program funded with Measure AA (\$320,431), fare revenue and contributions from the Town of Fairfax, Town of San Anselmo and Marin County. Marin Transit's yellow bus program also includes making grants of Measure AA funds to other eligible county yellow bus programs. These grants were distributed by formula to:

San Rafael School District	\$359,681
Miiller Creek School District	\$82,953
Reed Union/Cove (Tiburon JPA)	\$291,832
Sausalito/Marin City School District	\$37,742

Table 12: Yellow Bus Service FY 2023/24 Actuals

	FY2022/23 Actual	FY2023/24 Budget Original	FY2023/24 Budget Revised	FY2023/24 Actual	Percent Budget Used
Revenue					
4030000 Fares - Paid by Anther Agency	171,000	171,000	171,000	171,000	100%
4090101 Fee For Service	23,526	18,416	18,416	14,110	77%
4092005 Measure AA Sales Tax	739,750	1,073,171	1,073,171	1,092,330	102%
4140105 Fare Revenue - Yellow Bus	298,871	297,460	297,460	337,593	113%
Total Revenue	1,233,147	1,560,047	1,560,047	1,615,033	104%
Expense					
5030301 Consultant Services	11,799	4,000	4,000	11,102	278%
5030310 Fare Processing Charges	10,533	9,143	9,143	11,961	131%
5030602 Custodial Service	1,885	2,138	2,138	545	25%
5049903 Equipment	848	1,000	1,000	1,209	121%
5049903 Software	0	0	0	174	N/A
5080103 Yellow Bus School Service	603,356	753,840	753,840	755,237	100%
5090801 Marketing	0	500	500	0	0%
5098008 Measure AA Ylw Bus Grants	514,606	758,571	758,571	771,899	102%
5120401 Leases and Rentals	26,210	32,556	32,556	27,130	83%
Subtotal Expense	1,169,237	1,561,748	1,561,748	1,579,257	101%
5100100 Salary/Benefit Transfers	44,723	27,599	27,599	108,300	392%
5100101 Transfer Overhead	9,674	8,176	8,176	22,548	276%
Total Expenses	1,223,634	1,597,523	1,597,523	1,710,105	107%

Capital

Marin Transit's Capital Program includes all expenses related to purchasing and maintaining the transit system's capital assets (table 13). This includes vehicle purchases, bus stop improvements, technology projects, communication systems, facilities purchases and facility improvements. A more detailed status report of the District's capital projects is included in Attachment B - FY 2023/24 Capital Report.

Table 13: Capital FY 2023/24 Actuals

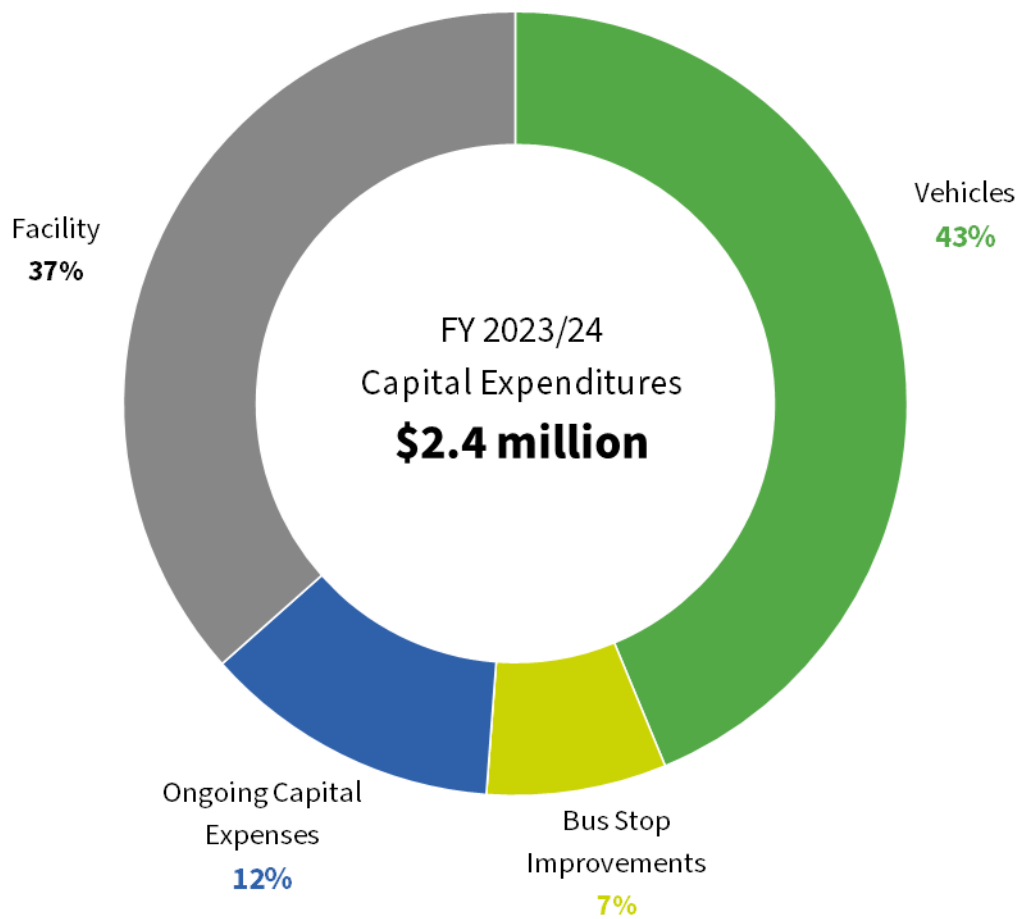
		Total Project Budget	FY2023/24 Budget	FY203/24 Revised	FY2023/24 Actual	Total Project Expenditures
HA	Hybrid Battery Refresh	600,000	0	600,000	948	948
LE	Purchase 7 35 ft Hybrids	6,423,974	6,422,474	6,421,116	39,573	40,936
PD	Purchase 5 paratransit replacements	505,000	496,594	497,687	498,076	505,389
PE	Purchase 1 electric paratransit	677,208	673,208	672,913	5,567	9,862
PF	Purchase 5 paratransit replacements	515,000	509,500	510,562	506,139	510,577
Subtotal Vehicles		8,721,182	8,101,776	8,702,278	1,050,303	1,067,712
BN	Novato Bus Stop Shelters	61,115	52,052	50,143	285	3,257
BP	ADA Bus Stop Improvements	1,703,000	1,477,288	1,441,679	99,694	361,025
BQ	Capital Corridor Improvements	2,000,000	500,000	500,000	78,245	78,245
Subtotal Bus Stop Improvements		3,764,115	2,029,340	1,991,822	178,224	442,527
FS	Facility - Rush Landing Improvements	2,800,000	0	319,432	317,790	2,798,358
FG	Facility Maintenance Facility	20,000,000	300,000	300,000	209,444	253,542
FH	Facility - 3010/3020 Kerner Improvements	3,535,968	1,848,537	3,414,041	349,996	471,923
FI	Facility - Kerner Driver Break Room	650,000	650,000	650,000	0	0
YF	Yellow Bus Parking Facility	3,000,000	3,000,000	3,000,000	0	0
Subtotal Facility		29,985,968	5,798,537	7,683,473	877,230	3,523,823
GG	Golden Gate Capital Costs (GG)	24,000	18,000	18,000	19,941	19,941
VR	Major Vehicle Repairs (VR)	200,000	200,000	200,000	49,246	49,246
IF	Infrastructure Support (IF)	400,000	200,000	200,000	225,391	225,391
Subtotal Ongoing Capital Expenses		624,000	418,000	418,000	294,578	294,578
Total Expenditures		43,095,265	16,347,653	18,795,573	2,400,336	5,328,640

In FY 2023/24, capital expenditures were \$2.40 million. This was somewhat low relative to previous years due to the timing of vehicle replacements and infrastructure projects. The expenditures included the following major projects:

- Purchase of 10 paratransit vans (replacements);
- Completion of the Rush Landing Facility Improvements (EV Charging, Fencing and Lighting);
- Design work for 3010/3020 Kerner Parking Facility; and
- Design of ADA bus stop improvements.

Vehicles were 43% of the total expenditures and facility purchases were 37% of total expenditures (Figure 11).

Figure 11: Capital Expenditures by Categories

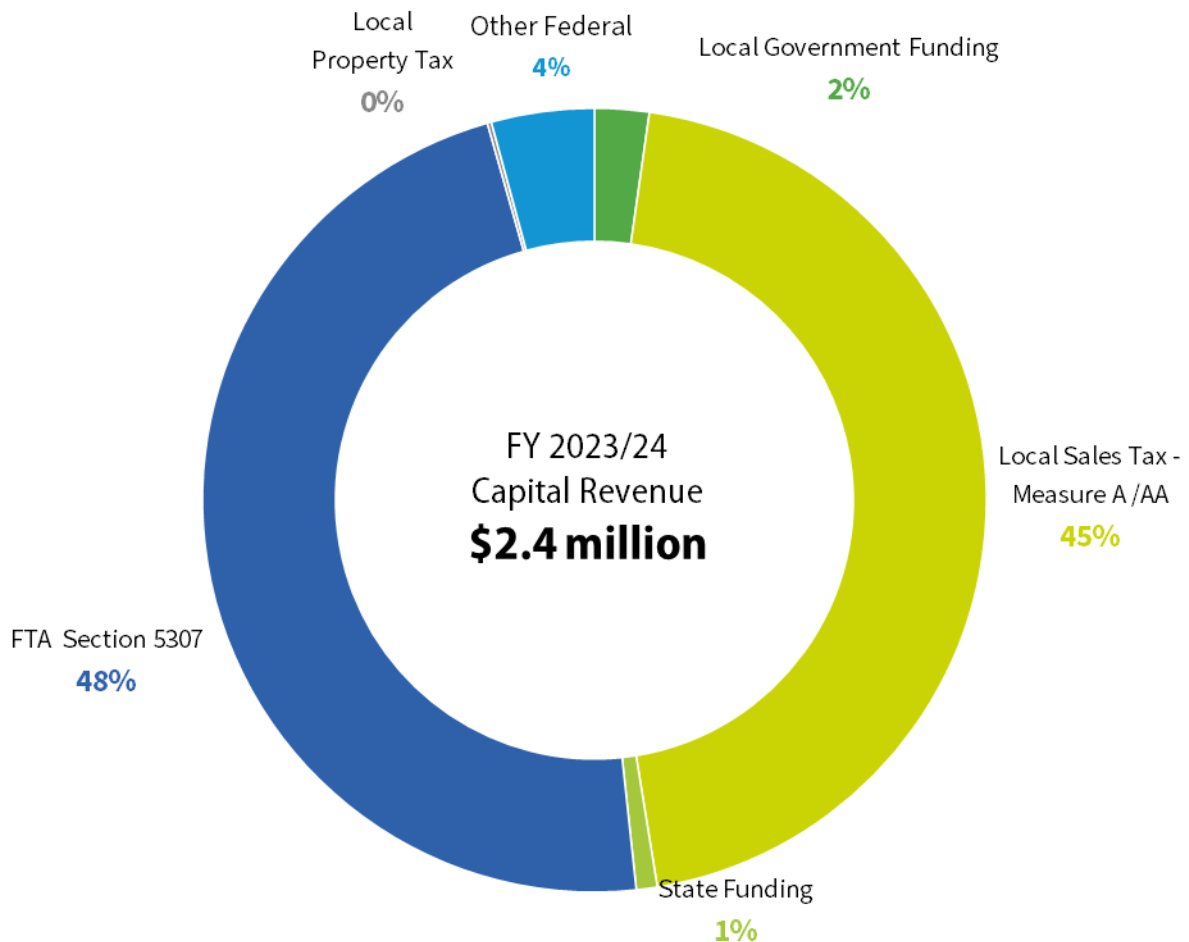


Capital Revenue

Marin Transit’s capital program is typically funded primarily with federal funds and matching local funds. Local funds are also spent on Ongoing Capital Expenses that are typically not eligible for grants, including smaller vehicle repairs, facility repairs, technology projects and bus stop projects. Federal Section 5307 funds are available through regional programming for up to 80% of vehicle replacement costs. Marin Transit seeks Federal and State discretionary grants for facility projects and was recently awarded \$35.1 million in Federal Section 5339 funds for a fixed route electric bus charging and maintenance facility.

Capital revenues by type are shown in Figure 12. Marin Transit’s allocation of local sales tax (Measure A and Measure AA) is critical for providing grant matching funds, maintenance of capital assets and facility costs. Marin Transit is allocated approximately \$900,000 per year in Measure AA capital funds. This fiscal year the District expended additional prior year Measure A/AA funding for a total expenditure of \$1.1 million or 45% of total revenues (figure 12).

Figure 12: Capital Revenue Categories



Attachment 1: FY 2023/24 Budget Amendments

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2024-01	12/4/2023	Roll forward of FY2022/23 Capital Project expenditures.	Capital	Capital	LE	5230101 Vehicles	6,422,474	-1,363	6,421,111
					PD	5230101 Vehicles	496,594	1,093	497,687
					PE	5230101 Vehicles	673,208	-295	672,913
					PF	5230101 Vehicles	509,500	1,062	510,562
					BN	5230104 Facilities	52,052	6,091	58,143
					BP	5230104 Facilities	1,477,288	-35,609	1,441,679
					FH	5230104 Facilities	1,848,537	178,073	2,026,610
					FS	5230104 Facilities	0	319,432	319,432
		Total Change for 2024-01						\$468,485	
2024-02	12/4/2023	Update to add additional federal and local funding to 3010/3020 Kerner Project	Capital	Capital	FH	4139910 Fed-FTA 5307	1,192,789	193,579	1,386,368
						4700101 Ptax Reserves	0	346,600	346,600
						5230104 Facility	2,026,610	540,179	2,566,789
				Total Change for 2024-02					
2024-03	05/06/2024	Update to add new funding to 3010/3020 Kerner Project	Capital	Capital	FH	4139910 Fed-FTA 5307	1,386,368	693,184	2,079,552
						4119904 - LCTOP	655,747	154,068	809,815
				Total Change for 2024-03					
2024-04	05/06/2024	Add project for 2017 Hybrid Battery Refresh	Capital	Capital	HA	5230101 Vehicles	0	600,000	600,000

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final	
		Total Change for 2024-04						\$600,000		
2024-05	05/06/2024	Increase Local Fixed Route Service hours by 5,374 budget	Operations	LCL	NA	5080101-Purchased Transportation	23,798,817	850,000	24,648,817	
			Operations	LCL	NA	Fixed Route Hours	70,700 hours	5,374 hours	76,074 hours	
		Total Change for 2024-05						\$850,000		
2024-06	05/06/2024	Move Consultant Service budget from Administration to Local Services Budget	Operations	ADM	NA	5030301 Consultant Services	225,000	(50,000)	175,000	
			Operations	LCL	NA	5030301 Consultant Services	260,000	50,000	310,000	
		Total Change for 2024-06						\$0		
2024-07	05/06/2024	Increase estimated Catch A Ride trips	Operations	CAR	NA	Catch A Ride Trips	4,000 trips	5,000 trips	9,000 trips	
		Total Change for 2024-07						5,000 trips		
2024-08	06/03/2024	Correction to Budget Amendment 2024-02 to add associated expenditures budget to 3010/3020 Kerner Project	Capital	Capital	FH	5230104 - Facility	2,566,789	847,252	3,414,041	
		Total Change for 2024-08						\$847,252		

Attachment 2: Annual Report of Marin Transit's Defined Contribution Retirement Account 401(a)

The Marin County Transit District established a Governmental 401(a) single employer defined contribution pension plan (the Plan) in October 2013. The plan is available to all employees who have attained twenty-one years of age and have more than 1,000 hours of service. Based on years of service, the District is required to contribute 10% to 15% of each employee's compensation into an individual employee account under the Plan. In FY2019/20 Marin Transit completed a review of plan administration options and based on the review moved the plan from Nationwide to a new plan with Principal to reduce employee fees. Marin Transit also hired a financial consultant to help with the selection and maintenance of investment options. The following statement of balances is intended to provide a report of contributions and allow for review of plan effectiveness.

Investment Balances

	July 1, 2022– June 30, 2023	July 1, 2023– June 30, 2024
Starting Balance	\$1,820,656	\$2,241,943
Contributions¹	\$276,854	\$308,165
Admin Expenses	(\$9,350)	(\$11,485)
Withdrawals	(\$76,946)	(\$321,777)
Earnings	\$230,728	\$344,133
Ending Balance	\$2,241,943	\$2,560,930
Estimated Average Annual Rate of Return²	11%	14%
Total Participants	27	26
Prior Employee Participants	9	8
Active Participants	18	18
Ineligible employees	2	1
Tier 1(15%)	8	8
Tier 2 (13%)	3	2
Tier 3 (10%)	7	7

¹ Through 6/30 payroll (full accrual basis)

² Calculated based on an average of the quarterly returns on invested assets



Capital Projects Report FY2023/24

This capital project report provides details through the Third Quarter FY2023/24. Project descriptions and status are given for all major capital projects. Projects are grouped according to project type as shown below.

	Total Project Budgets	Total Expended FY2024	Total Project Expenditures
Vehicles	\$8,721,182	\$1,050,303	\$1,067,713
Bus Stop Improvements	\$3,764,115	\$178,224	\$442,526
Facility	\$29,985,968	\$877,230	\$3,523,822
Technology Projects	\$0	\$0	\$0
Ongoing Capital Expenses	\$624,000	\$294,578	\$294,578 (annual)
	\$43,095,265	\$2,400,336	\$5,328,640

Hybrid Battery Refresh **Total Project Budget \$600,000**

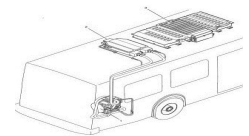
Concept: Purchase replacement batteries for Hybrid buses

Funding: \$600,000 Measure AA

*Federal funding has been requested from Section 5307 formula funds

Description: Perform required mid-life hybrid battery refresh on 10 2017 35ft buses

Status: Procurement process has started and project is waiting for federal funding



Project ID	Budget	Expended to		Anticipated
		Date	Percent Complete	Completion Date
HA	\$600,000	\$948	0%	Dec-25

Purchase Seven 35ft Hybrid Vehicles (Replacement) **Total Project Budget \$6,423,974**

Concept: Replace seven 35ft Hybrid vehicles to replace vehicles beyond their useful life.

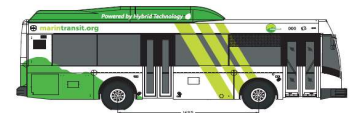
Funding: \$4,882,220 Federal Section 5307

\$770,877 State

\$770,877 Measure AA

Description: Purchase seven 35ft Hybrid vehicles

Status: Vehicles have been delivered and they are being tested and equipment is being installed. They are anticipated to be put into service in April 2024. An additional spare parts order is in process.



Project ID	Budget	Expended to		Anticipated
		Date	Percent Complete	Completion Date
LE	\$6,423,974	\$40,936	95%	Dec-24

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

Concept: Purchase 5 Paratransit Replacements

Funding: \$404,000 Federal 5307

\$101,000 Measure AA

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

Status: Vehicles have been delivered and are being tested and prepared for service.



Project ID	Budget	Expended to		Anticipated
		Date	Percent Complete	Completion Date
PD	\$505,000	\$505,390	100%	May-24

VEHICLES



VEHICLES

Purchase 5 Paratransit Replacements

Total Project Budget \$515,000

Concept: Purchase 5 paratransit replacements
Funding: \$412,000 Federal Section 5307
 \$103,000 Measure AA



Description: Replace 5 paratransit vehicles beyond their useful life

Status: Vehicles have been delivered and are being tested and prepared for service.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>	
PF	\$515,000	\$510,577	100%	May-24	

Purchase 1 Electric Paratransit

Total Project Budget \$677,208

Concept: Purchase One Electric Paratransit Vehicle
Funding: \$677,208 State LCTOP



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

Status: Marin Transit will replace one paratransit vehicle with an electric paratransit vehicle. The District is waiting for the release of a upcoming vehicle that may have improved range and features. Staff plans to bring this purchase to the Board for authorization in 2024.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>	
PE	\$677,208	\$9,862	1%	Mar-25	

BUS STOP IMPROVEMENTS

Bus Stop Improvements - Novato Bus Shelters

Total Project Budget \$61,115

Concept: Replace Bus Shelters in Novato
Funding: \$48,892 Federal Lifeline Program
 \$12,223 Measure AA



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

Status: Shelters were ordered and delivery is anticipated in July 2024

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Completion Date</u>	
		<u>Date</u>	<u>Percent Complete</u>		
BN	\$61,115	\$3,257	20%	Dec-24	

Bus Stop Improvements - County Wide Stop Improvements

Total Project Budget \$1,703,000

Concept: Complete construction of Bus Stop Improvements
Funding: \$1,362,400 Federal
 \$340,600 Measure AA



Description: Design & Construction for ADA Bus Stop Improvements

Status: Design is complete and the project is delay due to Caltrans review process for stops on and adjacent to Caltrans ROW. Staff would like to release construction bis documents by October 2024.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Completion Date</u>	
		<u>Date</u>	<u>Percent Complete</u>		
BP	\$1,703,000	\$361,024	21%	Jun-25	



BUS STOP IMPROVEMENTS

Bus Stop Improvements - Capital Corridors Improvements **Total Project Budget \$2,000,000**

Concept: Improve high ridership corridors

Funding: \$1,600,000 Federal OBAG 3
\$400,000 Measure AA

Description: Evaluate and make improvements to three high ridership corridors.

Status: Marin Transit has procured communication needed for buses to use signal priority features in San Rafael. Staff is working with San Rafael to enable the system in San Rafael. Staff is initiating and a task order with On-Call planning team to start the corridor evaluation process and identify improvement opportunities.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Completion Date</u>
		<u>Date</u>	<u>Percent Complete</u>	
BQ	\$2,000,000	\$78,245	4%	Jan-26

ADMIN AND OPERATIONS FACILITY

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

Concept: Acquire property and develop a maintenance facility

Funding: \$2,696,747 Measure AA/Capital Reserves
\$103,253 FTA 5339



Description: Make improvements to Rush Landing Facility

Status: Marin Transit successfully completed the purchase of right of way at 600 Rush Landing Rd in Novato. Additional improvements are being constructed. Phase 1, which included Bus Charging infrastructure installation is complete. Phase 2 including enhanced fencing and lighting is almost complete.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
FS	\$2,800,000	\$2,798,358	100%	Mar-24

Facility - Maintenance Facility **Total Project Budget \$20,000,000**

Concept: Purchase/Build Fixed Route Maintenance Facility

Funding: \$20,000,000 Capital Reserve

Description: Purchase/Build Fixed Route Maintenance Facility

Status: Marin Transit is completing due diligence activities on potential properties.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
FG	\$20,000,000	\$253,542	1%	Jul-25

Facility - Kerner Driver Break Room Improvements **Total Project Budget \$650,000**

Concept: Improve Driver Break Room at Kerner

Funding: \$650,000 Local Property Tax

Description: Make improvements to Kerner Maintenance Facility to provide drivers with a Break Room area.

Status: Project anticipated to begin in 2025.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
FI	\$650,000	\$0	0%	Jun-26



ADMIN AND OPERATIONS FACILITY

Facility - 3010/3020 Kerner Improvement **Total Project Budget \$2,148,537**

Concept: Improvements to the 3010/3020 Kerner Parking Facility

Funding: \$655,747 LCTOP Funding
 \$1,192,790 FTA 5307
 \$300,000 Local Property Tax

Description: Prepare site for vehicle parking and electric bus charging

Status: Board authorized contract for design of a new parking facility at 3000 Kerner Blvd in December 2022. Staff completed the 90% design in November 2023 and is going through the review process with the City of San Rafael and PG&E. Pending PG&E permits, staff intends to release the construction bid documents in October 2024.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>	
FH	\$2,148,537	\$471,923	22%	Dec-25	

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

Concept: Identify and purchase property for vehicles

Funding: \$3,000,000 Capital Reserve

Description: Replace temporary leased parking with a permanent location

Status: Marin Transit is evaluating and identifying opportunities for land acquisition.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>	
YF	\$3,000,000	\$0	0%	NA	

ONGOING CAPITAL EXPENSES

Ongoing Capital Expenses **Annual Budget \$624,000**

Concept: Ongoing capital expenses

Funding: \$624,000 Measure A

<u>Projects:</u>		Total Project Budgets	<u>Annual Budget</u>		<u>Expended in</u>
					<u>FY2024</u>
GG	Golden Gate Capital Costs	\$24,000	\$24,000	\$24,000	\$19,941
VR	Major Vehicle Repairs	\$200,000	\$200,000	\$200,000	\$49,246
IF	Infrastructure Support	\$400,000	\$400,000	\$400,000	\$211,685



Description: Ongoing capital costs associated with the Golden Gate operations contract, major vehicle repairs, and other small capital expenses.

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



FY2023/24 Financial Report

JULY 1, 2023- JUNE 30, 2024



Overview – Budget Summary

	FY 2022/23 Actual	FY2023/24 Original Budget	FY 2023/24 Revised Budget	FY 2023/24 Actual	Percent Total Budget Used
<i>Operations</i>	37,990,774	43,865,464	43,865,464	46,688,114	106%
<i>Capital</i>	7,325,565	14,447,657	16,303,572	2,441,429	15%
Total Revenue	45,316,339	58,313,121	60,169,036	49,129,543	82%
<i>Operations</i>	37,104,214	42,939,813	43,789,813	41,537,082	95%
<i>Capital</i>	7,347,763	16,347,653	18,795,570	2,400,336	13%
Total Expenditures	44,451,977	59,287,466	62,585,383	43,937,418	70%
Net Change in Fund Balance	\$864,362	(\$974,345)	(\$2,416,347)	\$5,192,125	
Emergency Reserve	6,742,000	7,156,636	7,156,636	7,156,636	
Contingency Reserve	13,484,000	14,313,272	14,313,272	14,313,272	
Capital Reserve	16,035,158	13,816,905	12,374,903	19,983,375	
Fund Balance (total reserve)	\$36,261,158	\$35,286,813	\$33,844,811	\$41,636,045	

Total Expenditures

\$43.9 million for FY2023/24

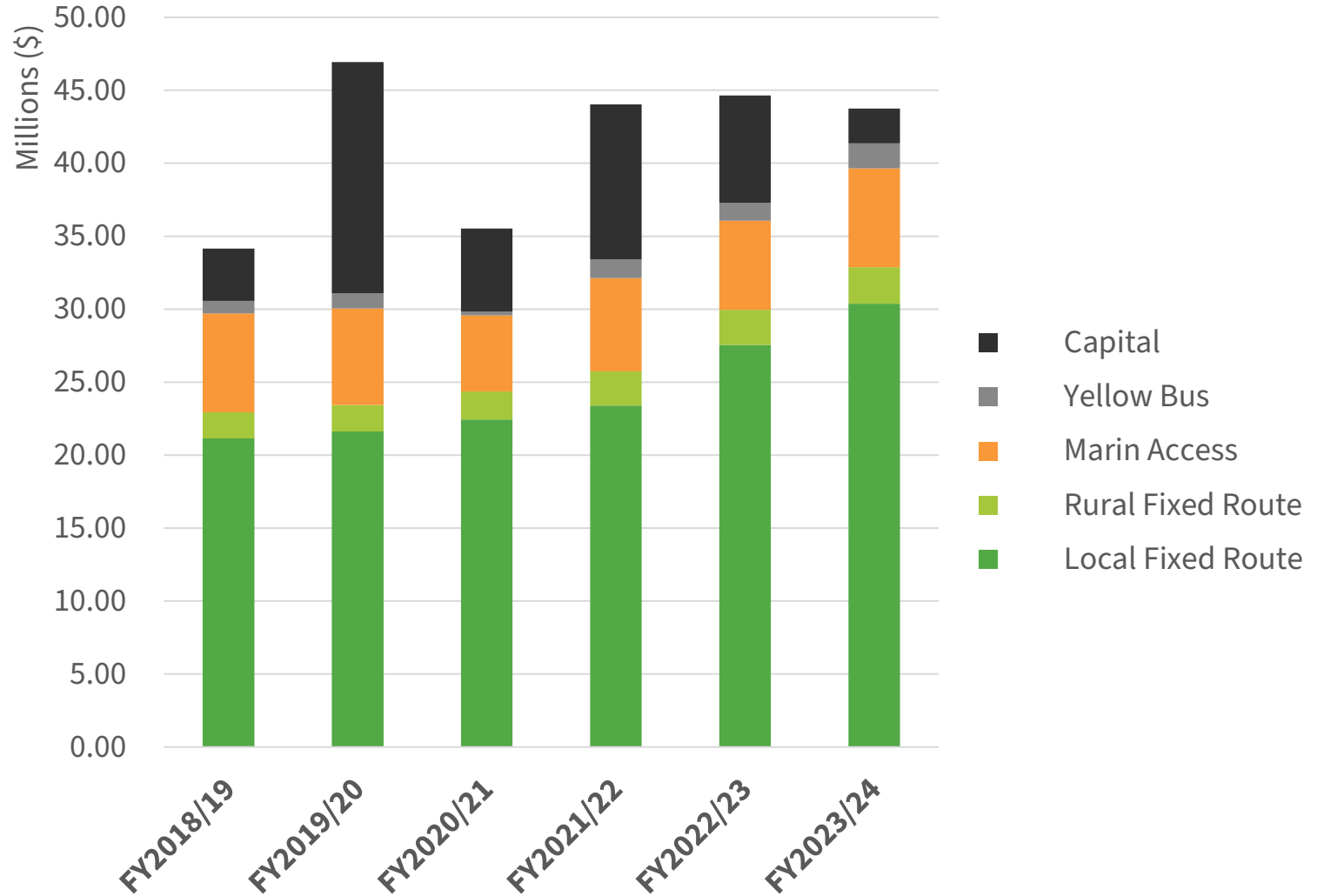
- \$41.5 for operations
- \$2.4 for capital

Compared to prior year

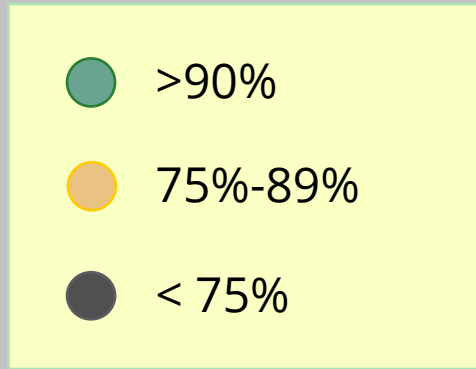
- 67% decrease in capital expenditures
- 12% increase in operations expenses

Majority of expenses for Local Fixed Route service

Expenses by Program Area



Percent of Budgeted Service Provided



97% of budget Fixed Route

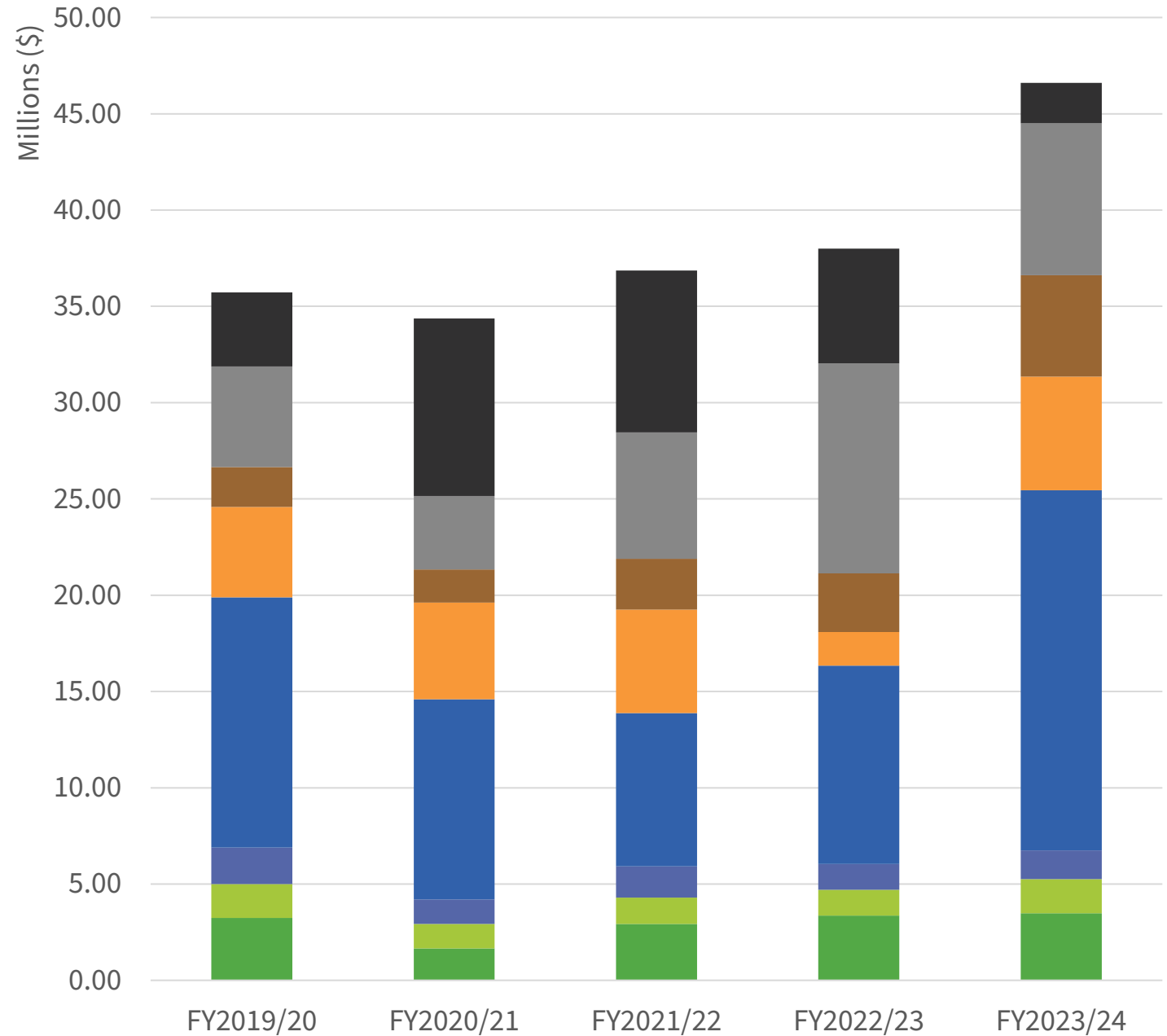
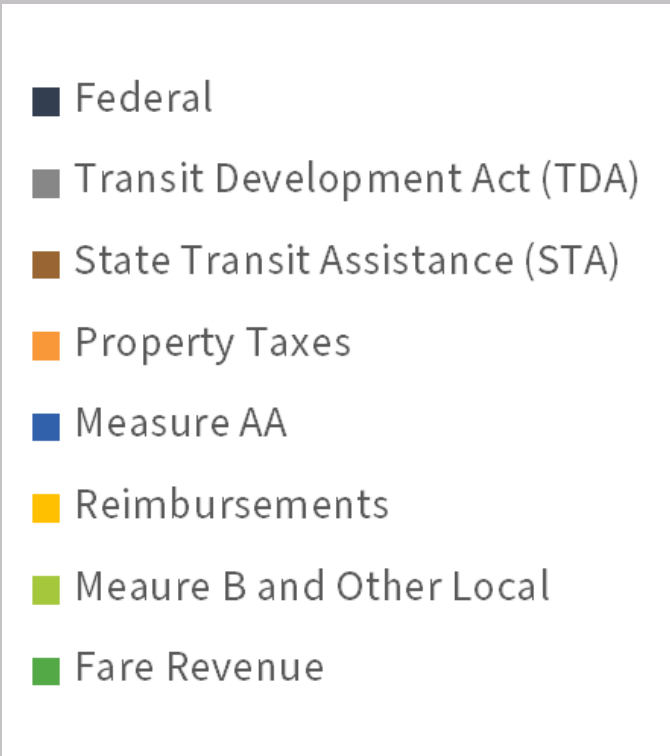
76% of budgeted Demand Response Service



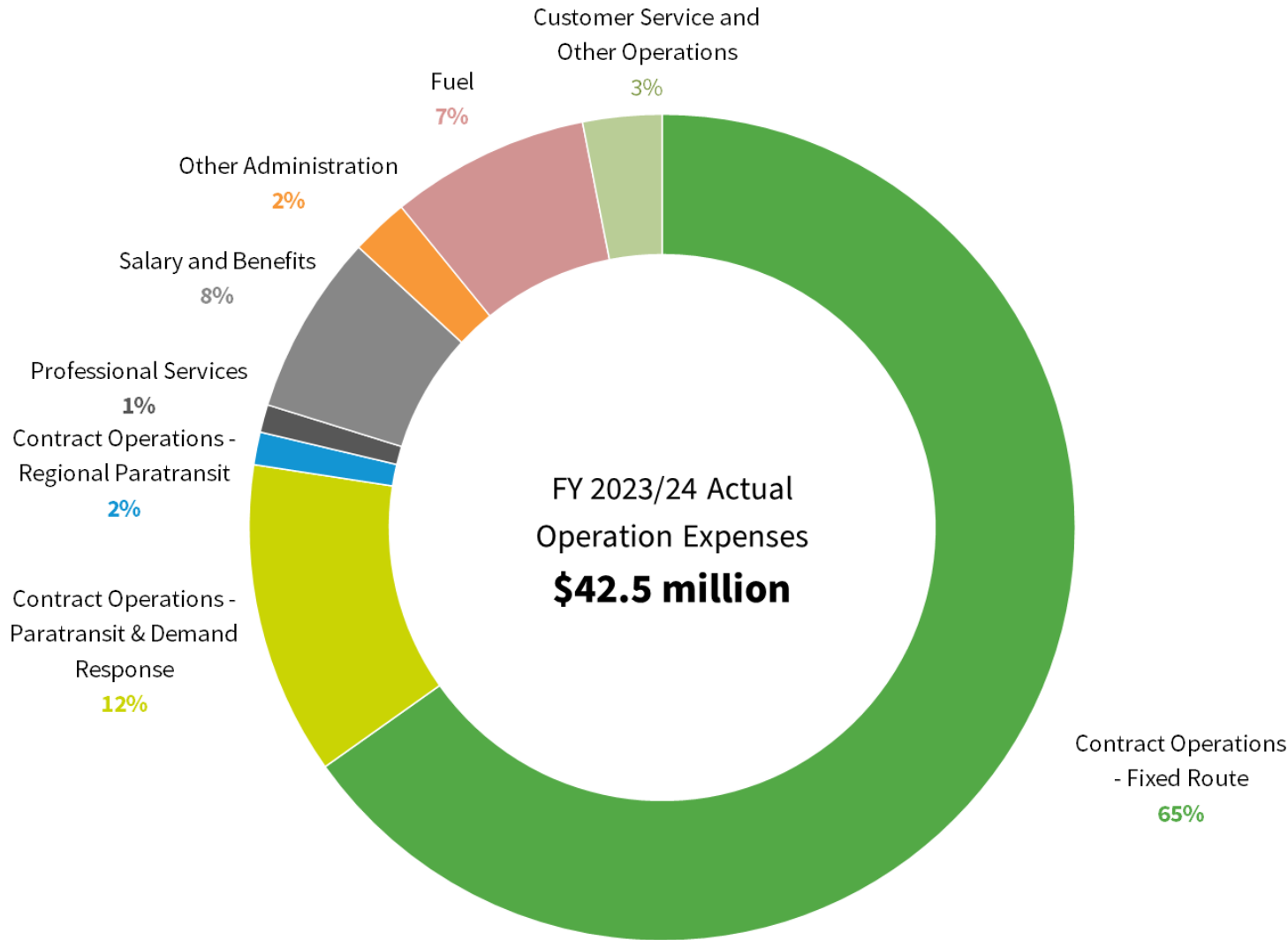
Service	FY 2023/24 Actual Revenue Hours	% of Budget
Regular Local and Trunk Line	140,415	111%
Community Shuttles	23,260	59%
Supplemental School	1,518	88%
Muir Woods Shuttle	3,742	58%
West Marin Stagecoach Service	16,122	98%
Fixed Route Subtotal	185,057	97%
Marin Access Shuttle	484	121%
Local Paratransit Service	27,253	76%
Demand Response Subtotal	27,737	76%
Regional Paratransit Service	4,200	84%
Yellow School Bus Service	4 buses	100%
Service	FY 2023/24 Actual Trips	% of Estimate
Catch A Ride	12,616	140%
Volunteer Driver	14,717	15%

Operations Revenues

- No Federal relief funds
- Increased usage of Measure A/AA



Operations Expenses by Type



Budget Areas

Administration

- Admin & Staffing expense transferred to other budget areas

Local Fixed Route

- Fixed Route service **74%**
- Muir Woods Shuttle
- Supplemental School service

Rural Service

- West Marin Stagecoach **6%**
- Rural Dial A Ride

Marin Access

- Local and Regional Paratransit **16%**
- Catch A Ride
- Volunteer Driver
- Mobility Management

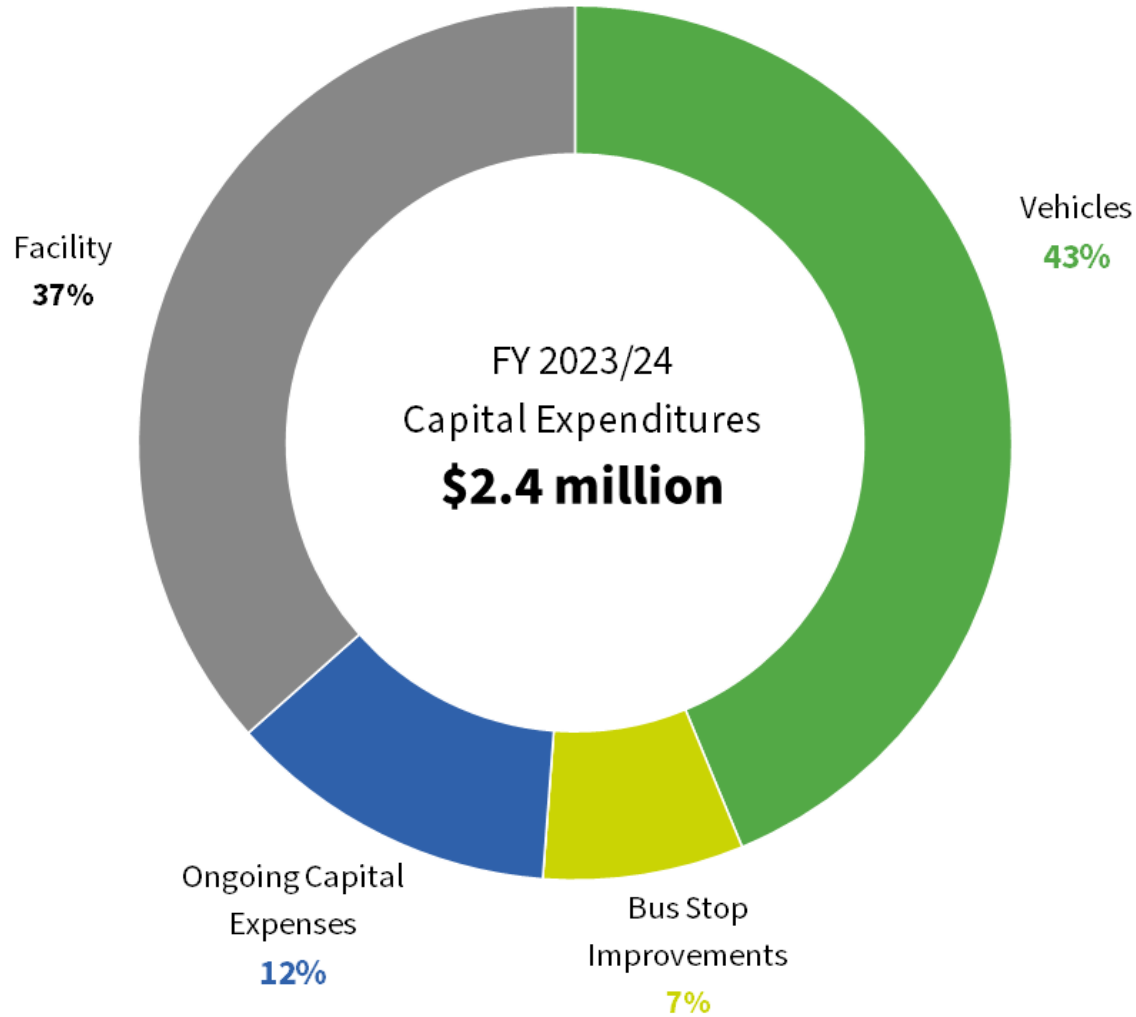
Yellow Bus Service

- Ross Valley Operation **4%**
- Measure AA grants

Fixed Route Purchase Transportation Contracts

Contractor	Service	FY2024 Changes	FY24 Effective Rate (\$/rev. hr.)	Prior Year (FY23) (\$/rev. hr.)	% Change
Golden Gate Bridge Highway and Transportation System	Local Fixed Route	Second year of new interagency agreement	\$158.17	\$149.25	6%
MV Transportation	Supplemental School (FY23), and Stagecoach (Rural) (FY23)	Did not operate service for Marin Transit in FY24	NA	\$ 116.18	NA
Marin Airporter	Local Fixed Route Supplemental School (FY24) Stagecoach (FY24)	New two year contract extension with increases to reflect higher than normal inflation and increased wages.	\$129.71	\$112.21	16%
Bauer's Transportation	Muir Woods	Operation for a full year of service	\$230.60	\$ 239.91	-4%

Capital Expenditures



Largest Expenditures:

- 10 Paratransit Vans
- Rush Landing Electrification
- 3010/3020 Kerner Parking Facility Design
- Bus Stop Improvements - Design

Financial Projections

- Strong short-term position
 - Fully funded reserves
- Expenses projected to exceed revenues within 5 years
- Projections do not include potential future service changes
- Assumptions and service levels will be reviewed as part of SRTP

Marin Transit 5 year Financial Projections



Thank you

CONTACT

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Town of Corte Madera

November 12, 2024

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

Subject: Marin Transit FY 2023/24 System Performance Report

Dear Board Members:

Recommendation

Accept report.

Summary

The attached report summarizes the operational performance of all Marin Transit local transit services for Fiscal Year 2023/24 and compares these results to the District's typology level performance goals adopted by your Board on September 9, 2024. Performance statistics presented in this report are unaudited and will be updated as needed prior to submittal to the National Transit Database.

The report is a detailed assessment of systemwide, typology-level, and route-level performance data for FY 2023/24. Highlights related to the performance of the local transit system in FY 2023/24 are summarized below.

Ridership Trends

In FY 2023/24, there was a 9% increase in fixed route ridership compared to the previous fiscal year. The ridership increase was in line with the national trend (11%) and has brought Marin Transit fixed route services up to 100% of pre-COVID ridership levels. Fixed route service offered was largely the same as the prior fiscal year in total, but at the route level there were several changes. On April 3, 2023, your board approved a major service change to the fixed route service, which took effect on June 11, 2023, just before the start of the fiscal year. These changes may have changed which route an individual rider needs to take to get to their destination, but the total service offered is comparable to the prior year.

Marin Access ridership increased by 1% in FY 2023/24 compared to the previous fiscal year. Ridership began to decline in September 2022 (FY 2022/23), dropping below FY 2021/22 levels. In response, District staff developed and proposed a package of changes to Marin Access programs to stabilize mandated ADA paratransit service, reduce service duplication, and concentrate resources on the populations most in need. Your board approved these changes



on May 1, 2023, and they took effect on July 1, 2023, at the start of FY 2023/24. The changes appear to have successfully stabilized Marin Access ridership. Staff will continue to monitor these programs and ensure that the needs of Marin County's older adults and people with disabilities continue to be robustly met.

Passenger Revenues, Farebox Recovery and Financial Outlook

Systemwide passenger revenue increased by 2% in FY 2023/24 compared to the prior fiscal year. Overall farebox recovery decreased from 8.3% to 8.2% during the same period. Subsidy per passenger decreased to a systemwide average of \$11.94 from \$12.24 in FY 2022/23.

Areas for Performance Improvement

The report summarizes the four fixed route service typologies and their respective productivity and subsidy goals. The Local, Community, and Rural typologies met their productivity and subsidy goals, while the Supplemental typology only met its subsidy goal. Supplemental routes are currently in a state of transition after the June 2023 service change, with many schools now better-served by Local and Community routes than they historically were. Staff are in continual discussion with schools in the county to ensure the best possible service for students going to and from school.

The Demand Response typology met neither its productivity nor its subsidy goal. However, Marin Access services overall experienced both increased ridership and reduced subsidy per passenger in FY 2023/24 compared to the prior year. The improved Catch-A-Ride pilot program (not included in the Demand Response typology) is proving very popular with riders and growing rapidly. Staff will continue closely monitoring all Marin Access programs to ensure riders' needs are being met.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

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

Asher Butnik
Senior Transit Planner

Attachment A: Marin Transit FY 2023/24 System Performance Report

Attachment B: Marin Transit FY 2023/24 System Performance Presentation

Marin Transit FY 2023/24 Annual Performance Report

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System Performance Summary for FY 2023/24

This report summarizes the unaudited operational performance of Marin Transit local transit services for FY 2023/24 and compares these results to the District’s typology level performance goals adopted by the Marin Transit Board on September 9, 2024. The report provides a detailed route level assessment of all Marin Transit services operating in FY 2023/24.

Overall, Marin Transit provided 3,049,845 unlinked passenger trips in FY 2023/24 with 215,000 revenue hours of service. Compared to FY 2022/23, these figures represent an 8% increase in unlinked passenger trips and no significant change in revenue hours.

Increased ridership was experienced across most service typologies and programs relative to the prior fiscal year, with the exceptions of Supplemental School, Yellow Bus, and the Muir Woods Shuttle services, which will be discussed in further detail later in this report. The system-wide productivity rate this fiscal year was 14.2 riders per revenue hour, 7% higher than FY 2022/23. Passenger revenues also increased in FY 2023/24 by 3%, lagging behind systemwide ridership growth due to the reduction

in service on the Muir Woods Shuttle, which typically has higher fares than other services. Due to the reduction in service on the Muir Woods Shuttle and the shift in Marin Access passengers from paratransit to more cost-effective programs, passenger subsidy decreased to a system-wide average of \$12.11 per passenger in FY 2023/24, from \$12.35 per passenger in FY 2022/23.

Fixed Route

Fixed Route operations carried 2.8 million unlinked passenger trips in FY 2023/24 with 182,016 revenue hours. These figures represent 93% of the District's total ridership and 85% of revenue hours for the fiscal year. Compared to FY 2022/23, unlinked passenger trips on fixed route services increased by 9% and revenue hours increased 2%. Overall fixed route productivity was 15.5 passengers per revenue hour in FY 2023/24, which is 8% higher than 14.4 per hour last fiscal year. Pre-COVID productivity was 16.2 passenger per revenue hour in FY 2018/19.

Compared to FY 2022/23, most Fixed Route typologies experienced an increase in overall ridership due to the pandemic recovery. The exception to this is the Supplemental School typology, which experienced a decrease in ridership of 51% from the prior fiscal year. This decrease in ridership is due to the reorganization of service that happened as part of the June 2023 service change, which incorporated much of the Supplemental School service into Local and Community routes, significantly reducing both the demand for and offering of Supplemental School service. The number of trips on Supplemental School service offered in FY 2023/24 represented a 48% reduction from the number of trips offered in the prior year.

Fixed Route passenger revenue increased 9% in FY 2023/24 compared to last year, commensurate with the increase in ridership. Operating costs increased 11%, lowering farebox recovery on Fixed Route services from 9% in FY 2022/23 to 8.9% in FY 2023/24.

Fixed Route services underwent a major service change on June 11, 2023, three weeks before the end of FY 2022/23. This service change was proposed and approved due to operational challenges, not due to performance concerns. The steady growth in ridership throughout FY 2023/24 demonstrates that riders have successfully found the appropriate routes to reach their destinations, even though those routes may have changed between FY 2022/23 and FY 2023/24. The operational improvements realized as part of the service change will be discussed further under Ridership Trends on page 6.

Muir Woods Shuttle

As of the service typology update adopted by the Marin Transit Board on September 9, 2024, the Muir Woods Shuttle, formerly known as Route 66, is no longer considered part of the District's Fixed Route operations. This is primarily due to the new service delivery model that took effect when Bauer's Intelligent Transportation took over operation of the Shuttle on May 27, 2023, which requires pre-reservation and no longer allows walk-ups or cash payments.

In FY 2023/24, the Muir Woods Shuttle carried 49,829 unlinked passenger trips and 4,022 revenue hours. These totals represent 2% of the District's total ridership and 2% of revenue hours. The Shuttle's ridership represents a 35% decrease from the prior year, with a 26% decrease in revenue

hours. Service on the Muir Woods Shuttle decreased from the previous year at the request of the National Parks Service, which felt that the reduced service level would be sufficient to meet demand. The Shuttle operated for 149 days in FY 2022/23, whereas it only operated for 106 days in FY 2023/24. Furthermore, the calculated revenue hours per trip changed slightly when the new contractor took over Shuttle operations.

Yellow Bus

In FY 2023/24, Yellow Bus service for the Ross Valley School District carried 102,903 unlinked passenger trips and operated 1,295 revenue hours. These totals represent 3% of the District's total ridership and 1% of revenue hours. Yellow Bus ridership represents a 2% decrease from the prior fiscal year, with the same number of revenue hours as the prior year. This slight decrease was due to a restructuring of routes, timings, and available seats that came with switching to a new Yellow Bus operator at the start of FY 2023/24, Bauer's Intelligent Transportation.

Demand Response

Marin Access Demand Response programs include the ADA paratransit and Marin Access Shuttles programs. Demand Response programs carried 51,129 unlinked passenger trips in FY 2023/24 and provided 27,668 revenue hours of service. These totals represent 2% of the District's total trips and 13% of revenue hours. Compared to FY 2022/23, unlinked passenger trips on Demand Response services decreased by 12% and revenue hours decreased by 2%. Overall productivity was 1.8 passengers per revenue hour, a decrease of 10% compared to FY 2022/23. The decrease in productivity is due to the Marin Access program changes which were implemented at the start of the fiscal year, on July 1, 2023. These program changes are discussed in further detail below.

Ridership on Demand Response services started to decline in September 2022 (FY 2022/23), dropping below FY 2021/22 levels. In response, District staff developed and proposed a package of changes to Marin Access Demand Response and Mobility Management programs to stabilize mandated ADA paratransit service, reduce service duplication, and concentrate resources on the populations most in need.

These changes included the cancellation of the Connect program and most of the Novato Dial-A-Ride program, with these services being replaced by an enhanced Catch-A-Ride program which took effect at the start of the fiscal year. The Catch-A-Ride program is a taxi voucher program and is included in the Mobility Management category below, whereas the former Connect and Novato Dial-A-Ride programs were Demand Response programs, thus the decrease in ridership under the Demand Response banner. The Mobility Management section below includes a year over year analysis of all Marin Access programs together.

ADA Paratransit, the largest demand response program, saw ridership decline by 3% and productivity decline by 7% in FY 2023/24 from the prior year. The ridership was fairly stable, considering that throughout FY 2022/23 the program saw a continuous decline in ridership. District staff performed an analysis of paratransit ridership, which was presented to the Marin Transit Board on August 5, 2024, and which concluded that the decrease in paratransit ridership was due to riders finding other

programs that better suit their needs, including the new enhanced Catch-A-Ride program and other programs through community non-profits.

The Marin Access changes implemented on July 1, 2023 also included a consolidation of the shopper shuttles that previously existed as part of the Novato Dial-A-Ride program with the old Rural Dial-A-Ride program into the new Marin Access Shuttles program. In June 2024, a new rural shuttle route was added to Marin Access Shuttles, serving Bolinas, Olema, and Point Reyes Station.

Mobility Management

Marin Access Mobility Management services include the Volunteer Driver and Catch-A-Ride programs. In FY 2023/24, these programs provided 22,249 unlinked passenger trips, approximately 1% of the District's total trips. Compared to the prior fiscal year, ridership increased by 57%. The entirety of that growth was on the Catch-A-Ride program, which individually more than tripled in size (+212%) from the prior year.

Due to the Marin Access program changes discussed in the previous section, some ridership which used to fall under Demand Response now falls under Mobility Management. This merits looking at the Marin Access suite of programs as a whole. Altogether, ridership on Marin Access services increased by 1% in FY 2023/24 from the prior year. This suggests that the program changes were successful, and riders of the former Connect and Novato Dial-A-Ride programs were able to successfully make the transition to the new program structure.

Performance Goals

On September 9, 2024, the Marin Transit Board adopted typology-level performance targets, establishing goals for productivity (unlinked passenger trips per revenue hour) and subsidy per passenger (unlinked passenger trip). Table 1 below summarizes route level performance goals by typology. There are no productivity or cost-effectiveness goals for the Muir Woods Shuttle, Yellow Bus service, or Mobility Management programs.

Appendix A: Performance Data Summary by Route provides a detailed summary of annual FY 2023/24 performance data by program, route, and service typology.

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	17, 22, 23, 35, 36, 49, 71	18	\$10.00
Community	219, 228, (2)29, 233, 245, (2)57	8	\$17.50
Supplemental	613, 619, 625, 654	20 per trip	\$15.00
Rural	61, 68	6	\$27.50
Demand Response	Local Paratransit, Marin Access Shuttles	2	\$100.00

Using the productivity goals identified in Table 1 (unlinked passenger trips per hour), three service typologies met their productivity goals: Local, Community, and Rural. The Local typology served an average of 19 passengers per revenue hour, an increase of 6% over the prior year. The Community typology served an average of 9 passengers per revenue hour, an increase of 10% over the prior year. And the Rural typology served an average of 6 passengers per revenue hour, an increase of 9% over the prior year.

Two service typologies did not meet their productivity goals: Supplemental and Demand Response. The Supplemental typology served an average of 17 passengers per trip, a decrease of 6% from the prior year. As of the June 2023 service change, Local and Community routes better serve many schools than Supplemental service; District staff are actively in conversation with schools across the county served by Supplemental trips to ensure the service best meets the needs of students. The Demand Response typology served an average of 1.8 passengers per revenue hour, a decrease of 7% from the prior year. This decrease in productivity is due to two reasons. First, the discontinuation of the Novato Dial-A-Ride program eliminated a relatively high productivity Demand Response program, bringing the overall average lower. Second, due to increased staffing on the ADA paratransit program, the paratransit productivity has decreased slightly (-7%) as the drivers are not spread as thin and forced to consolidate passenger trips on a single vehicle run even when this may cause passenger delays.

Using the subsidy goals identified in Table 1 (subsidy per passenger trip), all four Fixed Route service typologies met their subsidy goals. The Local typology had an average subsidy per passenger of \$8.53. The Community typology had an average subsidy per passenger of \$16.76. The Supplemental typology had an average subsidy per passenger of \$12.73. The Rural typology had an average subsidy per passenger of \$24.94.

The Demand Response service typology did not meet its subsidy goal. With an average subsidy per passenger of \$103.91, it exceeded the subsidy target by 4%. This is primarily due to the relatively low productivity on the ADA paratransit program in FY 2023/24. District staff are in active conversation with Transdev, the Demand Response service provider, on how to improve service operations and efficiency.

Appendix B: Productivity and Subsidy Charts provides FY 2023/24 productivity and subsidy levels, as well as respective performance goals, by service typology and at the route level for the entire fiscal year.

Ridership Trends

Fixed Route ridership in FY 2023/24 surpassed pre-COVID ridership levels by roughly 5,000 unlinked passenger trips (less than 0.2%). Year-over-year Fixed Route ridership growth was 9%, which is lower than in previous years of COVID recovery, but still very strong by pre-COVID standards. Now that Marin Transit Fixed Route ridership has officially reached pre-pandemic levels, it remains to be seen whether ridership will continue to grow at its current high rate or whether ridership growth will relax back to pre-COVID levels.

The 9% increase in fixed route ridership was comparable to the nationwide bus ridership growth in FY 2023/24 which, as reported by the National Transit Database, averaged 11% in FY 2023/24. Within the Bay Area, most peer agencies experienced ridership increases that were comparable to Marin Transit's, with a couple of exceptions. These include County Connection (+9%), SamTrans (+17%), Napa VINE (+10%) and Sonoma County Transit (+21%). Golden Gate Transit reported an increase of 9% in fixed route bus ridership for FY 2023/24. Note that none of these agencies has reached pre-COVID ridership levels; their ridership recovery levels range from 46% (Golden Gate Transit bus service) to 91% (SamTrans).

Overall demand for Marin Access programs in FY 2023/24 increased by 1% compared with FY 2022/23, as previously discussed. Most individual programs' ridership is stable, with the exception of the Catch-A-Ride program, which has more than tripled (+212%) from the prior year as it has absorbed the ridership of the former Connect and Novato Dial-A-Ride programs. The previously declining ridership on ADA paratransit, which forms the majority of Marin Access ridership, has stabilized. Staff believe this is due to the Marin Access program changes implemented at the start of the fiscal year, which improved service delivery on paratransit service.

Service levels, including the number of scheduled trips and missed service, can affect bus ridership. Missed service increased significantly throughout the prior fiscal year (FY 2022/23) due to a shortage of operators and was the main reason the June 2023 service changes were implemented. The June service changes were specifically designed to reduce the number of driver shifts necessary to operate service while having minimal effects on the amount of service offered. As shown in Table 2 below, the service changes were successful in reducing the number of missed trips on Marin Transit services.

The rate at which riders transfer between Marin Transit routes can also affect bus ridership, since ridership is measured as unlinked passenger trips, and therefore more transfers contribute to more trips. This is measured via the ratio of total trips to newly originating (non-transfer) trips, known as the transfer ratio. In FY 2023/24, the transfer ratio was 1.39, 4.5% higher than the prior year. The route with the highest individual transfer ratio was Route 219 (at a ratio of 1.90), which is consistent with the prior year.

Table 2 summarizes the factors that can influence ridership numbers year-over-year and qualitatively evaluates their impact.

Table 2: Factors Impacting Ridership Comparison

Factor	FY 2022/23	FY 2023/24	Impact
# of Weekdays	253	252	--
# of Weekends & Holidays	112	114	--
# of School days	180	180	--
# of days of Muir Woods Shuttle service	149	106	▼▼
Transfer Ratio (ratio of unlinked to linked trips)	1.33	1.39	▲
Missed service (# of cancelled trips)	2,964	1,186	▲▲▲
Rainfall (inches)	40	26	▲
Average Gas Price	\$5.01	\$4.96	--
Unemployment Rate	2.7%	3.6%	--

FY 2024/25 Performance Outlook

The District operated 215,000 hours of service across all programs in Marin County in FY 2023/24. Fixed route service levels have continuously increased since 2010 to provide more frequency and expanded transit options for Marin County residents, and Demand Response program offerings have generally expanded over that time as well (although precise revenue hours fluctuate with demand). The June 2023 fixed route service change included a 2% reduction in fixed route revenue hours; District staff worked carefully with both ridership data and community input to ensure these changes would have minimal negative impacts on riders. The Marin Access program changes did reduce the number of programs offered, but the new expanded Catch-A-Ride pilot offers more flexibility and a higher quality of service than the previous programs, so staff consider this to be a service expansion, not reduction, and rider feedback has verified that riders feel the same way. Overall, the District appears poised to sustain strong ridership trends in FY 2024/25, although whether the District will maintain COVID-recovery levels of ridership growth remains to be seen.

Appendix A: Performance Data Summary by Route

Attachment A

Annual Report - Summary

10/31/2024

YEAR

FY 2023/24

Systemwide Performance Statistics

Typology	Route	Passengers	%Δ Passengers*	Revenue Hours	Operating Cost	Passengers per Revenue Hou	Subsidy per Passenger	Farebox Recovery
1. Local	17	212,274	▲9.1%	14,908	\$2,405,160	14.2	\$10.39	8.3%
	22	176,864	▲5.3%	13,658	\$2,167,489	12.9	\$10.19	16.8%
	23	260,504	▲38.9%	14,442	\$2,729,730	18.0	\$9.50	9.3%
	35	579,286	▼5.4%	19,688	\$3,699,562	29.4	\$5.46	14.6%
	36	288,174	▲6.7%	15,218	\$2,924,721	18.9	\$9.15	9.8%
	49	340,945	▲42.8%	20,485	\$3,354,680	16.6	\$9.01	8.4%
	71	445,468	▲38.9%	24,192	\$4,773,162	18.4	\$9.62	10.2%
	Rollup	2,303,515	▲12.5%	122,592	\$22,054,505	18.8	\$8.53	11.0%
2. Community	219	38,761	▲26.9%	5,178	\$842,940	7.5	\$20.74	4.6%
	228	77,411	▲25.9%	9,457	\$1,507,717	8.2	\$18.50	5.0%
	233	41,335	▲8.0%	4,280	\$683,044	9.7	\$15.65	5.3%
	245	48,242	▲15.9%	4,346	\$705,655	11.1	\$13.84	5.4%
	29	13,121	▼68.2%	2,377	\$458,935	5.5	\$33.94	3.0%
	57	161,054	▲2,662.0%	15,447	\$2,493,265	10.4	\$14.72	4.9%
	Rollup	379,924	▲4.2%	41,085	\$6,691,557	9.2	\$16.76	4.9%
4. Supplemental	613	12,966	▼49.8%	434	\$141,121	29.9	\$10.58	2.8%
	619	13,213	▼8.5%	615	\$211,524	21.5	\$15.75	1.6%
	625	8,564	▲49.3%	287	\$92,906	29.9	\$10.43	3.8%
	654	3,574	▼21.2%	183	\$54,800	19.5	\$14.93	2.6%
	Rollup	38,317	▼51.0%	1,518	\$500,350	25.2	\$12.73	2.5%
5. Rural	61	32,809	▲41.6%	6,358	\$1,045,167	5.2	\$30.93	2.9%
	68	69,170	▼0.3%	9,766	\$1,580,372	7.1	\$22.09	3.3%
	Rollup	101,979	▲10.2%	16,124	\$2,625,539	6.3	\$24.94	3.1%
7. Yellow Bus	Hdn Valley	15,446	▲17.5%	191	\$207,332	80.9	\$8.49	36.8%
	White Hill	87,457	▼4.6%	1,104	\$1,196,873	79.2	\$8.74	36.1%
	Rollup	102,903	▼1.8%	1,295	\$1,404,205	79.5	\$8.70	36.2%
8. Muir Woods	MWS	49,829	▼35.0%	4,022	\$1,231,821	12.4	\$24.55	0.7%
	Rollup	49,829	▼35.0%	4,022	\$1,231,821	12.4	\$24.55	0.7%
9. Demand Response	Local Para	50,342	▼2.6%	27,183	\$5,370,645	1.9	\$103.96	2.6%
	MA Shuttle	787		485	\$80,944	1.6	\$100.54	2.2%
	Rollup	51,129	▼7.1%	27,668	\$5,451,589	1.8	\$103.91	2.5%
Catch-A-Ride	CAR_Taxi	8,900		0	\$285,015		\$32.02	0.0%
	CAR_TNC	3,716		0	\$69,872		\$18.80	0.0%
	Rollup	12,616	▲212.0%	0	\$354,887		\$28.13	0.0%
Volunteer Driver	VolDrvr	7,741	▼7.2%	0	\$74,110		\$9.50	0.8%
	VolDvrWM	1,892	▲5.3%	0	\$35,718		\$18.78	0.5%
	Rollup	9,633	▼5.0%	0	\$109,828		\$11.32	0.7%
Rollup	3,049,845	▲7.6%	215,000	\$40,424,279	14.2	\$12.11	8.6%	

Appendix B: Productivity and Subsidy Charts

Figure 1: FY 2023/24 Passenger per Revenue Hour by Route

Figure 2: FY 2023/24 Subsidy per Passenger by Route

Figure 1: FY 2023/24 Passenger per Revenue Hour by Route

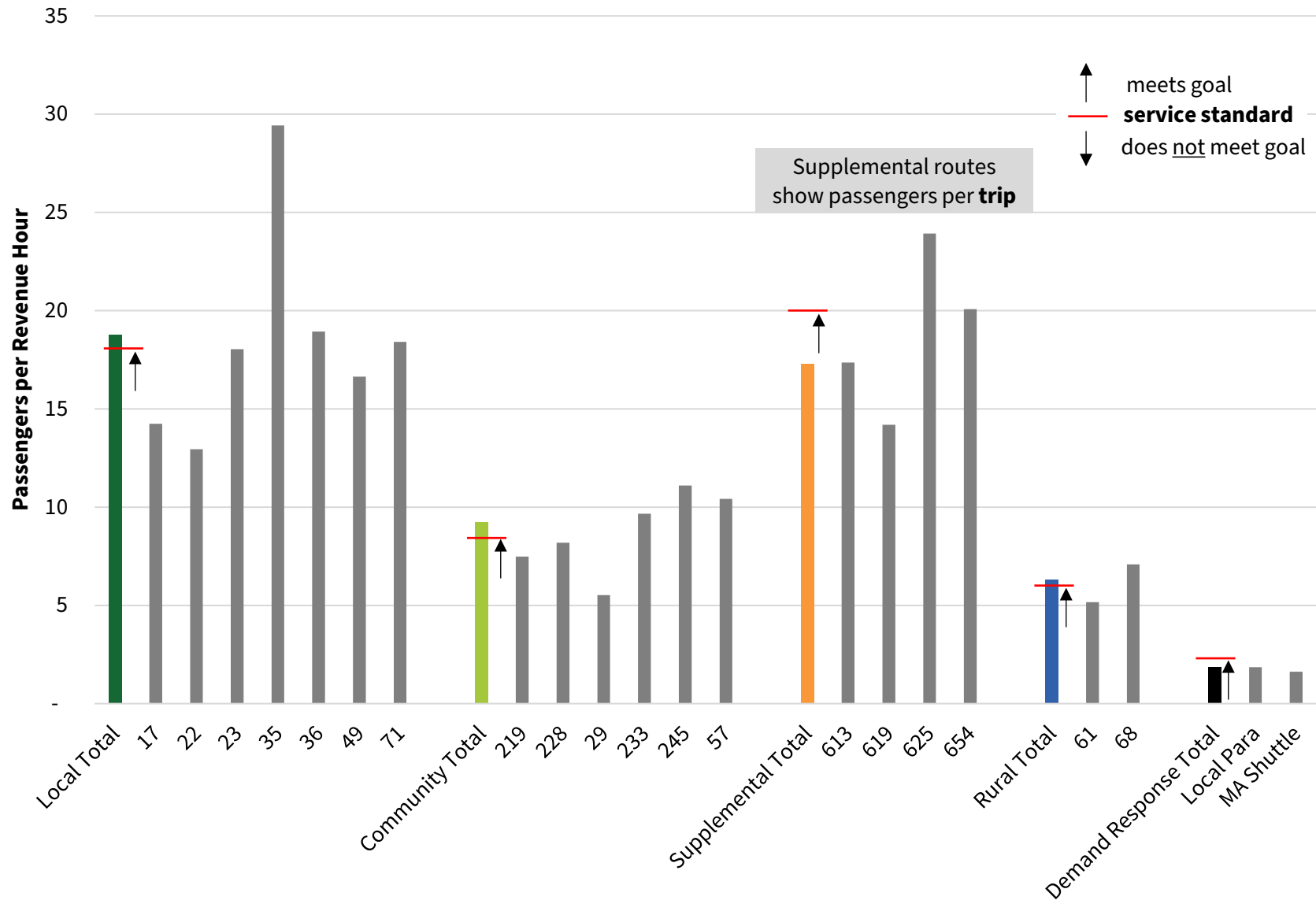
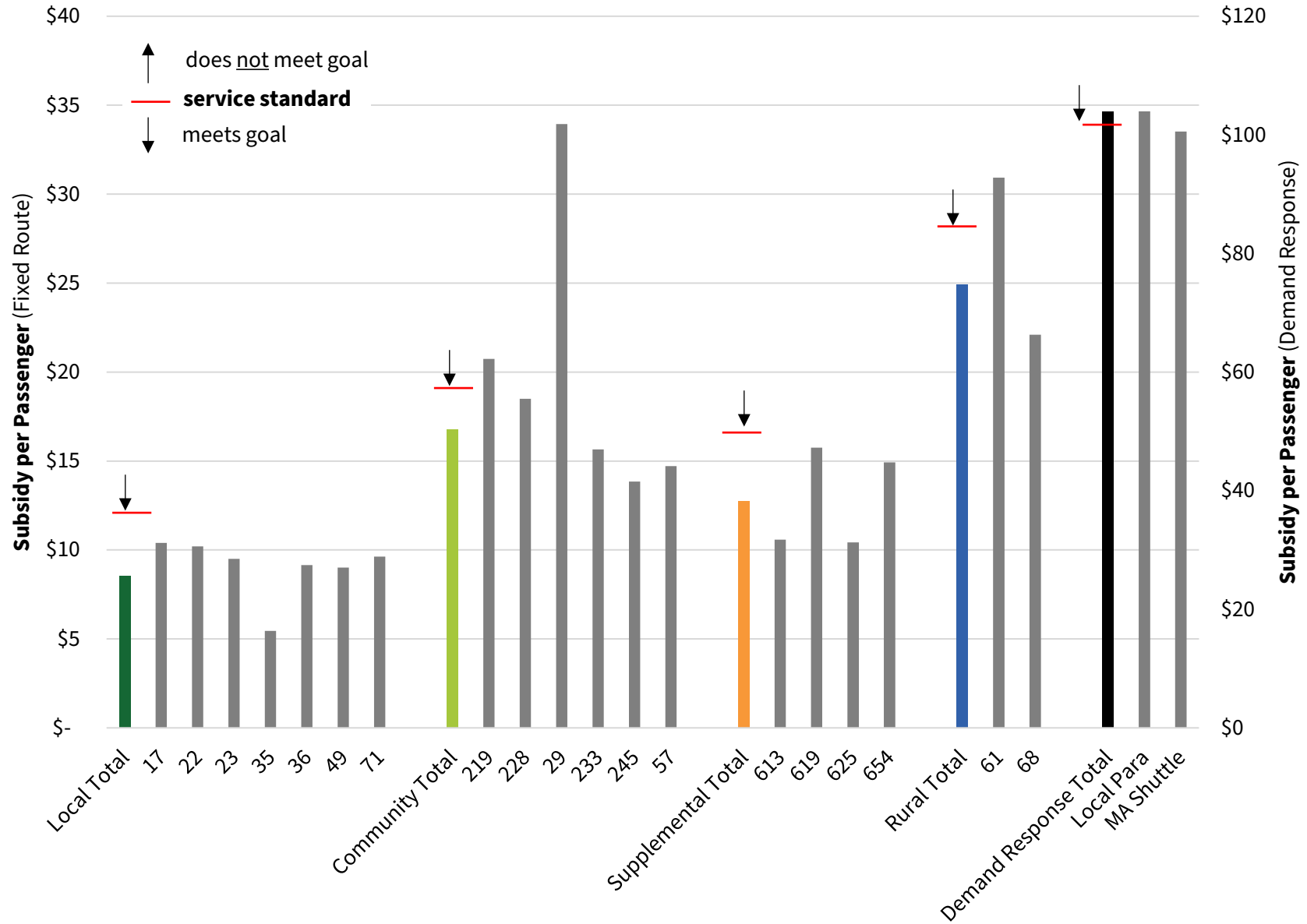


Figure 2: FY 2023/24 Subsidy per Passenger by Route



Appendix C: Route Profiles

- 17 Sausalito – Marin City – Mill Valley – San Rafael
- 22 San Rafael Transit Center – San Anselmo – Marin City
- 23 Fairfax Manor – San Anselmo – San Rafael – Canal
- 29 San Rafael Transit Center – Larkspur Landing – Marin General – Redwood High – E. Corte Madera
- 35 Canal – San Rafael Transit Center – Marin Civic Center – Northgate Mall
- 36 Canal – San Rafael Transit Center – Strawberry – Marin City
- 49 San Marin – Novato – Hamilton – Marin Civic Center – San Rafael Transit Center
- 57 San Rafael – Dominican University – Northgate – Kaiser Hospital – Novato
- 61 West Marin Stagecoach (Sausalito – Marin City – Mill Valley – Stinson Beach – Bolinas)
- 68 West Marin Stagecoach (San Rafael Transit Center – San Anselmo – Pt. Reyes Station – Inverness)
- 71 Novato – San Rafael Transit Center – Marin City
- 219 Tiburon – Strawberry
- 228 San Rafael Transit Center – Larkspur – San Anselmo – Fairfax Manor
- 233 Santa Venetia – Marin Civic Center – San Rafael Transit Center
- 245 San Rafael Transit Center – Northgate Mall – Kaiser – Smith Ranch Road
- 613 Redwood High School – Paradise Cay
- 619 Tiburon – Belvedere – Redwood High School
- 625 Lagunitas – Sir Francis Drake HS – San Anselmo – San Rafael
- 654 Olive – San Marin High School – Sinaloa Middle School – Novato
- MWS Muir Woods Shuttle
- Hdn Valley Ross Valley Yellow Bus (Fairfax – San Anselmo – Hidden Valley ES)
- White Hill Ross Valley Yellow Bus (San Anselmo – Sleepy Hollow – Fairfax – White Hill MS)



Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **30 min**
 Avg Freq (Wkdy Non-Peak): **60 min**
 Avg Freq (Wked): **60 min**

Farebox Recovery: **8%**
 Transfer Ratio: **1.55**
 % Clipper usage: **16%**

FY 2023/24 DATA

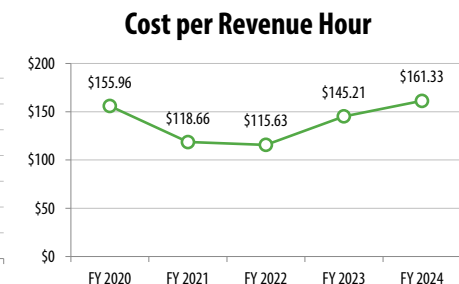
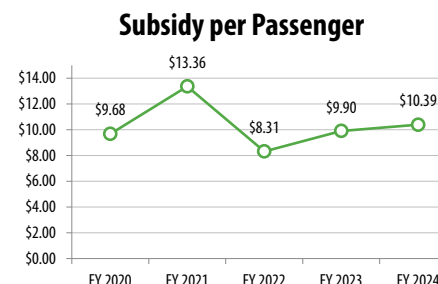
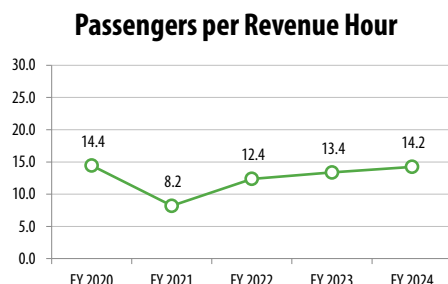
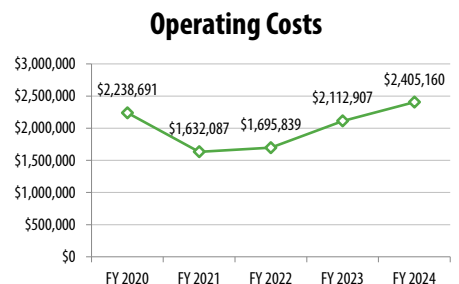
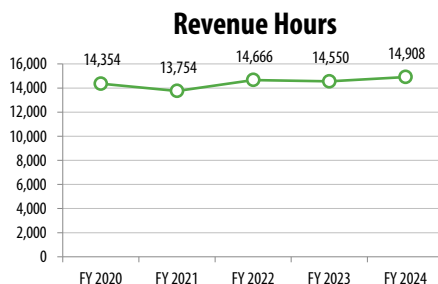
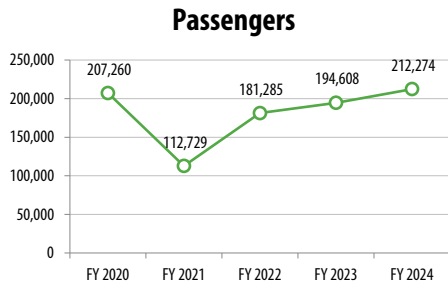
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	161,767	13,481	642	11,620	968	46	153,869	12,822	611
Saturday	25,575	2,131	483	1,553	129	29	22,078	1,840	417
Sunday	24,932	2,078	409	1,735	145	28	24,266	2,022	398
Total	212,274	17,690	580	14,908	1,242	41	200,213	16,684	547

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,871,575	\$155,965	\$7,427	\$153,799	\$12,817	\$610	\$1,717,776	\$143,148	\$6,817
Saturday	\$252,486	\$21,041	\$4,764	\$22,214	\$1,851	\$419	\$230,272	\$19,189	\$4,345
Sunday	\$281,099	\$23,425	\$4,608	\$23,397	\$1,950	\$384	\$257,702	\$21,475	\$4,225
Total	\$2,405,160	\$200,430	\$6,571	\$199,410	\$16,618	\$545	\$2,205,750	\$183,813	\$6,027

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	13.9	\$10.62		8.2%
Saturday	16.5	\$9.00		8.8%
Sunday	14.4	\$10.34		8.3%
Total	14.2	\$10.39	\$161.33	8.3%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	207,260	14,354	\$2,238,691	\$233,073	\$2,005,618	14.4	\$9.68	\$155.96	10.4%
FY 2021	112,729	13,754	\$1,632,087	\$125,957	\$1,506,130	8.2	\$13.36	\$118.66	7.7%
FY 2022	181,285	14,666	\$1,695,839	\$188,572	\$1,507,267	12.4	\$8.31	\$115.63	11.1%
FY 2023	194,608	14,550	\$2,112,907	\$185,571	\$1,927,336	13.4	\$9.90	\$145.21	8.8%
FY 2024	212,274	14,908	\$2,405,160	\$199,410	\$2,205,750	14.2	\$10.39	\$161.33	8.3%





Days of Service: Wkdy, Sa, Su
 Avg Freq (Wkdy Peak): 30 min
 Avg Freq (Wkdy Non-Peak): 60 min
 Avg Freq (Wked): 60 min
 Farebox Recovery: 17%
 Transfer Ratio: 1.59
 % Clipper usage: 12%

FY 2023/24 DATA

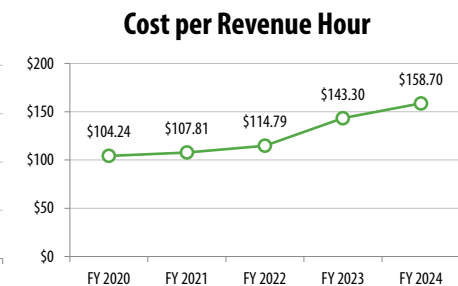
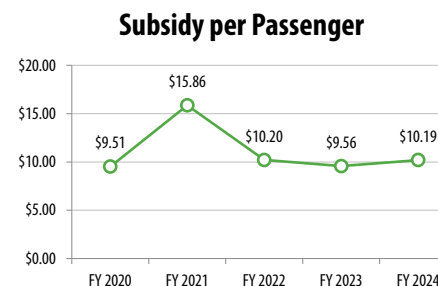
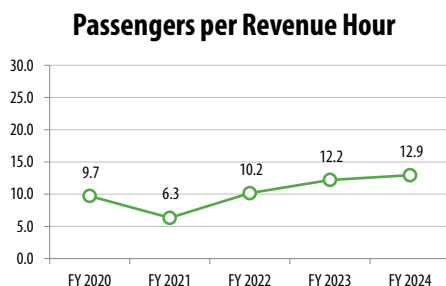
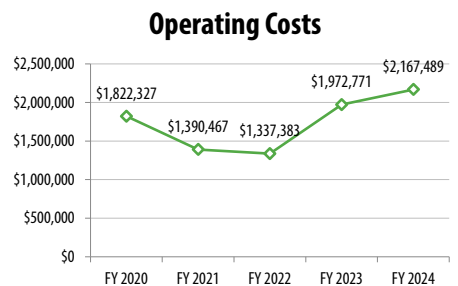
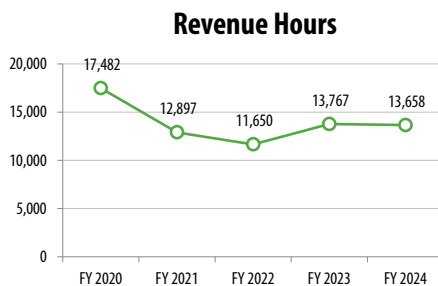
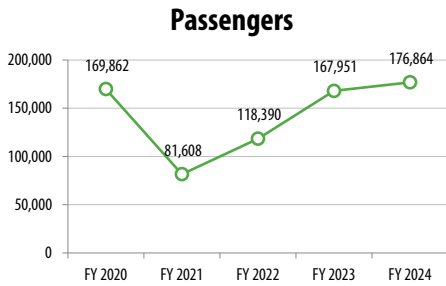
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	148,733	12,394	590	10,847	904	43	116,683	9,724	463
Saturday	15,543	1,295	293	1,308	109	25	16,373	1,364	309
Sunday	12,588	1,049	206	1,503	125	25	18,811	1,568	308
Total	176,864	14,739	483	13,658	1,138	37	151,866	12,656	415

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,717,520	\$143,127	\$6,816	\$281,227	\$23,436	\$1,116	\$1,436,293	\$119,691	\$5,700
Saturday	\$209,435	\$17,453	\$3,952	\$41,015	\$3,418	\$774	\$168,420	\$14,035	\$3,178
Sunday	\$240,534	\$20,045	\$3,943	\$42,125	\$3,510	\$691	\$198,409	\$16,534	\$3,253
Total	\$2,167,489	\$180,624	\$5,922	\$364,367	\$30,364	\$996	\$1,803,122	\$150,260	\$4,927

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	13.7	\$9.66		16.4%
Saturday	11.9	\$10.84		19.6%
Sunday	8.4	\$15.76		17.5%
Total	12.9	\$10.19	\$158.70	16.8%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	169,862	17,482	\$1,822,327	\$206,656	\$1,615,671	9.7	\$9.51	\$104.24	11.3%
FY 2021	81,608	12,897	\$1,390,467	\$96,190	\$1,294,277	6.3	\$15.86	\$107.81	6.9%
FY 2022	118,390	11,650	\$1,337,383	\$130,131	\$1,207,252	10.2	\$10.20	\$114.79	9.7%
FY 2023	167,951	13,767	\$1,972,771	\$366,436	\$1,606,335	12.2	\$9.56	\$143.30	18.6%
FY 2024	176,864	13,658	\$2,167,489	\$364,367	\$1,803,122	12.9	\$10.19	\$158.70	16.8%





Days of Service: Wkdy, Sa, Su
 Avg Freq (Wkdy Peak): 30 min
 Avg Freq (Wkdy Non-Peak): 60 min
 Avg Freq (Wked): 60 min
 Farebox Recovery: 9%
 Transfer Ratio: 1.34
 % Clipper usage: 14%

FY 2023/24 DATA

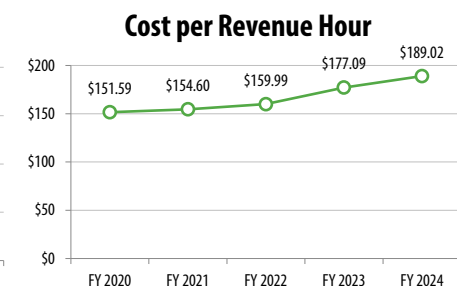
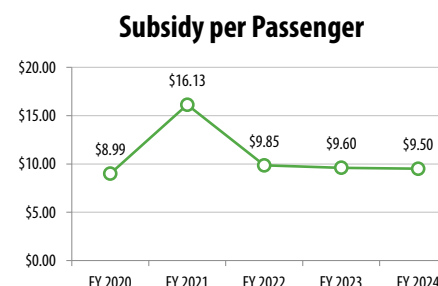
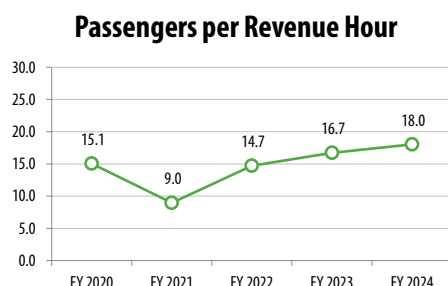
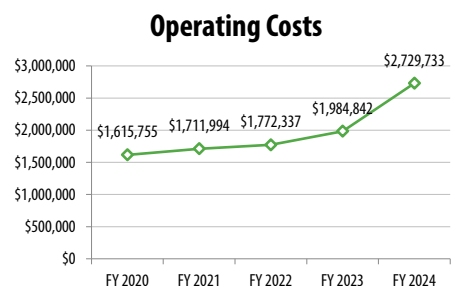
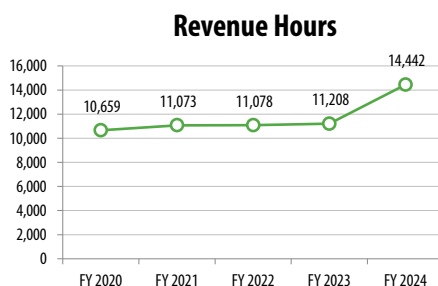
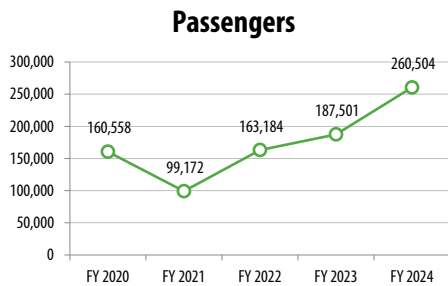
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	210,770	17,564	836	11,206	934	44	106,558	8,880	423
Saturday	24,731	2,061	467	1,504	125	28	14,146	1,179	267
Sunday	25,003	2,084	410	1,731	144	28	16,273	1,356	267
Total	260,504	21,709	712	14,442	1,203	39	136,977	11,415	374

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$2,118,541	\$176,545	\$8,407	\$203,343	\$16,945	\$807	\$1,915,198	\$159,600	\$7,600
Saturday	\$284,187	\$23,682	\$5,362	\$25,621	\$2,135	\$483	\$258,566	\$21,547	\$4,879
Sunday	\$327,005	\$27,250	\$5,361	\$25,512	\$2,126	\$418	\$301,493	\$25,124	\$4,943
Total	\$2,729,733	\$227,478	\$7,458	\$254,476	\$21,206	\$695	\$2,475,257	\$206,271	\$6,763

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	18.8	\$9.09		9.6%
Saturday	16.4	\$10.46		9.0%
Sunday	14.4	\$12.06		7.8%
Total	18.0	\$9.50	\$189.02	9.3%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	160,558	10,659	\$1,615,755	\$171,943	\$1,443,812	15.1	\$8.99	\$151.59	10.6%
FY 2021	99,172	11,073	\$1,711,994	\$112,417	\$1,599,577	9.0	\$16.13	\$154.60	6.6%
FY 2022	163,184	11,078	\$1,772,337	\$164,692	\$1,607,645	14.7	\$9.85	\$159.99	9.3%
FY 2023	187,501	11,208	\$1,984,842	\$184,897	\$1,799,945	16.7	\$9.60	\$177.09	9.3%
FY 2024	260,504	14,442	\$2,729,733	\$254,476	\$2,475,257	18.0	\$9.50	\$189.02	9.3%





Days of Service: **Wkdy**
 Avg Freq (Wkdy Peak): **60 min**
 Avg Freq (Wkdy Non-Peak): -
 Avg Freq (Wked): -

Farebox Recovery: **3%**
 Transfer Ratio: **1.39**
 % Clipper usage: **25%**

FY 2023/24 DATA

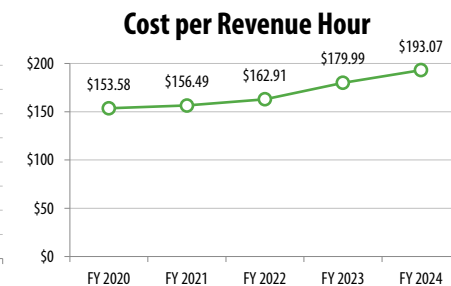
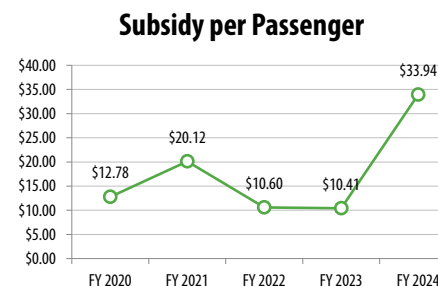
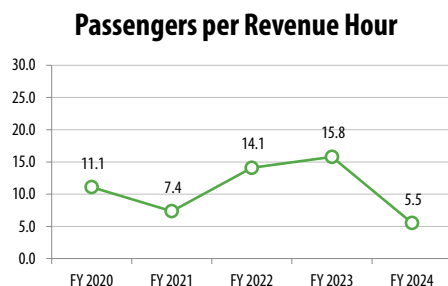
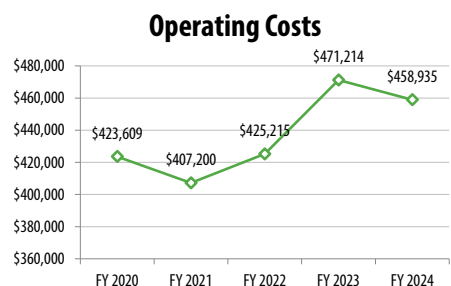
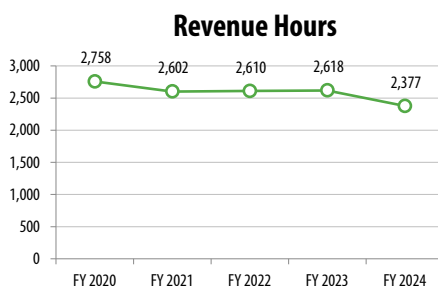
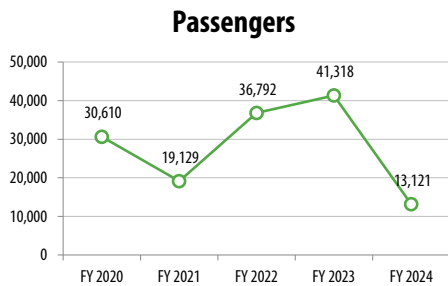
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	13,121	1,093	52	2,377	198	9	29,378	2,448	117
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
Total	13,121	1,093	52	2,377	198	9	29,378	2,448	117

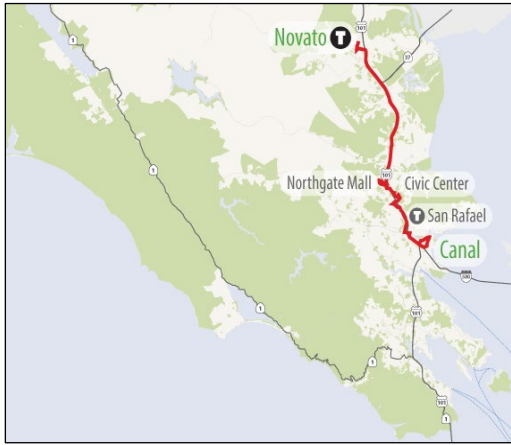
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$458,935	\$38,245	\$1,821	\$13,559	\$1,130	\$54	\$445,376	\$37,115	\$1,767
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Total	\$458,935	\$38,245	\$1,821	\$13,559	\$1,130	\$54	\$445,376	\$37,115	\$1,767

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	5.5	\$33.94	\$193.07	3.0%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
Total	5.5	\$33.94	\$193.07	3.0%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	30,610	2,758	\$423,609	\$32,412	\$391,197	11.1	\$12.78	\$153.58	7.7%
FY 2021	19,129	2,602	\$407,200	\$22,377	\$384,823	7.4	\$20.12	\$156.49	5.5%
FY 2022	36,792	2,610	\$425,215	\$35,297	\$389,918	14.1	\$10.60	\$162.91	8.3%
FY 2023	41,318	2,618	\$471,214	\$40,991	\$430,223	15.8	\$10.41	\$179.99	8.7%
FY 2024	13,121	2,377	\$458,935	\$13,559	\$445,376	5.5	\$33.94	\$193.07	3.0%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **15 min**
 Avg Freq (Wkdy Non-Peak): **30 min**
 Avg Freq (Wked): **30 min**

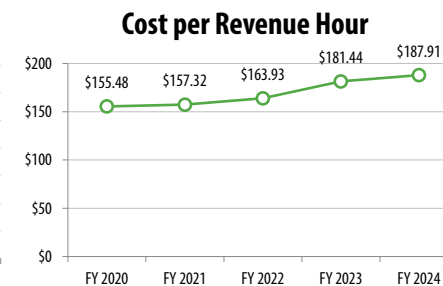
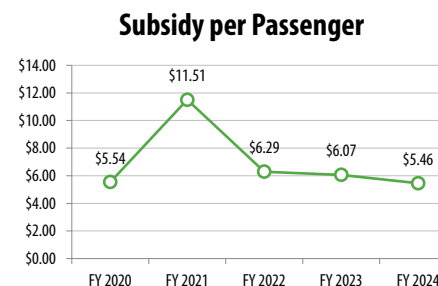
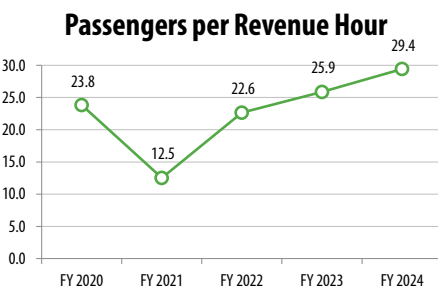
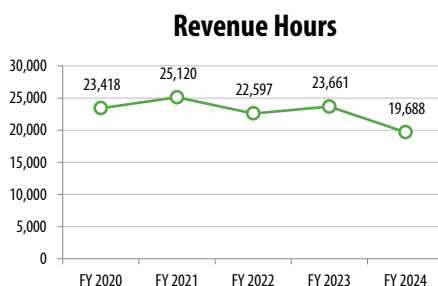
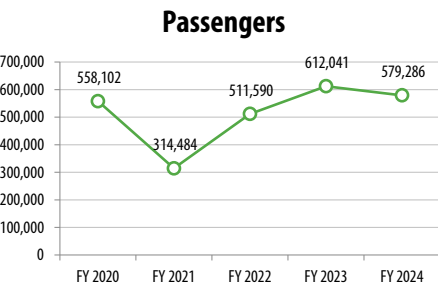
Farebox Recovery: **15%**
 Transfer Ratio: **1.39**
 % Clipper usage: **8%**

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	451,416	37,618	1,791	14,457	1,205	57	122,898	10,242	488
Saturday	61,508	5,126	1,161	2,430	202	46	20,500	1,708	387
Sunday	66,362	5,530	1,088	2,802	233	46	23,636	1,970	387
Total	579,286	48,274	1,583	19,688	1,641	54	167,034	13,919	456

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$2,716,545	\$226,379	\$10,780	\$408,995	\$34,083	\$1,623	\$2,307,550	\$192,296	\$9,157
Saturday	\$456,589	\$38,049	\$8,615	\$62,758	\$5,230	\$1,184	\$393,831	\$32,819	\$7,431
Sunday	\$526,426	\$43,869	\$8,630	\$67,217	\$5,601	\$1,102	\$459,209	\$38,267	\$7,528
Total	\$3,699,560	\$308,297	\$10,108	\$538,970	\$44,914	\$1,473	\$3,160,590	\$263,383	\$8,635

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	31.2	\$5.11		15.1%
Saturday	25.3	\$6.40		13.7%
Sunday	23.7	\$6.92		12.8%
Total	29.4	\$5.46	\$187.91	14.6%

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	558,102	23,418	\$3,641,131	\$549,269	\$3,091,862	23.8	\$5.54	\$155.48	15.1%
FY 2021	314,484	25,120	\$3,951,879	\$333,733	\$3,618,146	12.5	\$11.51	\$157.32	8.4%
FY 2022	511,590	22,597	\$3,704,467	\$485,350	\$3,219,117	22.6	\$6.29	\$163.93	13.1%
FY 2023	612,041	23,661	\$4,293,157	\$580,967	\$3,712,190	25.9	\$6.07	\$181.44	13.5%
FY 2024	579,286	19,688	\$3,699,560	\$538,970	\$3,160,590	29.4	\$5.46	\$187.91	14.6%



FY 2023/24 DATA

Historic Trends



Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **30 min**
 Avg Freq (Wkdy Non-Peak): **30 min**
 Avg Freq (Wked): **30 min**

Farebox Recovery: **10%**
 Transfer Ratio: **1.42**
 % Clipper usage: **10%**

FY 2023/24 DATA

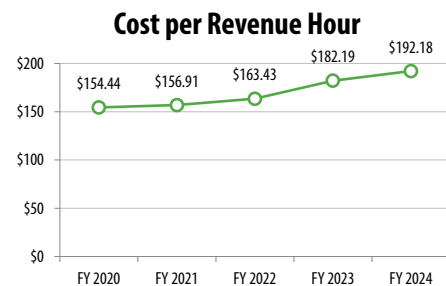
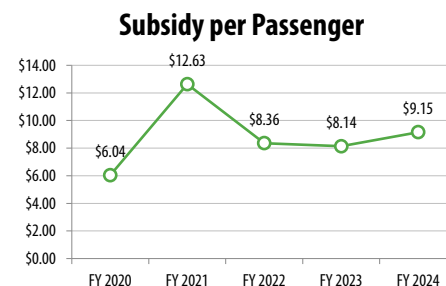
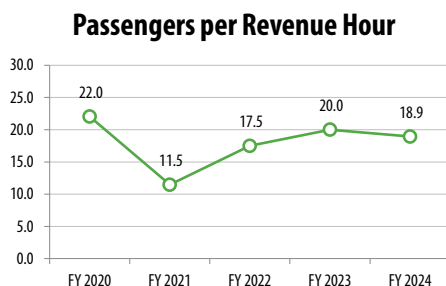
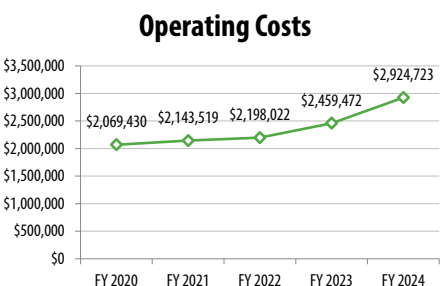
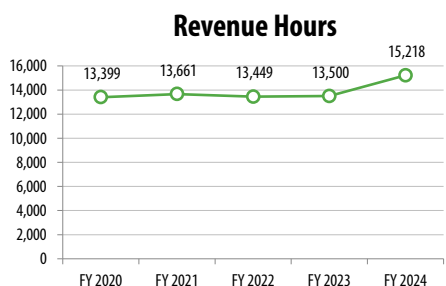
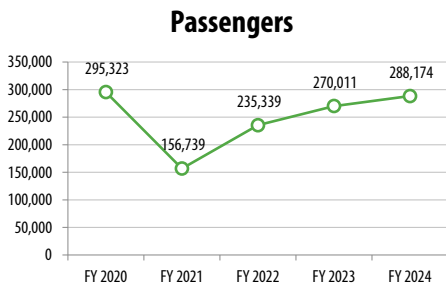
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	215,292	17,941	854	10,908	909	43	147,593	12,299	586
Saturday	35,474	2,956	669	2,006	167	38	26,953	2,246	509
Sunday	37,408	3,117	613	2,304	192	38	30,998	2,583	508
Total	288,174	24,015	787	15,218	1,268	42	205,544	17,129	562

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$2,095,457	\$174,621	\$8,315	\$210,810	\$17,568	\$837	\$1,884,647	\$157,054	\$7,479
Saturday	\$386,092	\$32,174	\$7,285	\$37,242	\$3,104	\$703	\$348,850	\$29,071	\$6,582
Sunday	\$443,174	\$36,931	\$7,265	\$39,675	\$3,306	\$650	\$403,499	\$33,625	\$6,615
Total	\$2,924,723	\$243,727	\$7,991	\$287,727	\$23,977	\$786	\$2,636,996	\$219,750	\$7,205

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	19.7	\$8.75		10.1%
Saturday	17.7	\$9.83		9.6%
Sunday	16.2	\$10.79		9.0%
Total	18.9	\$9.15	\$192.18	9.8%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	295,323	13,399	\$2,069,430	\$284,676	\$1,784,754	22.0	\$6.04	\$154.44	13.8%
FY 2021	156,739	13,661	\$2,143,519	\$163,647	\$1,979,872	11.5	\$12.63	\$156.91	7.6%
FY 2022	235,339	13,449	\$2,198,022	\$230,927	\$1,967,095	17.5	\$8.36	\$163.43	10.5%
FY 2023	270,011	13,500	\$2,459,472	\$262,696	\$2,196,776	20.0	\$8.14	\$182.19	10.7%
FY 2024	288,174	15,218	\$2,924,723	\$287,727	\$2,636,996	18.9	\$9.15	\$192.18	9.8%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **30 min**
 Avg Freq (Wkdy Non-Peak): **30 min**
 Avg Freq (Wked): **60 min**

Farebox Recovery: **8%**
 Transfer Ratio: **1.33**
 % Clipper usage: **11%**

FY 2023/24 DATA

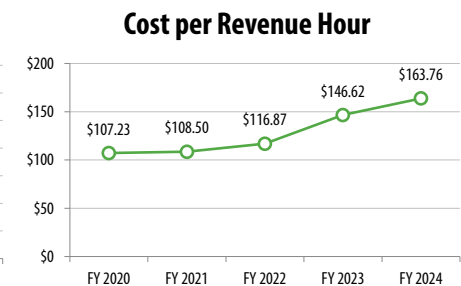
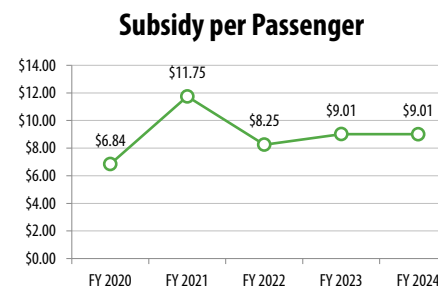
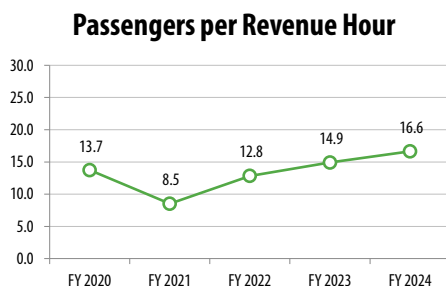
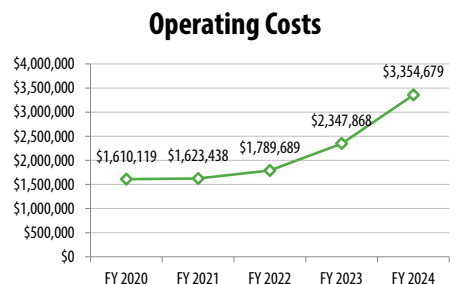
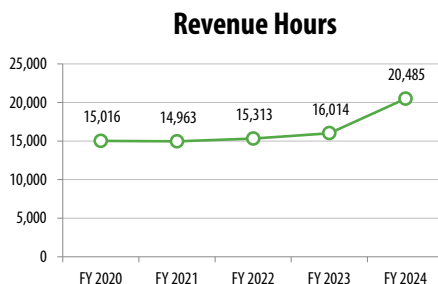
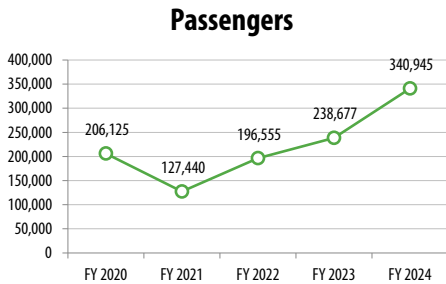
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	287,113	23,926	1,139	16,694	1,391	66	261,733	21,811	1,039
Saturday	26,575	2,215	501	1,763	147	33	31,246	2,604	590
Sunday	27,257	2,271	447	2,028	169	33	35,967	2,997	590
Total	340,945	28,412	932	20,485	1,707	56	328,946	27,412	899

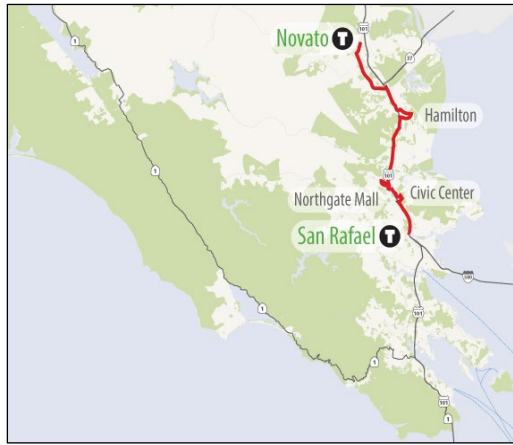
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$2,726,242	\$227,187	\$10,818	\$234,179	\$19,515	\$929	\$2,492,063	\$207,672	\$9,889
Saturday	\$292,182	\$24,349	\$5,513	\$24,582	\$2,049	\$464	\$267,600	\$22,300	\$5,049
Sunday	\$336,255	\$28,021	\$5,512	\$24,136	\$2,011	\$396	\$312,119	\$26,010	\$5,117
Total	\$3,354,679	\$279,557	\$9,166	\$282,897	\$23,575	\$773	\$3,071,782	\$255,982	\$8,393

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	17.2	\$8.68		8.6%
Saturday	15.1	\$10.07		8.4%
Sunday	13.4	\$11.45		7.2%
Total	16.6	\$9.01	\$163.76	8.4%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	206,125	15,016	\$1,610,119	\$199,527	\$1,410,592	13.7	\$6.84	\$107.23	12.4%
FY 2021	127,440	14,963	\$1,623,438	\$126,560	\$1,496,878	8.5	\$11.75	\$108.50	7.8%
FY 2022	196,555	15,313	\$1,789,689	\$167,916	\$1,621,773	12.8	\$8.25	\$116.87	9.4%
FY 2023	238,677	16,014	\$2,347,868	\$196,401	\$2,151,467	14.9	\$9.01	\$146.62	8.4%
FY 2024	340,945	20,485	\$3,354,679	\$282,897	\$3,071,782	16.6	\$9.01	\$163.76	8.4%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **30 min**
 Avg Freq (Wkdy Non-Peak): **60 min**
 Avg Freq (Wked): **60 min**

Farebox Recovery: **5%**
 Transfer Ratio: **1.27**
 % Clipper usage: **9%**

FY 2023/24 DATA

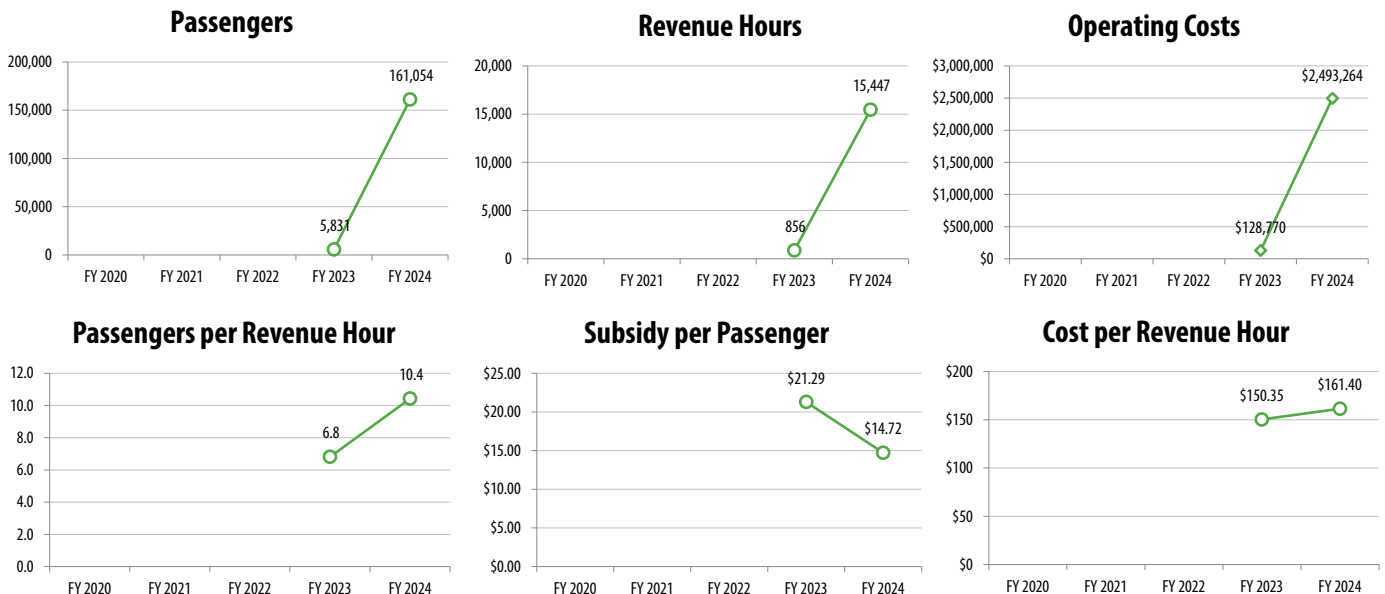
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	145,652	12,138	578	13,015	1,085	52	182,118	15,177	723
Saturday	7,723	644	146	1,131	94	21	15,914	1,326	300
Sunday	7,679	640	126	1,301	108	21	18,295	1,525	300
Total	161,054	13,421	440	15,447	1,287	42	216,327	18,027	591

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$2,102,046	\$175,171	\$8,341	\$107,881	\$8,990	\$428	\$1,994,165	\$166,180	\$7,913
Saturday	\$181,993	\$15,166	\$3,434	\$7,272	\$606	\$137	\$174,721	\$14,560	\$3,297
Sunday	\$209,225	\$17,435	\$3,430	\$7,346	\$612	\$120	\$201,879	\$16,823	\$3,309
Total	\$2,493,264	\$207,772	\$6,812	\$122,499	\$10,208	\$335	\$2,370,765	\$197,564	\$6,478

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.2	\$13.69		5.1%
Saturday	6.8	\$22.62		4.0%
Sunday	5.9	\$26.29		3.5%
Total	10.4	\$14.72	\$161.40	4.9%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020									
FY 2021									
FY 2022									
FY 2023	5,831	856	\$128,770	\$4,646	\$124,124	6.8	\$21.29	\$150.35	3.6%
FY 2024	161,054	15,447	\$2,493,264	\$122,499	\$2,370,765	10.4	\$14.72	\$161.40	4.9%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **6 trips**
 Avg Freq (Wkdy Non-Peak): **6 trips**
 Avg Freq (Wked): **7 trips**
 Farebox Recovery: **3%**
 Transfer Ratio: **1.18**
 % Clipper usage: **17%**

FY 2023/24 DATA

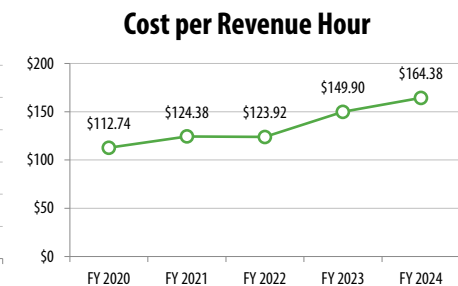
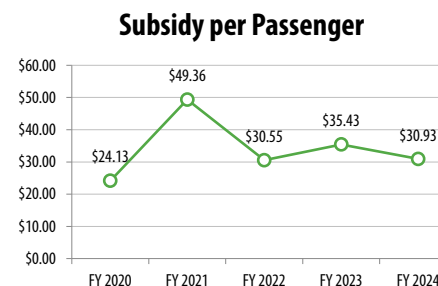
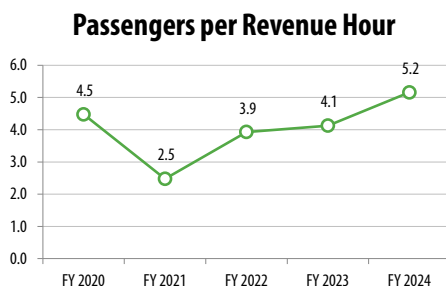
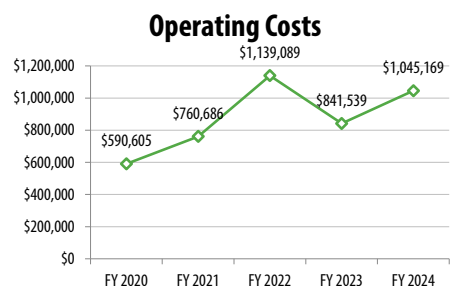
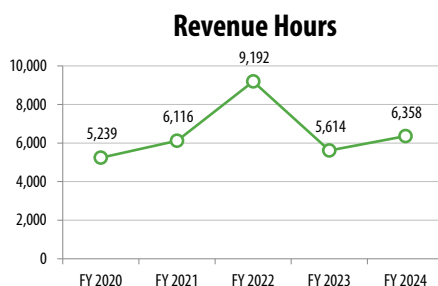
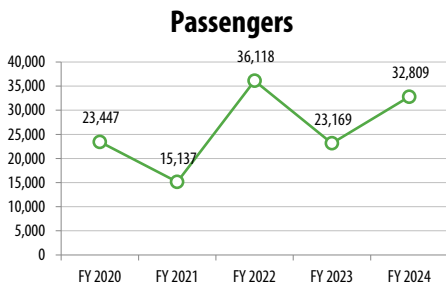
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	18,093	1,508	72	3,960	330	16	67,851	5,654	270
Saturday	6,648	554	128	1,086	90	21	17,956	1,496	345
Sunday	8,068	672	128	1,313	109	21	21,689	1,807	344
Total	32,809	2,734	90	6,358	530	17	107,496	8,958	294

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$656,948	\$54,746	\$2,617	\$15,616	\$1,301	\$62	\$641,332	\$53,444	\$2,555
Saturday	\$175,914	\$14,660	\$3,383	\$7,052	\$588	\$136	\$168,862	\$14,072	\$3,247
Sunday	\$212,307	\$17,692	\$3,370	\$7,814	\$651	\$124	\$204,493	\$17,041	\$3,246
Total	\$1,045,169	\$87,097	\$2,856	\$30,482	\$2,540	\$83	\$1,014,687	\$84,557	\$2,772

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	4.6	\$35.45		2.4%
Saturday	6.1	\$25.40		4.0%
Sunday	6.1	\$25.35		3.7%
Total	5.2	\$30.93	\$164.38	2.9%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	23,447	5,239	\$590,605	\$24,737	\$565,868	4.5	\$24.13	\$112.74	4.2%
FY 2021	15,137	6,116	\$760,686	\$13,509	\$747,177	2.5	\$49.36	\$124.38	1.8%
FY 2022	36,118	9,192	\$1,139,089	\$35,722	\$1,103,367	3.9	\$30.55	\$123.92	3.1%
FY 2023	23,169	5,614	\$841,539	\$20,609	\$820,930	4.1	\$35.43	\$149.90	2.4%
FY 2024	32,809	6,358	\$1,045,169	\$30,482	\$1,014,687	5.2	\$30.93	\$164.38	2.9%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **60 min**
 Avg Freq (Wkdy Non-Peak): **120 min**
 Avg Freq (Wked): **60-120 min**

Farebox Recovery: **3%**
 Transfer Ratio: **1.27**
 % Clipper usage: **9%**

FY 2023/24 DATA

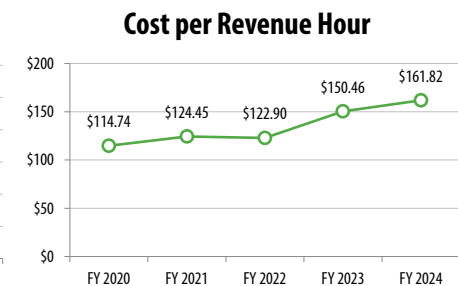
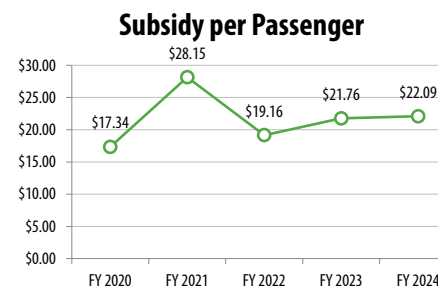
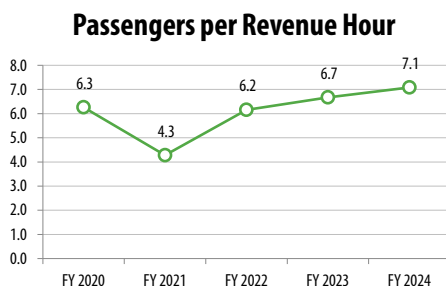
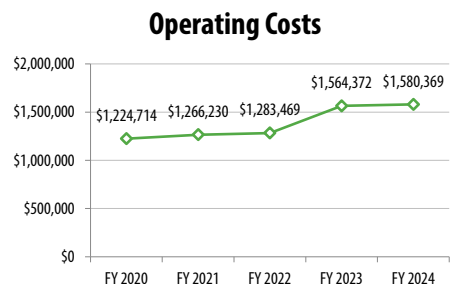
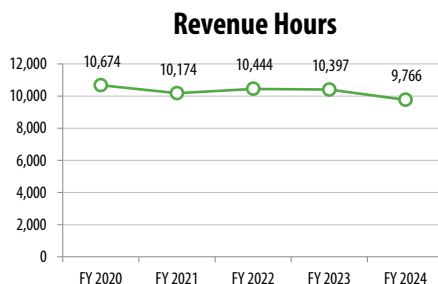
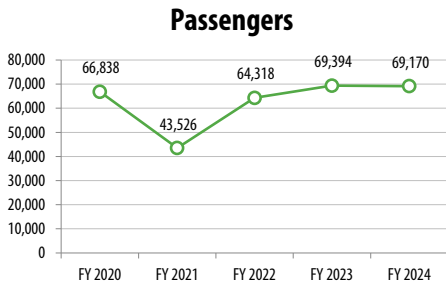
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	52,076	4,340	207	6,999	583	28	131,184	10,932	523
Saturday	7,846	654	151	1,255	105	24	23,014	1,918	443
Sunday	9,248	771	147	1,512	126	24	27,712	2,309	440
Total	69,170	5,764	189	9,766	814	27	181,910	15,159	497

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,134,099	\$94,508	\$4,518	\$39,040	\$3,253	\$156	\$1,095,059	\$91,255	\$4,363
Saturday	\$202,561	\$16,880	\$3,895	\$6,244	\$520	\$120	\$196,317	\$16,360	\$3,775
Sunday	\$243,709	\$20,309	\$3,868	\$6,793	\$566	\$108	\$236,916	\$19,743	\$3,761
Total	\$1,580,369	\$131,697	\$4,318	\$52,077	\$4,340	\$142	\$1,528,292	\$127,358	\$4,176

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	7.4	\$21.03		3.4%
Saturday	6.3	\$25.02		3.1%
Sunday	6.1	\$25.62		2.8%
Total	7.1	\$22.09	\$161.82	3.3%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	66,838	10,674	\$1,224,714	\$65,793	\$1,158,921	6.3	\$17.34	\$114.74	5.4%
FY 2021	43,526	10,174	\$1,266,230	\$41,064	\$1,225,166	4.3	\$28.15	\$124.45	3.2%
FY 2022	64,318	10,444	\$1,283,469	\$51,385	\$1,232,084	6.2	\$19.16	\$122.90	4.0%
FY 2023	69,394	10,397	\$1,564,372	\$54,436	\$1,509,936	6.7	\$21.76	\$150.46	3.5%
FY 2024	69,170	9,766	\$1,580,369	\$52,077	\$1,528,292	7.1	\$22.09	\$161.82	3.3%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **30 min**
 Avg Freq (Wkdy Non-Peak): **30 min**
 Avg Freq (Wked): **30 min**

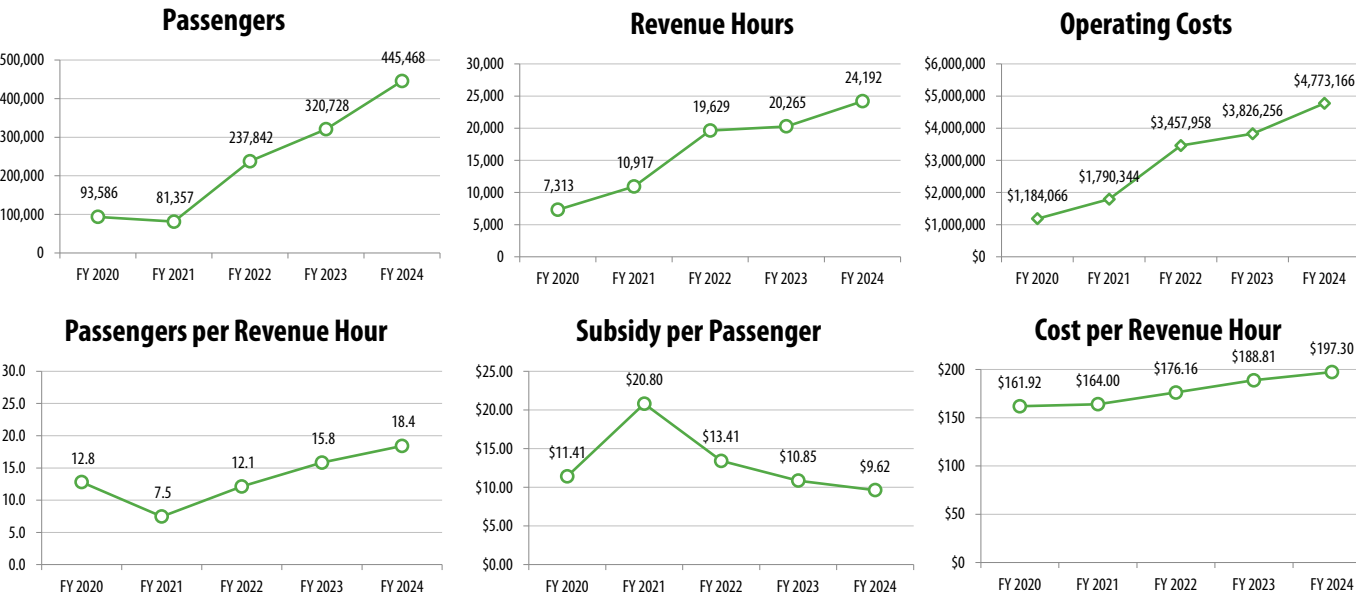
Farebox Recovery: **10%**
 Transfer Ratio: **1.37**
 % Clipper usage: **15%**

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	327,804	27,317	1,301	16,874	1,406	67	316,348	26,362	1,255
Saturday	58,151	4,846	1,097	3,404	284	64	66,504	5,542	1,255
Sunday	59,513	4,959	976	3,915	326	64	76,526	6,377	1,255
Total	445,468	37,122	1,217	24,192	2,016	66	459,379	38,282	1,255

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$3,327,644	\$277,304	\$13,205	\$361,094	\$30,091	\$1,433	\$2,966,550	\$247,213	\$11,772
Saturday	\$672,403	\$56,034	\$12,687	\$63,077	\$5,256	\$1,190	\$609,326	\$50,777	\$11,497
Sunday	\$773,119	\$64,427	\$12,674	\$63,066	\$5,256	\$1,034	\$710,053	\$59,171	\$11,640
Total	\$4,773,166	\$397,764	\$13,041	\$487,237	\$40,603	\$1,331	\$4,285,929	\$357,161	\$11,710

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	19.4	\$9.05		10.9%
Saturday	17.1	\$10.48		9.4%
Sunday	15.2	\$11.93		8.2%
Total	18.4	\$9.62	\$197.30	10.2%

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	93,586	7,313	\$1,184,066	\$116,335	\$1,067,731	12.8	\$11.41	\$161.92	9.8%
FY 2021	81,357	10,917	\$1,790,344	\$97,821	\$1,692,523	7.5	\$20.80	\$164.00	5.5%
FY 2022	237,842	19,629	\$3,457,958	\$269,293	\$3,188,665	12.1	\$13.41	\$176.16	7.8%
FY 2023	320,728	20,265	\$3,826,256	\$347,090	\$3,479,166	15.8	\$10.85	\$188.81	9.1%
FY 2024	445,468	24,192	\$4,773,166	\$487,237	\$4,285,929	18.4	\$9.62	\$197.30	10.2%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **45 min**
 Avg Freq (Wkdy Non-Peak): **45 min**
 Avg Freq (Wked): **45 min**

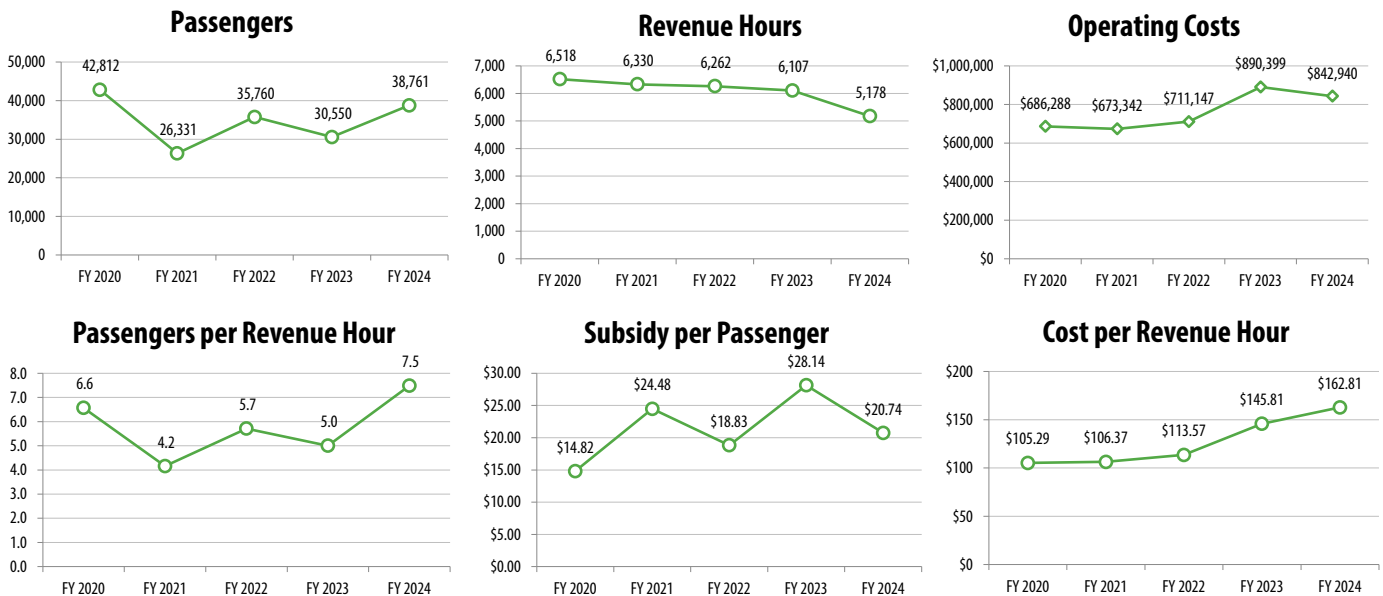
Farebox Recovery: **5%**
 Transfer Ratio: **1.90**
 % Clipper usage: **12%**

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	28,565	2,380	113	3,766	314	15	56,292	4,691	223
Saturday	4,947	412	93	657	55	12	10,389	866	196
Sunday	5,249	437	86	754	63	12	11,951	996	196
Total	38,761	3,230	106	5,178	431	14	78,632	6,553	215

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$613,176	\$51,098	\$2,433	\$28,483	\$2,374	\$113	\$584,693	\$48,724	\$2,320
Saturday	\$106,956	\$8,913	\$2,018	\$5,009	\$417	\$95	\$101,947	\$8,496	\$1,924
Sunday	\$122,808	\$10,234	\$2,013	\$5,593	\$466	\$92	\$117,215	\$9,768	\$1,922
Total	\$842,940	\$70,245	\$2,303	\$39,085	\$3,257	\$107	\$803,855	\$66,988	\$2,196

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	7.6	\$20.47		4.6%
Saturday	7.5	\$20.61		4.7%
Sunday	7.0	\$22.33		4.6%
Total	7.5	\$20.74	\$162.81	4.6%

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	42,812	6,518	\$686,288	\$51,931	\$634,357	6.6	\$14.82	\$105.29	7.6%
FY 2021	26,331	6,330	\$673,342	\$28,675	\$644,667	4.2	\$24.48	\$106.37	4.3%
FY 2022	35,760	6,262	\$711,147	\$37,653	\$673,494	5.7	\$18.83	\$113.57	5.3%
FY 2023	30,550	6,107	\$890,399	\$30,867	\$859,532	5.0	\$28.14	\$145.81	3.5%
FY 2024	38,761	5,178	\$842,940	\$39,085	\$803,855	7.5	\$20.74	\$162.81	4.6%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **60 min**
 Avg Freq (Wkdy Non-Peak): **60 min**
 Avg Freq (Wked): **60 min**

Farebox Recovery: **5%**
 Transfer Ratio: **1.44**
 % Clipper usage: **12%**

FY 2023/24 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	61,366	5,114	244	6,699	558	27	78,797	6,566	313
Saturday	8,417	701	159	1,284	107	24	15,341	1,278	289
Sunday	7,628	636	125	1,474	123	24	17,626	1,469	289
Total	77,411	6,451	212	9,457	788	26	111,764	9,314	305

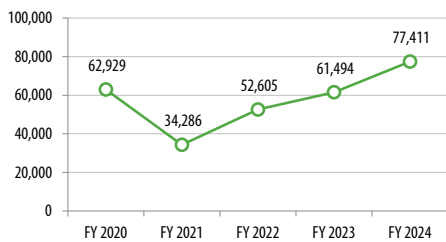
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,067,934	\$88,995	\$4,238	\$58,492	\$4,874	\$232	\$1,009,442	\$84,120	\$4,006
Saturday	\$204,685	\$17,057	\$3,862	\$9,157	\$763	\$173	\$195,528	\$16,294	\$3,689
Sunday	\$235,099	\$19,592	\$3,854	\$8,027	\$669	\$132	\$227,072	\$18,923	\$3,722
Total	\$1,507,718	\$125,643	\$4,119	\$75,676	\$6,306	\$207	\$1,432,042	\$119,337	\$3,913

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	9.2	\$16.45		5.5%
Saturday	6.6	\$23.23		4.5%
Sunday	5.2	\$29.77		3.4%
Total	8.2	\$18.50	\$159.42	5.0%

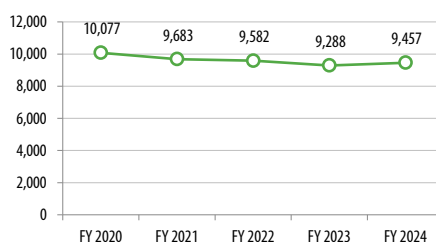
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	62,929	10,077	\$1,025,336	\$79,024	\$946,312	6.2	\$15.04	\$101.75	7.7%
FY 2021	34,286	9,683	\$1,006,655	\$42,135	\$964,520	3.5	\$28.13	\$103.96	4.2%
FY 2022	52,605	9,582	\$1,051,624	\$55,789	\$995,835	5.5	\$18.93	\$109.75	5.3%
FY 2023	61,494	9,288	\$1,318,809	\$60,583	\$1,258,226	6.6	\$20.46	\$141.99	4.6%
FY 2024	77,411	9,457	\$1,507,718	\$75,676	\$1,432,042	8.2	\$18.50	\$159.42	5.0%

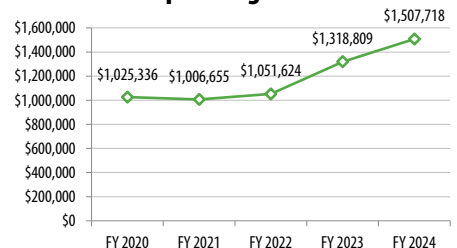
Passengers



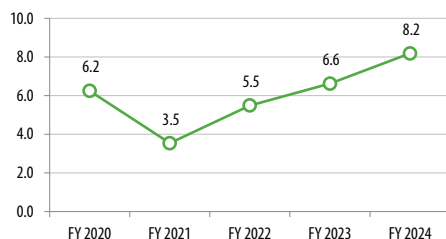
Revenue Hours



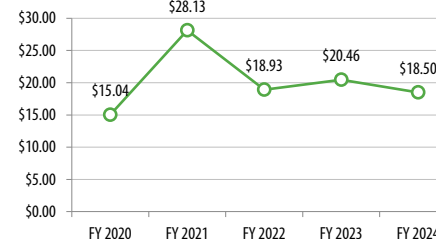
Operating Costs



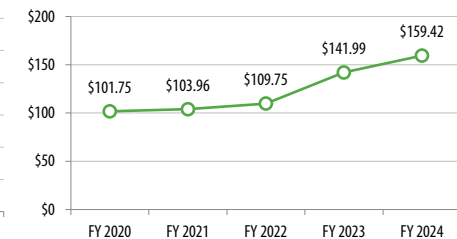
Passengers per Revenue Hour



Subsidy per Passenger



Cost per Revenue Hour





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **60 min**
 Avg Freq (Wkdy Non-Peak): **60 min**
 Avg Freq (Wked): **60 min**

Farebox Recovery: **5%**
 Transfer Ratio: **1.35**
 % Clipper usage: **9%**

FY 2023/24 DATA

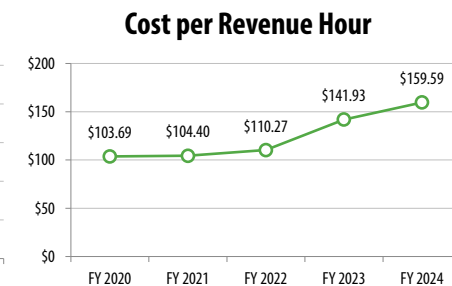
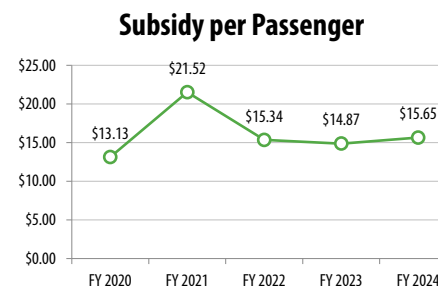
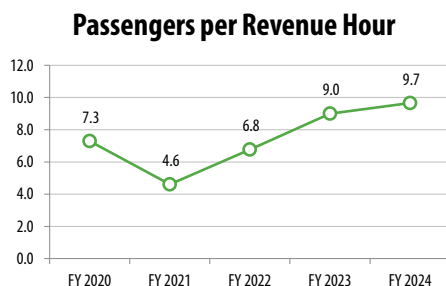
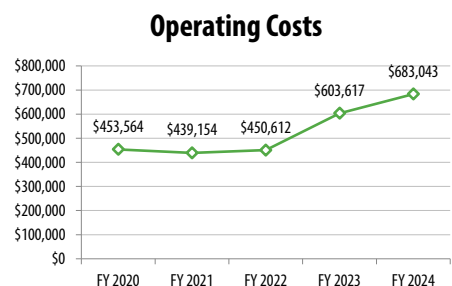
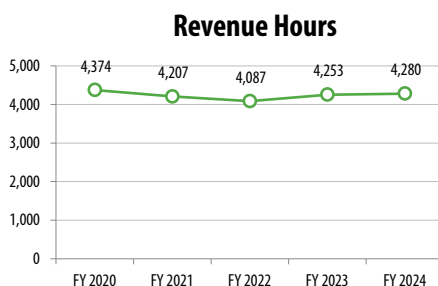
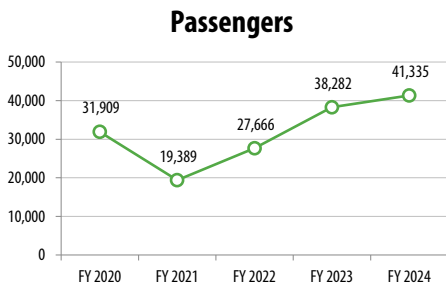
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	35,265	2,939	140	3,211	268	13	37,860	3,155	150
Saturday	2,753	229	52	495	41	9	5,788	482	109
Sunday	3,317	276	54	574	48	9	6,721	560	110
Total	41,335	3,445	113	4,280	357	12	50,368	4,197	138

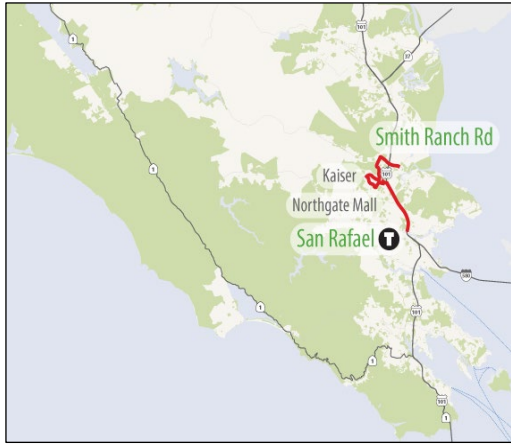
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$512,644	\$42,720	\$2,034	\$30,177	\$2,515	\$120	\$482,467	\$40,206	\$1,915
Saturday	\$78,869	\$6,572	\$1,488	\$2,785	\$232	\$53	\$76,084	\$6,340	\$1,436
Sunday	\$91,530	\$7,628	\$1,500	\$3,094	\$258	\$51	\$88,436	\$7,370	\$1,450
Total	\$683,043	\$56,920	\$1,866	\$36,056	\$3,005	\$99	\$646,987	\$53,916	\$1,768

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.0	\$13.68		5.9%
Saturday	5.6	\$27.64		3.5%
Sunday	5.8	\$26.66		3.4%
Total	9.7	\$15.65	\$159.59	5.3%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	31,909	4,374	\$453,564	\$34,554	\$419,010	7.3	\$13.13	\$103.69	7.6%
FY 2021	19,389	4,207	\$439,154	\$21,887	\$417,267	4.6	\$21.52	\$104.40	5.0%
FY 2022	27,666	4,087	\$450,612	\$26,173	\$424,439	6.8	\$15.34	\$110.27	5.8%
FY 2023	38,282	4,253	\$603,617	\$34,378	\$569,239	9.0	\$14.87	\$141.93	5.7%
FY 2024	41,335	4,280	\$683,043	\$36,056	\$646,987	9.7	\$15.65	\$159.59	5.3%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **60 min**
 Avg Freq (Wkdy Non-Peak): **60 min**
 Avg Freq (Wked): **60 min**

Farebox Recovery: **5%**
 Transfer Ratio: **1.32**
 % Clipper usage: **9%**

FY 2023/24 DATA

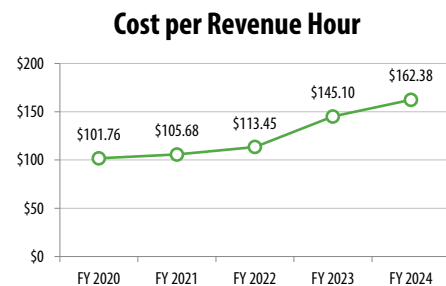
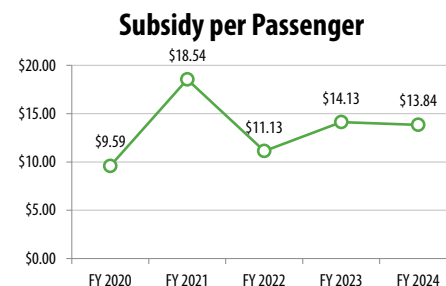
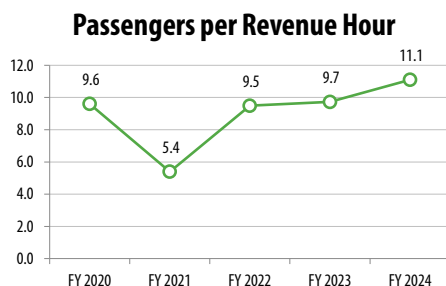
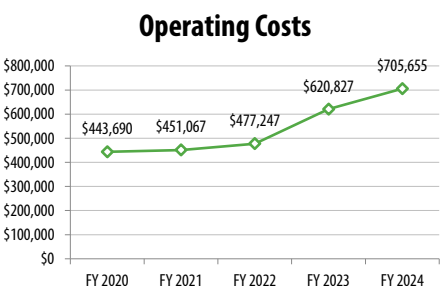
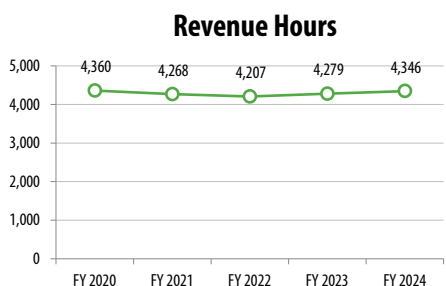
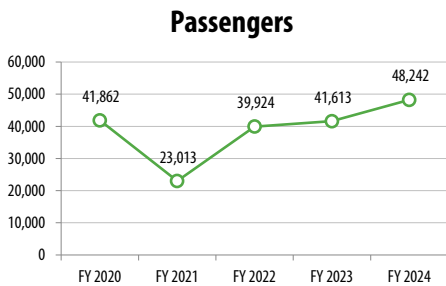
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	40,225	3,352	160	3,003	250	12	48,584	4,049	193
Saturday	3,827	319	72	623	52	12	9,708	809	183
Sunday	4,190	349	69	719	60	12	11,206	934	184
Total	48,242	4,020	132	4,346	362	12	69,498	5,791	190

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$486,417	\$40,535	\$1,930	\$30,191	\$2,516	\$120	\$456,226	\$38,019	\$1,810
Saturday	\$101,761	\$8,480	\$1,920	\$3,788	\$316	\$71	\$97,973	\$8,164	\$1,849
Sunday	\$117,477	\$9,790	\$1,926	\$3,908	\$326	\$64	\$113,569	\$9,464	\$1,862
Total	\$705,655	\$58,805	\$1,928	\$37,887	\$3,157	\$104	\$667,768	\$55,647	\$1,825

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	13.4	\$11.34		6.2%
Saturday	6.1	\$25.60		3.7%
Sunday	5.8	\$27.10		3.3%
Total	11.1	\$13.84	\$162.38	5.4%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	41,862	4,360	\$443,690	\$42,265	\$401,425	9.6	\$9.59	\$101.76	9.5%
FY 2021	23,013	4,268	\$451,067	\$24,500	\$426,567	5.4	\$18.54	\$105.68	5.4%
FY 2022	39,924	4,207	\$477,247	\$33,064	\$444,183	9.5	\$11.13	\$113.45	6.9%
FY 2023	41,613	4,279	\$620,827	\$32,951	\$587,876	9.7	\$14.13	\$145.10	5.3%
FY 2024	48,242	4,346	\$705,655	\$37,887	\$667,768	11.1	\$13.84	\$162.38	5.4%





Days of Service: School Days
 Avg Freq (Wkdy Peak): 4 trips
 Avg Freq (Wkdy Non-Peak): -
 Avg Freq (Wked): -

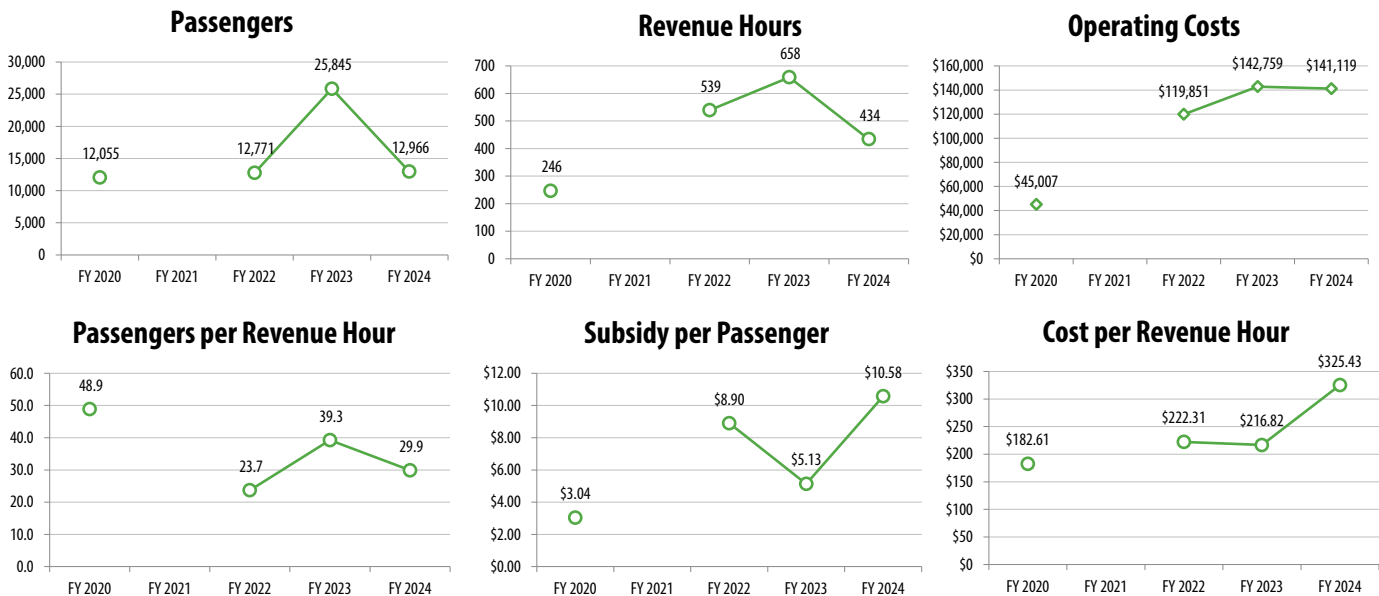
Farebox Recovery: 3%
 Transfer Ratio: 1.02
 % Clipper usage: 6%

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	12,966	1,179	72	434	39	2	3,923	357	22
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
Total	12,966	1,179	72	434	39	2	3,923	357	22

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$141,119	\$12,829	\$784	\$3,978	\$362	\$22	\$137,141	\$12,467	\$762
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Total	\$141,119	\$12,829	\$784	\$3,978	\$362	\$22	\$137,141	\$12,467	\$762

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	29.9	\$10.58	\$325.43	2.8%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
Total	29.9	\$10.58	\$325.43	2.8%

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	12,055	246	\$45,007	\$8,408	\$36,599	48.9	\$3.04	\$182.61	18.7%
FY 2021									
FY 2022	12,771	539	\$119,851	\$6,158	\$113,693	23.7	\$8.90	\$222.31	5.1%
FY 2023	25,845	658	\$142,759	\$10,110	\$132,649	39.3	\$5.13	\$216.82	7.1%
FY 2024	12,966	434	\$141,119	\$3,978	\$137,141	29.9	\$10.58	\$325.43	2.8%





Days of Service: School Days
 Avg Freq (Wkdy Peak): 6 trips
 Avg Freq (Wkdy Non-Peak): -
 Avg Freq (Wked): -

Farebox Recovery: 2%
 Transfer Ratio: 1.09
 % Clipper usage: 3%

FY 2023/24 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	13,213	1,201	73	615	56	3	8,217	747	46
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
Total	13,213	1,201	73	615	56	3	8,217	747	46

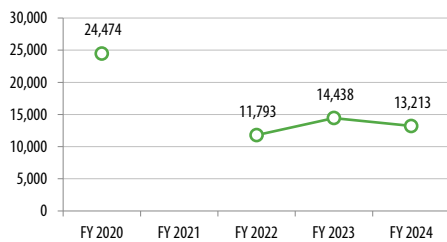
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$211,524	\$19,229	\$1,175	\$3,444	\$313	\$19	\$208,080	\$18,916	\$1,156
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Total	\$211,524	\$19,229	\$1,175	\$3,444	\$313	\$19	\$208,080	\$18,916	\$1,156

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	21.5	\$15.75	\$343.99	1.6%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
Total	21.5	\$15.75	\$343.99	1.6%

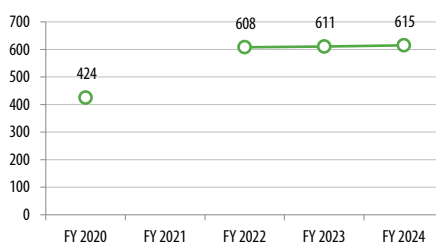
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	24,474	424	\$79,052	\$16,502	\$62,550	57.7	\$2.56	\$186.25	20.9%
FY 2021	-	-	-	-	-	-	-	-	-
FY 2022	11,793	608	\$133,262	\$5,760	\$127,502	19.4	\$10.81	\$219.23	4.3%
FY 2023	14,438	611	\$137,978	\$6,153	\$131,825	23.6	\$9.13	\$225.97	4.5%
FY 2024	13,213	615	\$211,524	\$3,444	\$208,080	21.5	\$15.75	\$343.99	1.6%

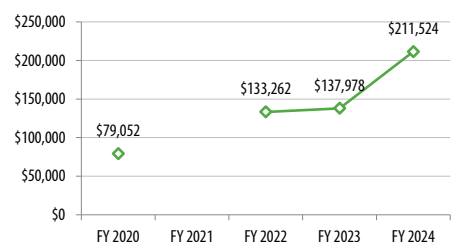
Passengers



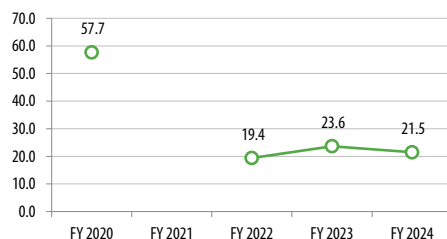
Revenue Hours



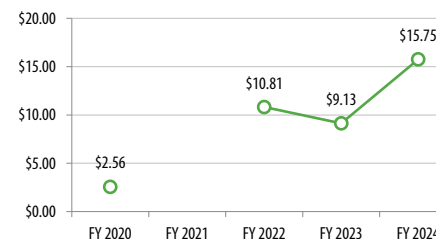
Operating Costs



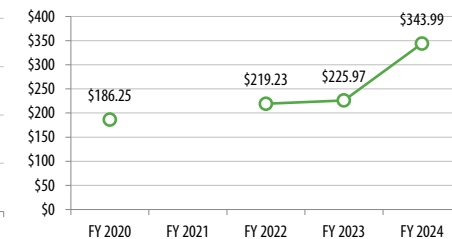
Passengers per Revenue Hour



Subsidy per Passenger



Cost per Revenue Hour





Days of Service: **School Days**
 Avg Freq (Wkdy Peak): **2 trips**
 Avg Freq (Wkdy Non-Peak): -
 Avg Freq (Wked): -
 Farebox Recovery: **4%**
 Transfer Ratio: **1.01**
 % Clipper usage: **4%**

FY 2023/24 DATA

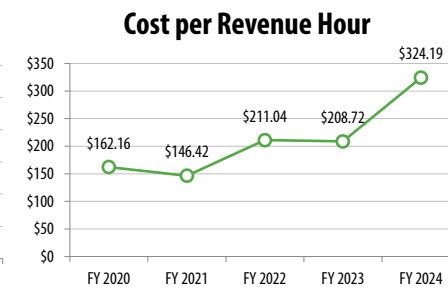
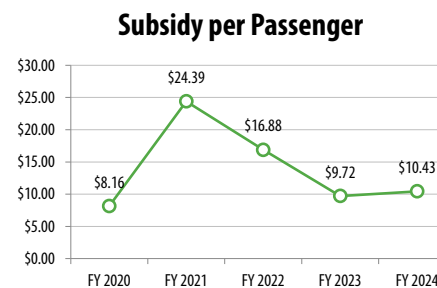
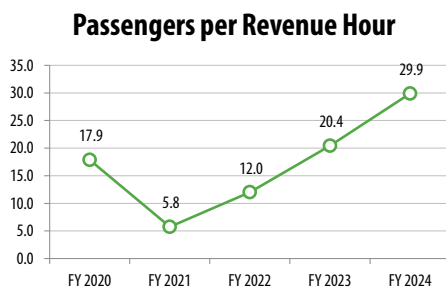
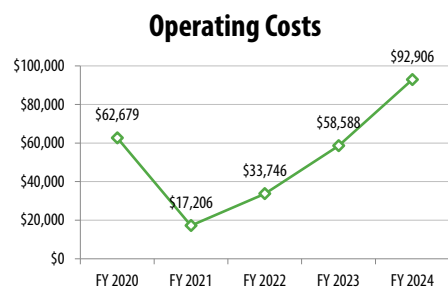
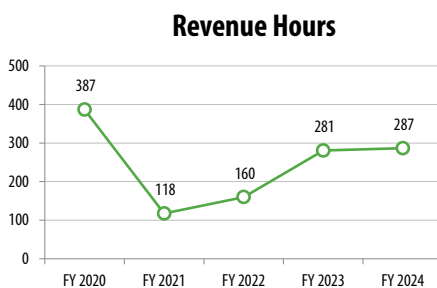
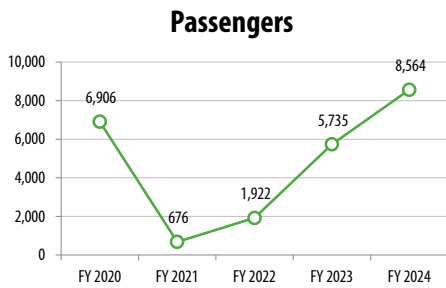
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	8,564	779	47	287	26	2	3,393	308	19
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
Total	8,564	779	47	287	26	2	3,393	308	19

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$92,906	\$8,446	\$513	\$3,578	\$325	\$20	\$89,328	\$8,121	\$494
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Total	\$92,906	\$8,446	\$513	\$3,578	\$325	\$20	\$89,328	\$8,121	\$494

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	29.9	\$10.43	\$324.19	3.9%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
Total	29.9	\$10.43	\$324.19	3.9%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	6,906	387	\$62,679	\$6,318	\$56,361	17.9	\$8.16	\$162.16	10.1%
FY 2021	676	118	\$17,206	\$716	\$16,490	5.8	\$24.39	\$146.42	4.2%
FY 2022	1,922	160	\$33,746	\$1,306	\$32,440	12.0	\$16.88	\$211.04	3.9%
FY 2023	5,735	281	\$58,588	\$2,843	\$55,745	20.4	\$9.72	\$208.72	4.9%
FY 2024	8,564	287	\$92,906	\$3,578	\$89,328	29.9	\$10.43	\$324.19	3.9%





Days of Service: School Days
 Avg Freq (Wkdy Peak): 1 trip
 Avg Freq (Wkdy Non-Peak): -
 Avg Freq (Wked): -

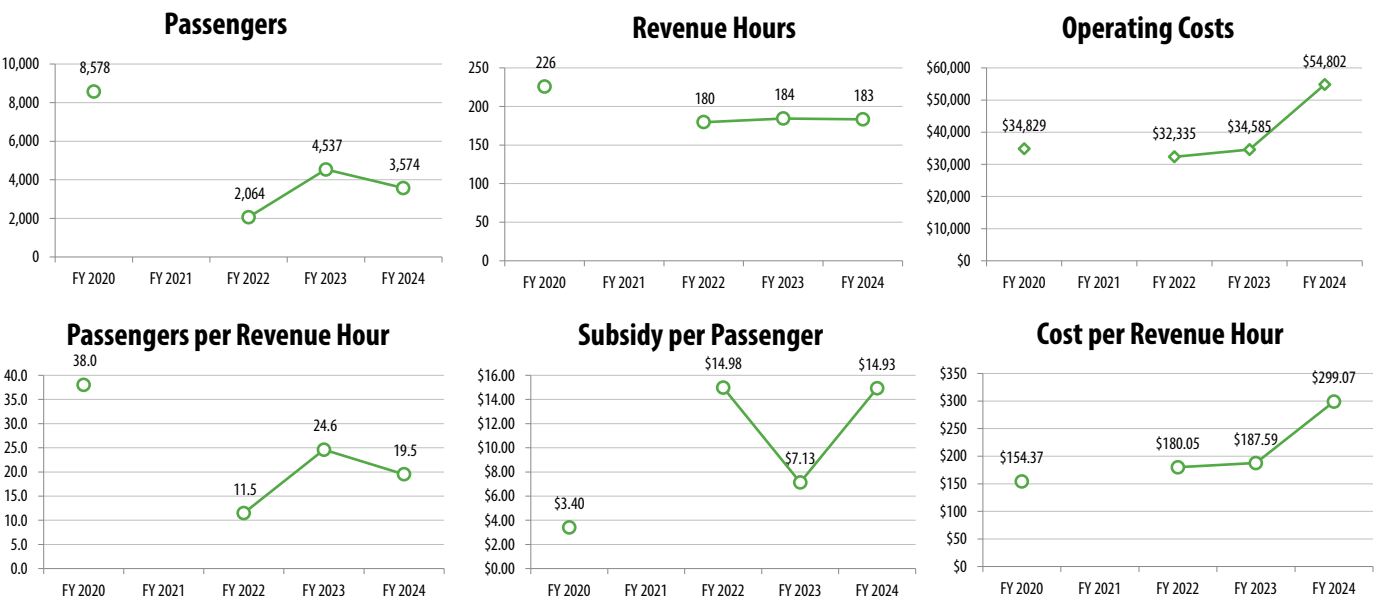
Farebox Recovery: 3%
 Transfer Ratio: 1.10
 % Clipper usage: 6%

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	3,574	325	20	183	17	1	1,934	176	11
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
Total	3,574	325	20	183	17	1	1,934	176	11

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$54,802	\$4,982	\$304	\$1,447	\$132	\$8	\$53,355	\$4,850	\$296
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Total	\$54,802	\$4,982	\$304	\$1,447	\$132	\$8	\$53,355	\$4,850	\$296

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	19.5	\$14.93	\$299.07	2.6%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
Total	19.5	\$14.93	\$299.07	2.6%

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	8,578	226	\$34,829	\$5,685	\$29,144	38.0	\$3.40	\$154.37	16.3%
FY 2021	-	-	-	-	-	-	-	-	-
FY 2022	2,064	180	\$32,335	\$1,423	\$30,912	11.5	\$14.98	\$180.05	4.4%
FY 2023	4,537	184	\$34,585	\$2,223	\$32,362	24.6	\$7.13	\$187.59	6.4%
FY 2024	3,574	183	\$54,802	\$1,447	\$53,355	19.5	\$14.93	\$299.07	2.6%





Days of Service: **Wkdy, Sa, Su**
 Avg Freq (Wkdy Peak): **Seasonal (varies)**
 Avg Freq (Wkdy Non-Peak): **Seasonal (varies)**
 Avg Freq (Wked): **Seasonal (varies)**

Farebox Recovery: **1%**
 Transfer Ratio: **N/A**
 % Clipper usage: **N/A**

FY 2023/24 DATA

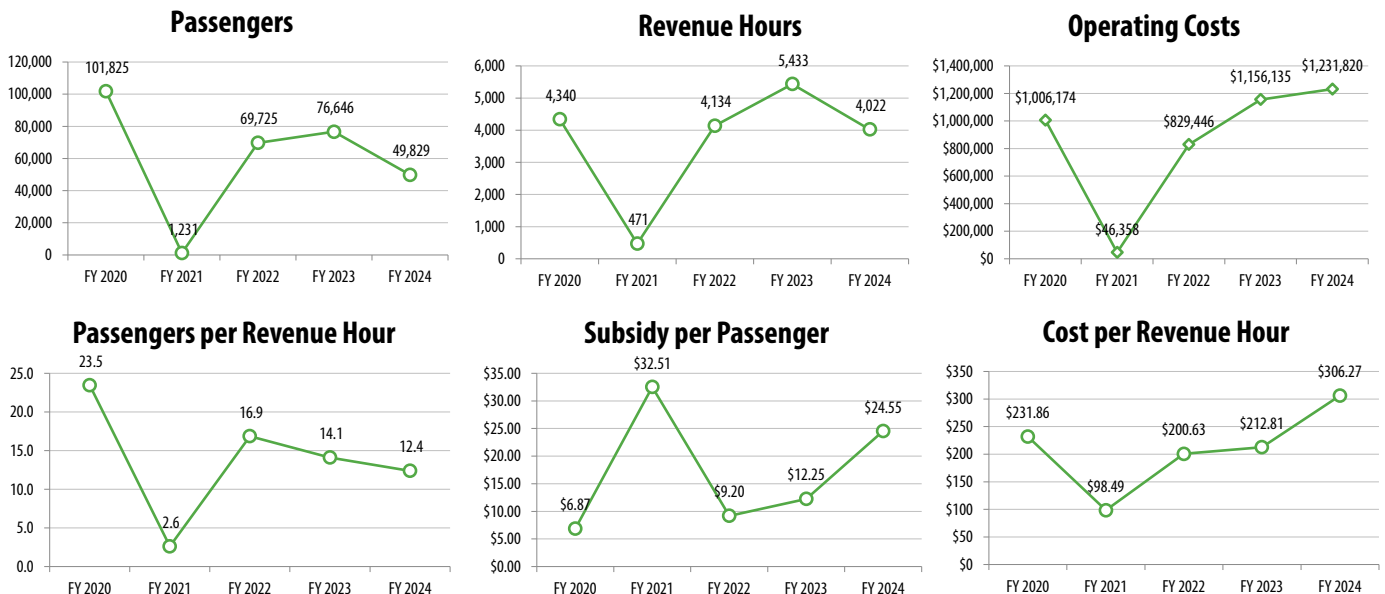
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	10,851	3,617	278	976	325	25	12,832	4,277	329
Saturday	19,341	2,418	604	1,440	180	45	21,056	2,632	658
Sunday	19,637	2,455	561	1,606	201	46	23,520	2,940	672
Total	49,829	6,229	470	4,022	503	38	57,408	7,176	542

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$413,093	\$137,698	\$10,592	\$2,786	\$929	\$71	\$410,307	\$136,769	\$10,521
Saturday	\$406,540	\$50,818	\$12,704	\$2,616	\$327	\$82	\$403,924	\$50,491	\$12,623
Sunday	\$412,187	\$51,523	\$11,777	\$2,870	\$359	\$82	\$409,317	\$51,165	\$11,695
Total	\$1,231,820	\$153,978	\$11,621	\$8,272	\$1,034	\$78	\$1,223,548	\$152,944	\$11,543

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.1	\$37.81		0.7%
Saturday	13.4	\$20.88		0.6%
Sunday	12.2	\$20.84		0.7%
Total	12.4	\$24.55	\$306.27	0.7%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	101,825	4,340	\$1,006,174	\$306,872	\$699,302	23.5	\$6.87	\$231.86	30.5%
FY 2021	1,231	471	\$46,358	\$6,334	\$40,024	2.6	\$32.51	\$98.49	13.7%
FY 2022	69,725	4,134	\$829,446	\$188,228	\$641,218	16.9	\$9.20	\$200.63	22.7%
FY 2023	76,646	5,433	\$1,156,135	\$217,356	\$938,779	14.1	\$12.25	\$212.81	18.8%
FY 2024	49,829	4,022	\$1,231,820	\$8,272	\$1,223,548	12.4	\$24.55	\$306.27	0.7%





Days of Service: **School Days**
 Avg Freq (Wkdy Peak): **2 trips**
 Avg Freq (Wkdy Non-Peak): -
 Avg Freq (Wked): -

Farebox Recovery: **37%**
 Transfer Ratio: **N/A**
 % Clipper usage: **N/A**

FY 2023/24 DATA

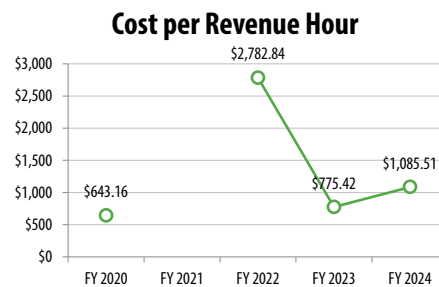
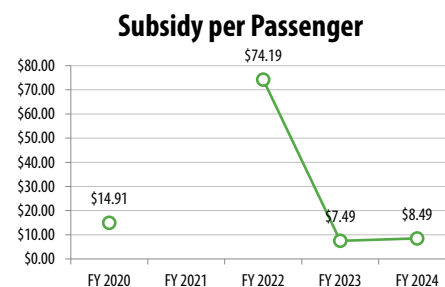
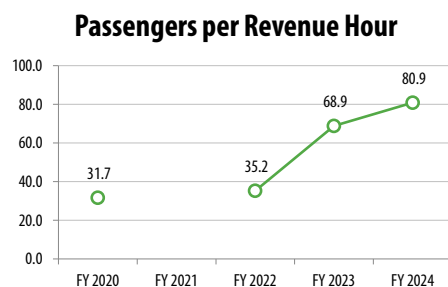
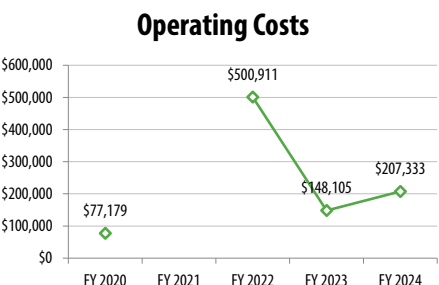
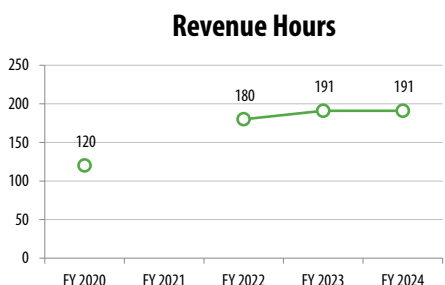
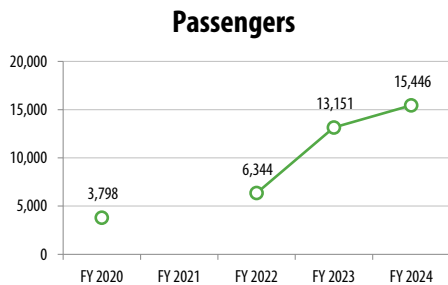
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	15,446	1,404	86	191	17	1	1,638	149	9
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
Total	15,446	1,404	86	191	17	1	1,638	149	9

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$207,333	\$18,848	\$1,152	\$76,204	\$6,928	\$423	\$131,129	\$11,921	\$728
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Total	\$207,333	\$18,848	\$1,152	\$76,204	\$6,928	\$423	\$131,129	\$11,921	\$728

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	80.9	\$8.49	\$1,085.51	36.8%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
Total	80.9	\$8.49	\$1,085.51	36.8%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	3,798	120	\$77,179	\$20,536	\$56,643	31.7	\$14.91	\$643.16	26.6%
FY 2021	6,344	180	\$500,911	\$30,281	\$470,630	35.2	\$74.19	\$2,782.84	6.0%
FY 2023	13,151	191	\$148,105	\$49,597	\$98,508	68.9	\$7.49	\$775.42	33.5%
FY 2024	15,446	191	\$207,333	\$76,204	\$131,129	80.9	\$8.49	\$1,085.51	36.8%





Days of Service: **School Days**
 Avg Freq (Wkdy Peak): **17 trips**
 Avg Freq (Wkdy Non-Peak): -
 Avg Freq (Wked): -

Farebox Recovery: **36%**
 Transfer Ratio: **N/A**
 % Clipper usage: **N/A**

FY 2023/24 DATA

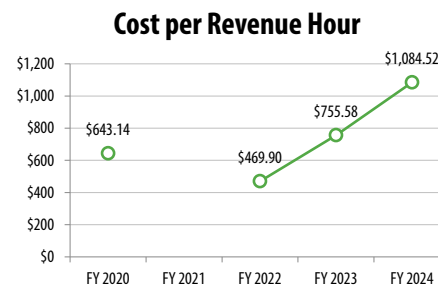
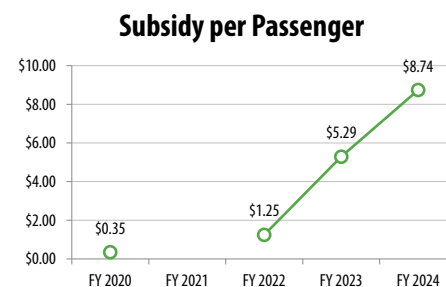
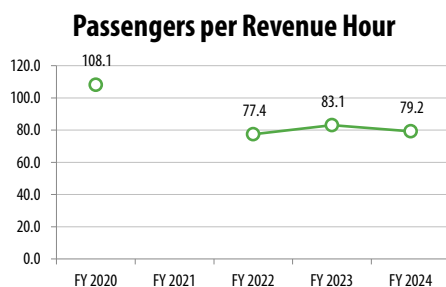
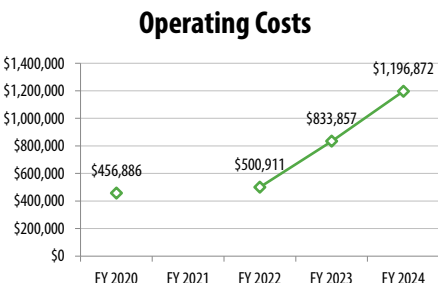
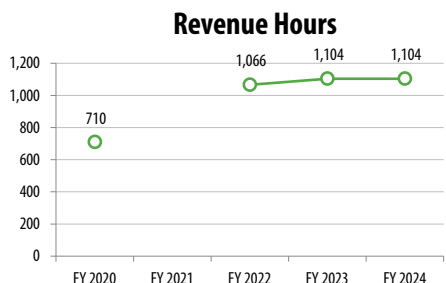
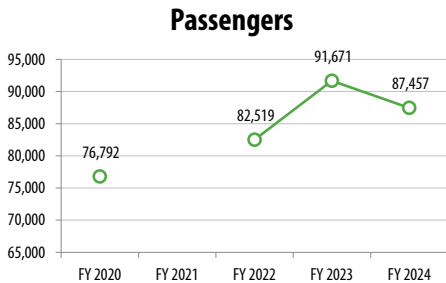
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	87,457	7,951	486	1,104	100	6	12,096	1,100	67
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
Total	87,457	7,951	486	1,104	100	6	12,096	1,100	67

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,196,872	\$108,807	\$6,649	\$432,459	\$39,314	\$2,403	\$764,413	\$69,492	\$4,247
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Total	\$1,196,872	\$108,807	\$6,649	\$432,459	\$39,314	\$2,403	\$764,413	\$69,492	\$4,247

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	79.2	\$8.74	\$1,084.52	36.1%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
Total	79.2	\$8.74	\$1,084.52	36.1%

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2020	76,792	710	\$456,886	\$430,358	\$26,528	108.1	\$0.35	\$643.14	94.2%
FY 2021									
FY 2022	82,519	1,066	\$500,911	\$398,025	\$102,886	77.4	\$1.25	\$469.90	79.5%
FY 2023	91,671	1,104	\$833,857	\$349,274	\$484,583	83.1	\$5.29	\$755.58	41.9%
FY 2024	87,457	1,104	\$1,196,872	\$432,459	\$764,413	79.2	\$8.74	\$1,084.52	36.1%





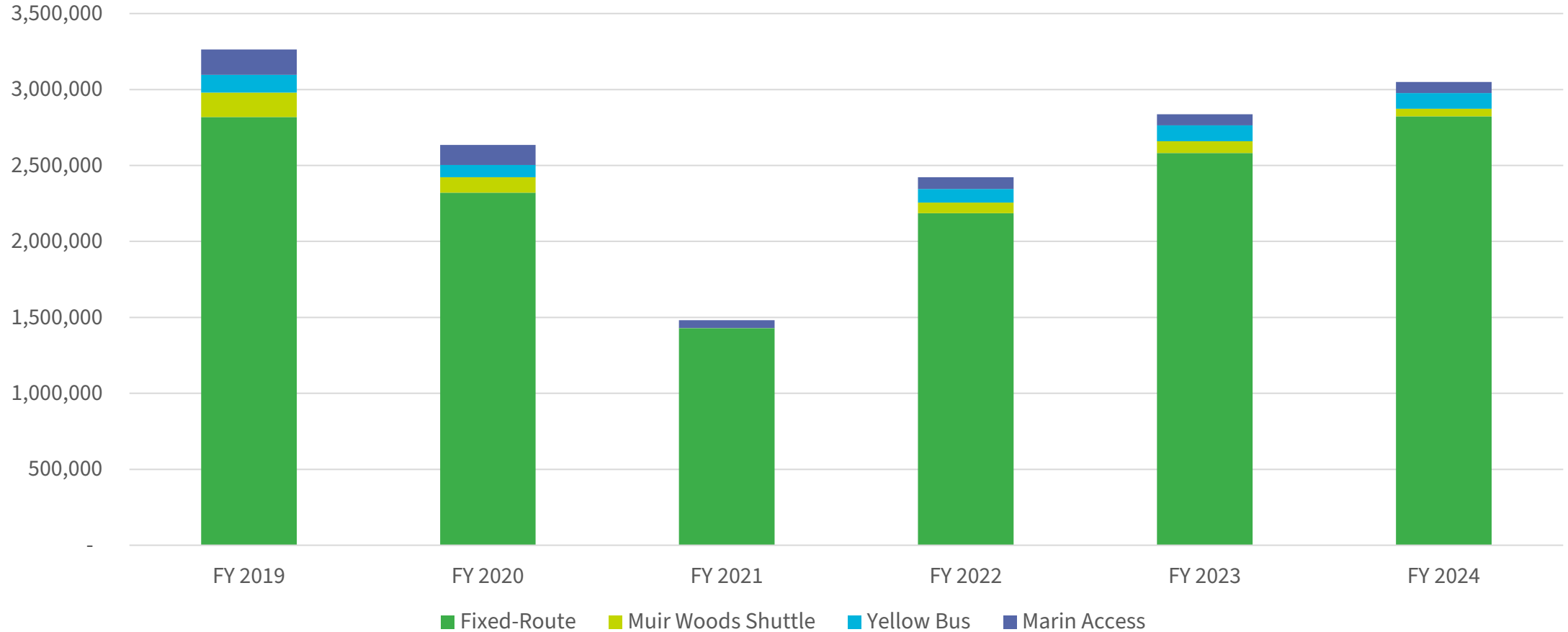
FY 2023/24 System Performance Report

JULY 1, 2023 – JUNE 30, 2024

Overview of Service Changes pertinent to FY 2023/24

- Overall fixed route service levels the same as FY 2022/23 (~182,000 revenue hours)
- Major service change took effect June 11, 2023
 - Routes 251 and 257 combined to form new Route 57
 - Route 23X cancelled and service rolled into standard Route 23 service
 - Service routing changes on Routes 29, 35, 49, and 251/57
 - Some school service moved to local & community routes, cancelling Routes 645 & 651
- Marin Access program changes took effect July 1, 2023
 - Connect and Novato Dial-A-Ride rolled into enhanced Catch-A-Ride program
 - Rural Dial-A-Ride and Novato shopper shuttles consolidated into new Marin Access Shuttles
 - New rural shuttle added between Bolinas, Olema, and Point Reyes Station in June 2024

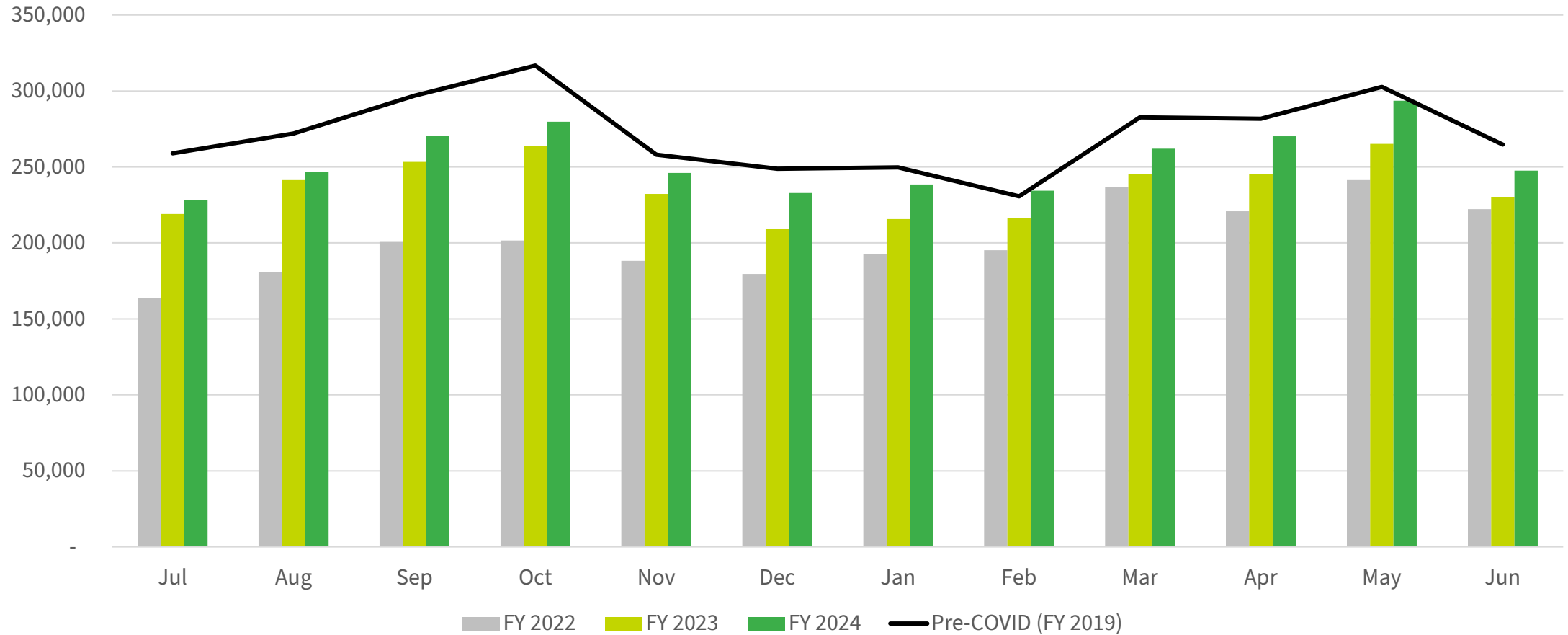
Total Ridership (Unlinked Passenger Trips)



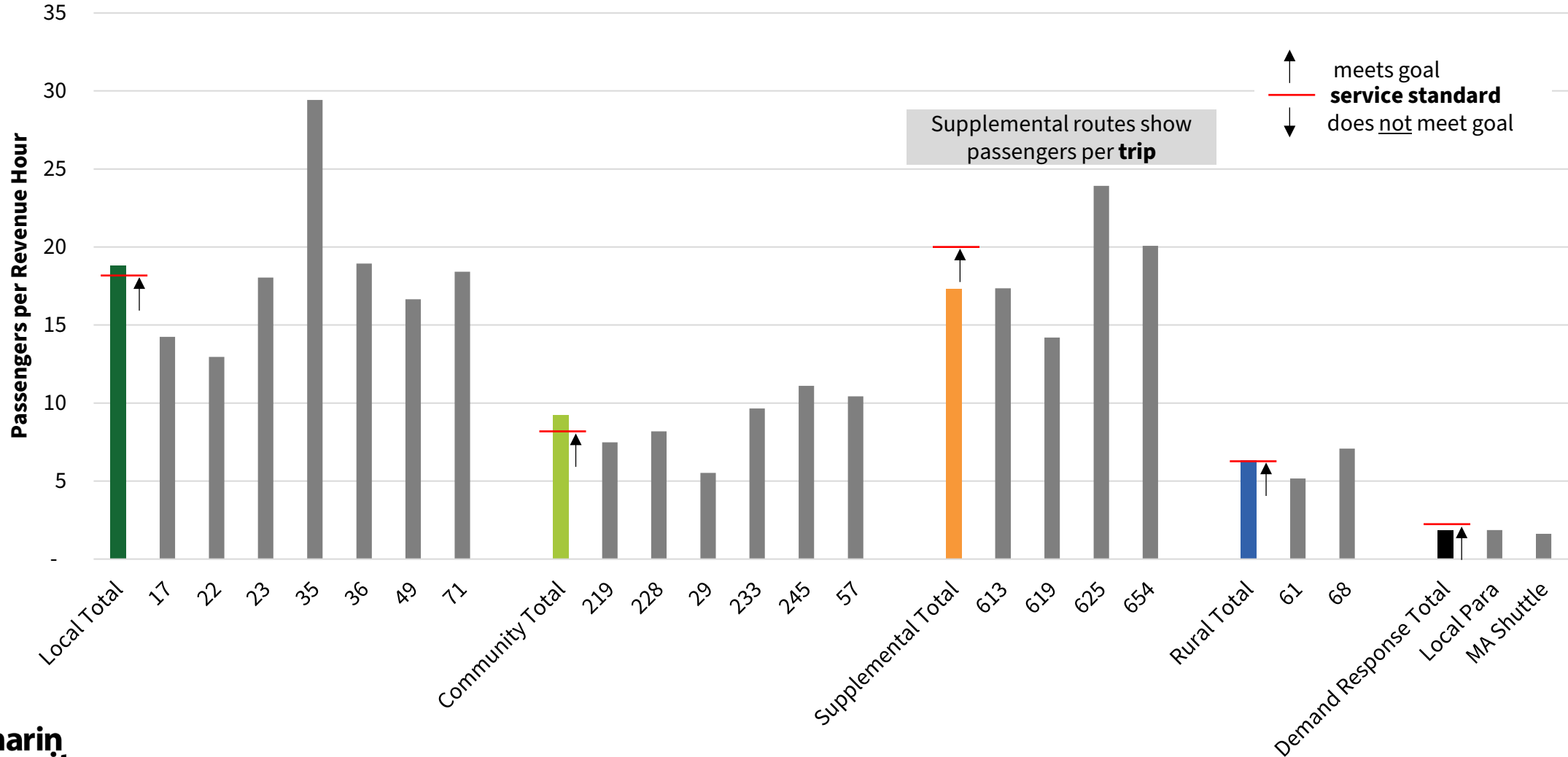
FY 2024 Systemwide Ridership: **+8%** from FY23, **-7%** from pre-COVID (FY19)



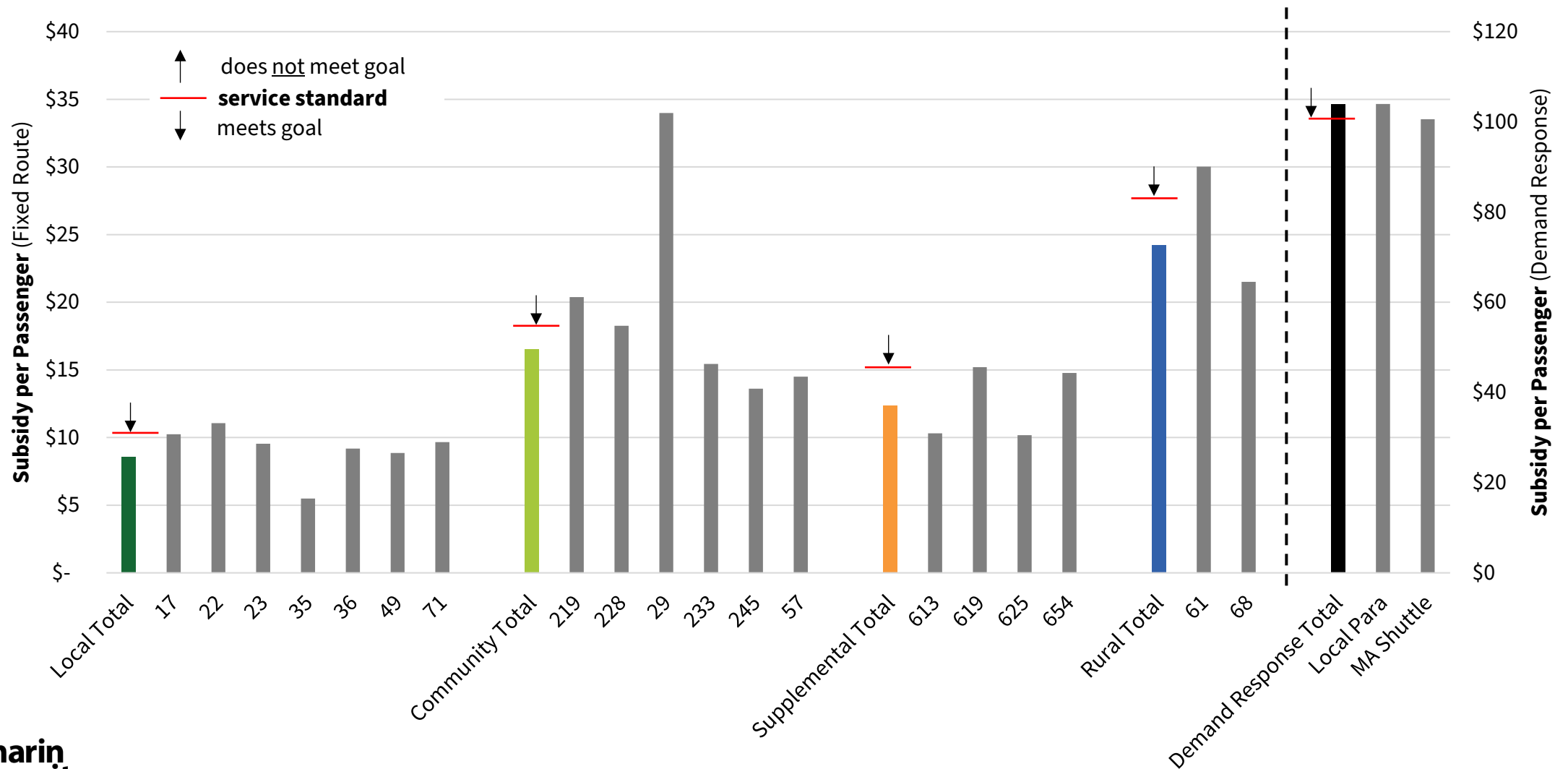
Total Ridership by Month (Unlinked Passenger Trips)



Productivity Targets (Passengers per Hour)

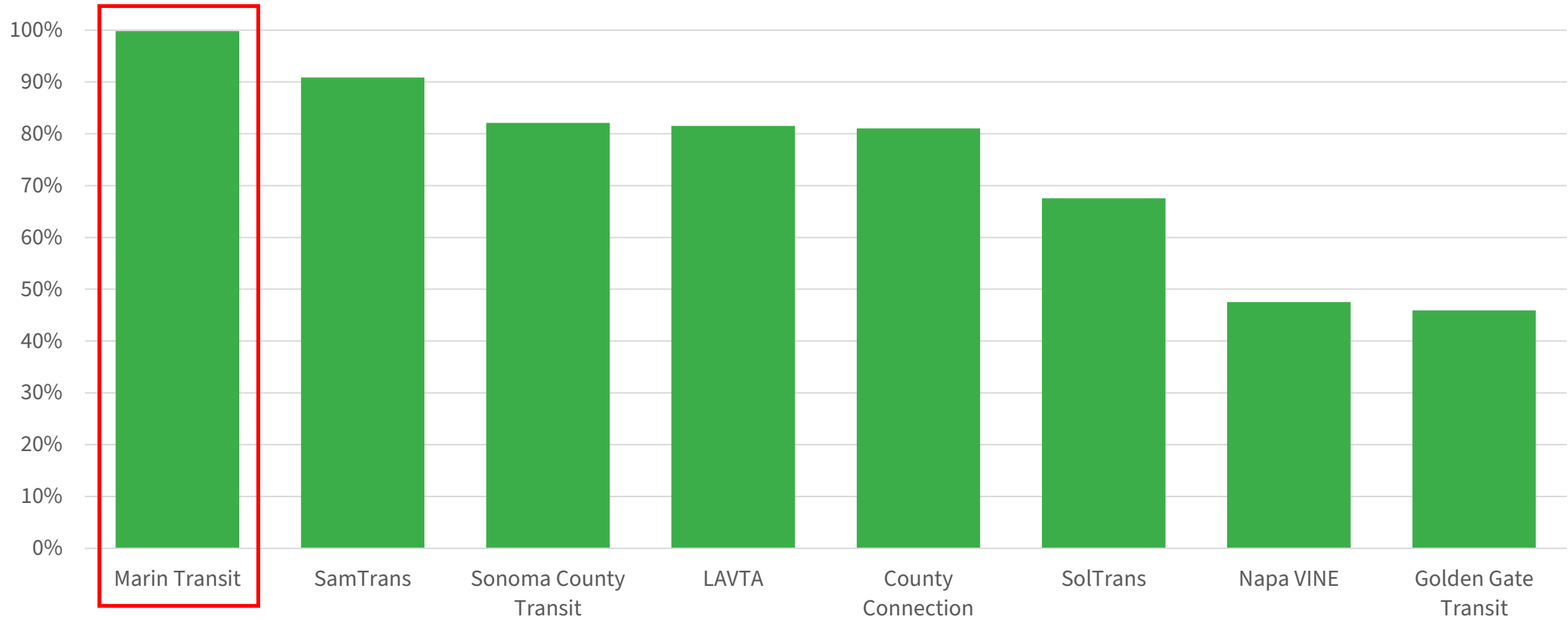


Cost Effectiveness Targets (Subsidy per Passenger)



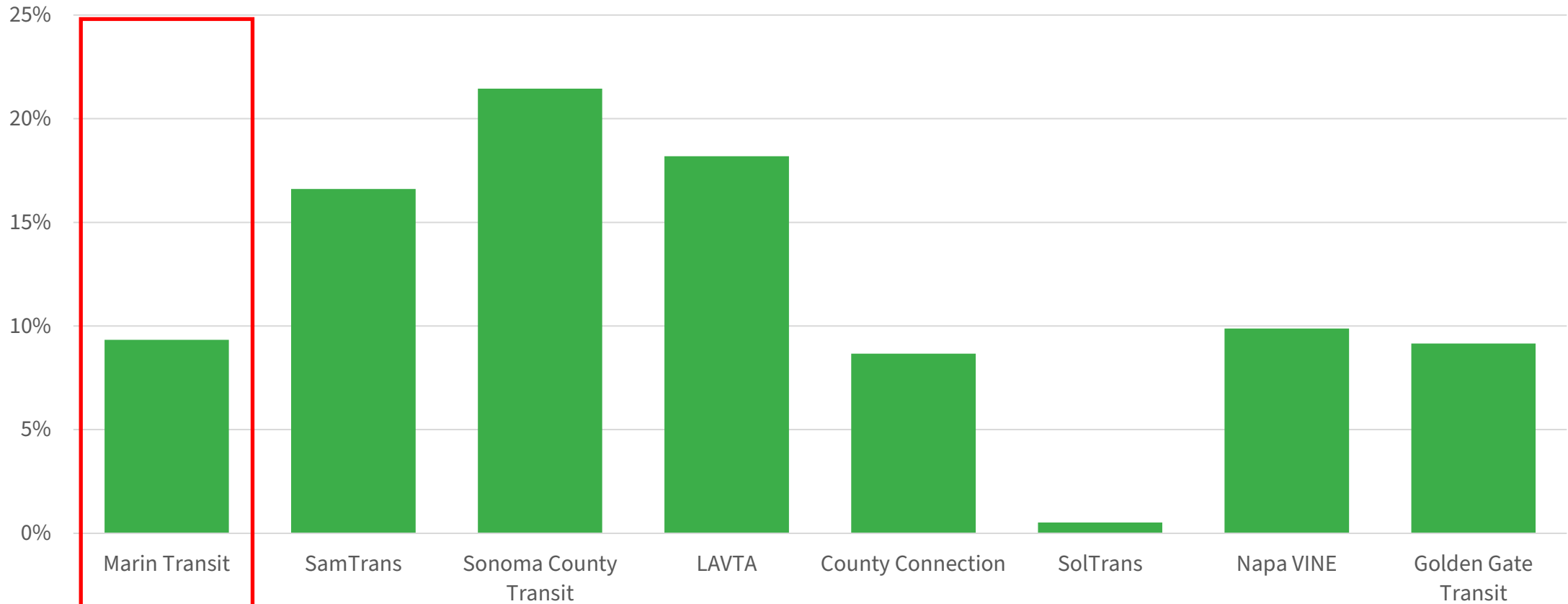
Peer Agency Ridership Trends – Fixed Route Bus

% Pre-COVID Ridership (FY 2023 vs FY 2019)



Peer Agency Ridership Trends – Fixed Route Bus

% Increase in Ridership (FY 2023 vs FY 2022)



Future Considerations & FY 2024/25 Changes

- Staff are currently evaluating potential options for the future of the Muir Woods Shuttle
- MASCOTS effort may result in service restructuring
- Short Range Transit Plan will follow up on MASCOTS effort and look at 10-year horizon
- Staff are looking at ways to expand Marin Access service in West Marin
- Staff are looking at ways to improve the Catch-A-Ride program

Thank you

CONTACT

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