



Marin County Transit District Board of Directors

Monday, July 7, 2025, 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. Sunday, July 6, 2025** 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
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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
- 5. Consent Calendar**
 - a. [Minutes for June 2, 2025 Board Meeting](#)
 - b. [Federal Legislative Report](#)
 - c. [Update on FY 2024/25 Contract Awards and FY 2025/26 Contracting Opportunities](#)
 - d. [Marin Transit's Disadvantaged Business Enterprise Participation \(DBE\) Goal for Marin Transit Contracting Opportunities in Federal Fiscal Years 2026-28](#)
 - e. [Purchase Agreement with Gillig, LLC for Four Low-Floor Diesel and Five Low-Floor Hybrid Diesel-Electric Buses](#)
 - f. [Resolution 2025-06 for Regional Measure 3 Implementing Agency Resolution of Project Compliance – Allocation Request for Facility Project](#)

Recommended Action: Approve.

- 6. [Marin Sonoma Coordinated Transit Service Plan \(MASCOTS\) Update and Setting of Public Hearing](#)**

Recommended Action: Receive update on the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) and set a public hearing on changes to Marin Transit bus service.

- 7. [Fare Programs and Policy Updates and Approvals](#)**

Recommended Action: Receive an update on the District's fare programs and policies and approve the following:

- Marin Transit Fare Policy.
- Marin Transit Single Ride Ticket Policy.

- Eight fare free days or periods in FY2025/26.
- Free fares for youth during the summer and free fares during the Marin County Fair on an ongoing basis.

8. Capital Projects Update

Recommended Action: Discussion item.

9. Fixed Route Maintenance Facility Update

Recommended Action: Discussion item.

Adjourn

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, June 2, 2025 at 9:30 A.M.

Roll Call

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

Absent: Director Moulton-Peters, Director Llorens Gulati

Board President Lucan opened the meeting at 9:31 A.M.

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

There were no requests for remote participation by any Directors.

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

President Lucan called for public comment.

Administrative Analyst & Board Secretary Kate Burt reported that the Board received comments on agenda item two from a member of the public via email. The comments were shared with the Board before the Board meeting.

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

President Lucan announced he would exit the meeting at 10:00 AM.

4. [General Manager's Report](#)
 - a. [General Manager's Oral Report](#)
 - b. [Monthly Monitoring Report: March 2025](#)
 - i. [Item 5b – Staff Report](#)

General Manager Nancy Whelan explained the known and unknown impacts of the Governor's May 2025 Budget Revision. Ms. Whelan reported on fixed route and demand response ridership from March 2025.

Second Vice President Sackett asked if there had been communication with the State delegation, regarding how Low Carbon Transit Operations Program (LCTOP) funds have helped address climate goals, as well as what the impact of losing LCTOP funds would be.

Ms. Whelan responded that a letter will be sent to the delegation and the Governor later that day.

Director Bushey asked if the value of \$8 million listed in the presentation was the estimated ten-year total loss of LCTOP funds.

Ms. Whelan confirmed that in the ten-year Capital plan, a potential loss of \$8 million is estimated, if LCTOP funds are lost.

5. [Consent Calendar](#)

- a. [Minutes for May 5, 2025 Board Meeting](#)
- b. [Federal Legislative Report](#)
- c. [Marin County Transit District Third Quarter FY 2024/25 Financial Report](#)
- d. [Marin Transit Quarterly Performance Report for the Third Quarter of FY 2024/25](#)
- e. [Award Contract for Fixed Route Scheduling Software to Optibus for an Amount not to Exceed \\$299,190](#)
- f. [Revised Resolution 2025-04 for Application for Low Carbon Transit Operations Program \(LCTOP\)](#)
- g. [Authorizing Resolution and Project List for California's State of Good Repair Program](#)

Recommended Action: Approve.

M/s: Vice President Sackett – Director Colbert

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

Noes: None

Absent: Director Moulton-Peters, Director Llorens Gulati

Abstain: None

6. [Marin County Transit District Operating and Capital Budget for FY 2025/26](#)

Staff Report

{Director Moulton-Peters present at 9:44 AM}

Director of Finance & Capital Programs Lauren Gradia reported on the FY 2025/26 budget development schedule. She stated that there had been no changes in the budget summary since the draft budget presentation. She noted that corrections and adjustments were made to the total project budgets for a few Capital projects and were listed in the Board letter. She highlighted key aspects of the budget, including revenue, expenditures, and the District's reserves. Ms. Gradia reviewed the information provided at the May 5, 2025, Board meeting regarding the draft ten-year fund balance projections with no mitigations. She listed the draft guiding principles for financial realignment, which will be discussed at the Short-Range Transit Plan (SRTP) Board workshop. She provided additional context regarding the draft ten-year fund balance projections. Ms. Gradia listed actions that could maintain fiscal stability. She explained what is included in the FY 2025/26 Capital budget.

President Lucan expressed appreciation for the time spent developing the budget.

Recommended Action: Adopt FY 2025/26 budget.

M/s: Director Colbert – Director Casissa

Ayes: President Lucan, Vice President Sackett, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Colbert, Director Bushey

Noes: None

Absent: Director Llorens Gulati

Abstain: None

7. Same Day Paratransit Pilot Program

Staff Report

Program and Policy Manager Joanna Huitt explained mandated paratransit service defined by the Americans with Disabilities Act (ADA). Ms. Huitt noted that the District's services exceed ADA requirements in a variety of ways. She described the mandated ADA paratransit service booking process. She summarized how Marin Access' paratransit service is operated in partnership with Golden Gate Transit. Ms. Huitt listed the objectives, impacts, and parameters of the proposed Same Day Paratransit Pilot Program. She

described how requests for same day paratransit trips would be made. She explained the timeline and evaluation plan for the pilot program. Ms. Huitt highlighted the requested Board action.

Second Vice President Sackett expressed appreciation for the identification of cost-neutral, efficient, and effective opportunities. She suggested they should not overpromise in the pilot program's marketing messaging. She asked how broadly the pilot program will be marketed to riders and the public.

Ms. Huitt responded that the pilot program should not result in frequent trip denials. She stated that the pilot program may be marketed in a more reserved manner at first, to capture the attention of riders who need the program the most.

General Manager Nancy Whelan added that enrolled paratransit riders, who already regularly receive information regarding Marin Access, have been identified as the marketing audience. Enrollment will be monitored, and the program will be marketed further if needed.

Director Moulton-Peters expressed concern about the possibility of unsustainable enrollment in the pilot program.

Ms. Huitt replied that enrollment will be monitored, and the premium fare is anticipated to control demand.

{President Lucan excused himself from the meeting at 10:05 AM}

Recommended Action: Authorize a pilot program to offer Same Day Paratransit service.

M/s: Director Rodoni – Director Colbert

Ayes: Vice President Sackett, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Colbert, Director Bushey

Noes: None

Absent: President Lucan, Director Llorens Gulati

Abstain: None

Adjourn Vice President Sackett adjourned the meeting at 10:07 A.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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San Rafael, CA 94901
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marintransit.org

Board of Directors

Eric Lucan

President
Supervisor District 5

Mary Sackett

Vice President
Supervisor District 1

Fred Casissa

Second Vice President
Town of Corte Madera

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters

Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Maribeth Bushey

Director
City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

July 7, 2025

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

Subject: Federal Legislative Report

Dear Board Members:

Marin Transit contracts for federal advocacy services with Carpi & Clay. Carpi & Clay provide a monthly Federal Update. The attached monthly reports for May and June 2025 provide an appropriations update, Trump administration appointments, legislative activity, federal funding opportunities and awards, court rulings, and federal agency regulatory actions and personnel changes.

Respectfully Submitted,

Nancy Whelan
General Manager

Attachment A: Federal Update May 2025

Attachment B: Federal Update June 2025



Federal Update

May 30, 2025

House Passes Budget Reconciliation Bill, Heads to Senate

On May 22, the House narrowly passed the *One Big Beautiful Bill Act* ([H.R. 1](#)), a budget reconciliation bill that represents the cornerstone of President Trump and congressional Republicans' legislative agenda, by a 215-214 vote. All Democrats opposed the bill, joined by two Republicans—Reps. Warren Davidson (OH) and Thomas Massie (KY)—who cited concerns over the federal deficit. Two GOP members missed the vote, and one voted “present.”

The legislation combines tax, spending, and policy proposals across a wide range of federal programs. Among other provisions, it would:

- Extend provisions of the 2017 tax law and make additional changes to the federal tax code, including adjustments to the state and local tax (SALT) deduction cap and enhancements to the Low-Income Housing Tax Credit;
- Provide significant increases in funding for defense and homeland security;
- Restructure Medicaid and federal education programs;
- Reduce non-defense discretionary spending, particularly across green energy, environmental, and social services programs; and
- Provide new funding for agricultural producers and rural infrastructure with farm labor reforms.

The bill now heads to the Senate, where Republican leaders are expected to make revisions. They must also navigate the Byrd Rule, which restricts the types of provisions that can be included in budget reconciliation bills when considered on the Senate floor. The Senate hopes to pass their version before the July 4th recess to pave the way for a final conference agreement to be sent to the President before the August recess.

President Trump Releases Fiscal Year 2026 “Skinny” Budget Proposal

On May 2, the White House released President Trump's Fiscal Year (FY) 2026 “skinny” budget proposal, outlining the administration's top funding priorities ahead of a more detailed request expected soon. The [46-page document](#) proposes an overall 22.6% reduction in non-defense discretionary spending. The plan calls for a 13% increase in defense spending and a 65% increase for the Department of Homeland Security. The proposal also outlines intentions to revise or eliminate various federal programs and agencies' activities that the administration views as outside core federal responsibilities or inconsistent with its priorities.

This budget serves as a starting point for the FY 2026 appropriations process, which is already underway in Congress due to delays in completing FY 2025 funding. As with all presidential budgets, the proposal is nonbinding; Congress ultimately determines final funding levels through the annual appropriations process.

Fiscal Year 2026 Appropriations Update

House Appropriations Committee Chair Tom Cole (R-OK) announced an aggressive markup schedule for all twelve FY 2026 appropriations bills:

FY26 Appropriations Bill	House Subcommittee Markup Date	House Full Committee Markup Date
Agriculture-Rural Development-FDA	June 5	June 11
Commerce-Justice-Science	July 7	July 10
Defense	June 10	June 13
Energy-Water Development	July 7	July 10
Financial Services-General Government	June 23	June 26
Homeland Security	June 9	June 12
Interior-Environment	June 23	June 26
Labor-HHS	July 21	July 24
Legislative Branch	June 24	June 27
MilCon-VA	June 5	June 10
State-Foreign Operations	June 24	June 27
Transportation-HUD	July 14	July 17

Additionally, House Members submitted their fifteen Community Project Funding requests to the House Appropriations Committee for consideration in the appropriations bills. Members are required to post a full list of their requests on their websites by June 13.

Court Rules President Trump Exceeded Tariff Authority; Duties Remain in Place Pending Appeal

On May 28, the U.S. Court of International Trade ruled that President Trump's global tariff regime exceeded the authority granted under the *International Emergency Economic Powers Act* (IEEPA). The court emphasized that the Constitution gives Congress—not the President—the exclusive power to regulate foreign commerce, and that IEEPA does not delegate unlimited

tariff authority to the executive branch. The decision held that IEEPA allows the President to respond to specific foreign threats, but not to impose broad, indefinite duties without clear statutory limits. At issue were tariffs President Trump imposed on nearly all U.S. trading partners—including a 10% duty on all global imports and higher rates on goods from countries like China, Canada, and Mexico—based on national emergency declarations such as those tied to trade imbalances and drug trafficking. The court maintained that more narrowly tailored trade actions, such as those based on national security or unfair trade practices, under other authorities delegated by Congress remain permissible when executed under established procedures. The administration is appealing the ruling, and the tariffs remain in effect for now after a federal appeals court granted an [emergency stay](#) pending further review.

Supreme Court Limits Scope of Environmental Reviews Under NEPA

On May 29, the Supreme Court ruled 8-0 in [Seven County Infrastructure Coalition v. Eagle County](#) that federal agencies are not required to consider the environmental effects of separate upstream or downstream activities—such as oil drilling or refining—when conducting reviews under the *National Environmental Policy Act* (NEPA). With Justice Kavanaugh writing for the majority, the Court held that federal agencies are not required to consider environmental effects from upstream or downstream activities—such as oil drilling or refining—if those activities fall outside the agency’s jurisdiction and are not part of the specific project being approved. The decision reversed a lower court ruling that faulted the U.S. Surface Transportation Board for not fully analyzing the broader climate impacts of a proposed rail line in Utah. Justice Sotomayor, joined by Justices Kagan and Jackson, concurred in the judgment. Justice Gorsuch did not participate.

LEGISLATIVE ACTIVITY

Congress Votes to Repeal California’s Vehicle Emissions Waivers. The House and Senate have passed three resolutions ([H. J. Res. 87](#), [88](#), and [89](#)) to rescind EPA waivers previously granted to the State of California under the *Clean Air Act*. These waivers allowed the State to implement stricter emissions standards for passenger cars and heavy-duty trucks, including mandates for zero-emission vehicles. President Trump is expected to sign these joint resolutions. The resolutions were advanced under the *Congressional Review Act* (CRA), despite objections from the Senate parliamentarian and the Government Accountability Office, both of which questioned the legality of using the CRA in this context. California Governor Newsom and Attorney General Bonta announced that the State intends to file a lawsuit to defend the State’s waivers.

Senate Commerce Committee Approves Transportation Bills and Nominations. On May 21, the Senate Committee on Commerce, Science, and Transportation [approved](#) the following transportation-related nominations and bills:

- The *Household Goods Shipping Consumer Protection Act* ([S. 337](#)): Clarifies the authority of the Federal Motor Carrier Safety Administration (FMCSA) relating to the shipping of household goods

- The *Combating Trafficking in Transportation Act* ([S. 1442](#)): Allows the installation of human trafficking awareness signs at rest stops to be eligible for funding under the surface transportation block grant program
- David Fink to be the Administrator of the Federal Railroad Administration
- Robert Gleason to be a Director of the Amtrak Board of Directors

House Committee Leaders Release Draft Bill to Overhaul FEMA. On May 8, House Transportation and Infrastructure Committee Chair Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) released a [discussion draft](#) of legislation to reform the Federal Emergency Management Agency (FEMA). The proposal would restore FEMA as an independent, cabinet-level agency and streamline federal disaster assistance programs. Key proposed provisions include expedited project-based grants for recovery, simplified survivor applications, permitting reforms, and incentives for state-led mitigation investments. The draft also would direct FEMA to close longstanding disaster declarations, improve interagency coordination, and enhance transparency and accountability in disaster aid. The Committee is seeking stakeholder feedback prior to bill introduction and any formal legislative action.

House Democrats Introduce Bill to Enforce Congressional Control Over Federal Spending. On May 15, Representatives Sam Liccardo (D-CA), Dave Min (D-CA), and Eugene Vindman (D-VA) introduced the *Protecting Our Constitution and Communities Act* ([H.R. 3454](#)), a bill designed to strengthen enforcement of the *Impoundment Control Act (ICA)* of 1974. The legislation would enable individuals, states, and local governments to take legal action if they are harmed by executive branch officials unlawfully withholding congressionally appropriated funds. It would also impose accountability measures on officials who knowingly violate the ICA, including personal liability and the loss of immunity protections. Supporters of this bill include the U.S. Conference of Mayors, the Project on Government Oversight, and the American Federation of Government Employees. This bill has been referred to the House Budget and Rules Committees for further consideration.

New Bipartisan Build America Caucus Launched to Promote Pro-Growth Policy Agenda. On May 7, a coalition of nearly 30 bipartisan Members of Congress [launched](#) the Build America Caucus to support policies aimed at accelerating housing construction, infrastructure development, and domestic energy production. Chaired by Rep. Josh Harder (D-CA), the caucus will advocate for permitting reform, streamlined federal processes, and targeted incentives to reduce costs and improve delivery timelines.

CONGRESSIONAL LETTERS

Lawmakers Urge DHS to Reinstate FEMA's BRIC Program. On May 13, Rep. Chuck Edwards (R-NC) led a bipartisan, bicameral [letter](#) urging Homeland Security Secretary Kristi Noem and FEMA leadership to reinstate the Building Resilient Infrastructure and Communities (BRIC) program. The letter, co-led by Senators Thom Tillis (R-NC), Patty Murray (D-WA), Lisa Murkowski (R-AK), and Chris Van Hollen (D-MD) and Representatives Sylvia Garcia (D-TX), Brian Fitzpatrick (R-PA), and Ed Case (D-HI), highlights BRIC's role in reducing disaster recovery costs and protecting infrastructure. The lawmakers acknowledged opportunities for

program improvements but stressed that halting BRIC would undermine resilience efforts. They called on DHS and FEMA to work with Congress to improve grant accessibility and ensure funding continues to support mitigation and preparedness nationwide.

Top Democratic Appropriators Press OMB for FY25 Spending Details. House Appropriations Ranking Member Rosa DeLauro (D-CT) and Senate Appropriations Committee Vice Chair Patty Murray (D-WA) sent a [letter](#) to Office of Management and Budget (OMB) Director Russell Vought criticizing the lack of transparency in agency spending plans required under the FY25 full-year continuing resolution. They noted that several departments—such as HHS and Education—either missed the April 29 deadline or submitted incomplete reports omitting billions in funding details. The lawmakers urged OMB to ensure all agencies provide full, program-level data by the end of May to support the Committees' efforts to develop and consider FY26 appropriations bills.

FEDERAL FUNDING OPPORTUNITIES

DOT Releases Regional Infrastructure Accelerators Program NOFO. The U.S. Department of Transportation's Build America Bureau has released a [Notice of Funding Opportunity](#) for up to \$20 million in no-match grants under the Regional Infrastructure Accelerators Program. The funding supports technical assistance, planning, and project development to accelerate regional transportation infrastructure using innovative financing and delivery strategies, including public-private partnerships. Applications are due by June 16, 2025 at 11:59 p.m. ET.

FTA Releases FY 2025 Low-No Bus Grant NOFO. The Federal Transit Administration has released a [Notice of Funding Opportunity](#) for approximately \$1.1 billion in competitive grants under the Fiscal Year 2025 Low or No Emission Vehicle (Low-No) Program. The program supports the purchase or lease of zero- and low-emission transit buses and the acquisition, construction, and leasing of supporting facilities. Applications are due by July 14, 2025, at 11:59 p.m. ET.

FTA Releases FY 2025 Buses and Bus Facilities Grant NOFO. The Federal Transit Administration has also published a [Notice of Funding Opportunity](#) for the FY 2025 Buses and Bus Facilities Program, offering nearly \$400 million in competitive grants. The program assists with capital projects including replacing, rehabilitating, purchasing, or leasing buses and related equipment, as well as bus facility upgrades. Applications are due by July 14, 2025, at 11:59 p.m. ET.

FEDERAL FUNDING AWARDS

EPA Awards Brownfields Grants to Clean Up Communities. On May 16, the U.S. Environmental Protection Agency (EPA) [announced](#) the award of \$267 million in grants to help communities assess, clean up, and redevelop brownfield sites. The funding includes approximately \$121.8 million for 148 Brownfield Assessment Grant recipients, \$88.2 million for

51 Cleanup Grant recipients, and \$15 million for 15 Revolving Loan Fund (RLF) grantees. An additional \$42 million was awarded in supplemental RLF grants to 34 high-performing recipients to continue cleanup efforts.

Fish & Wildlife Service Awards Over \$55 Million Through State Wildlife Grant Program.

On May 15, the U.S. Fish and Wildlife Service announced the distribution of more than \$55 million in grants to state fish and wildlife agencies under the State Wildlife Grant Program. The funds will support the conservation of species of concern, habitat protection, and wildlife recovery efforts nationwide. Allocated based on population and geographic area, these grants must align with each state's Wildlife Action Plan and are typically matched by at least 25 percent in nonfederal funds.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

President Trump Signs Order on Federal Scientific Standards. On May 23, President Trump signed an [executive order](#) directing federal agencies to revise how they conduct, use, and communicate scientific research. Citing a loss of public trust during the COVID-19 pandemic and concerns over climate and fisheries policy, the order mandates a review of all Biden-era actions for compliance. The order emphasizes transparency, reproducibility, and peer review, and prohibits reliance on “highly unlikely” or “overly precautionary” assumptions unless required by law. Agencies must revise internal policies and report back within 60 days following new guidance from the White House Office of Science and Technology Policy.

Elon Musk Departs Trump Administration Post. On May 28, Elon Musk [announced](#) his departure from the Trump administration, marking the end of his tenure as a special government employee leading the Department of Government Efficiency (DOGE). Musk, who was limited to 130 workdays per year in his temporary role, had spearheaded efforts to reduce federal spending and staffing. His departure comes amid public criticism of President Trump's budget proposal, which Musk said “undermines the work” of DOGE. Despite stepping back, Musk said DOGE's mission will continue.

Federal Agencies Issue Joint Guidance on Reducing Cyber Risks to Operational Technology. On May 6, the Cybersecurity and Infrastructure Security Agency (CISA), in coordination with the FBI, EPA, and DOE, released [guidance](#) to help critical infrastructure operators reduce cyber threats to operational technology (OT) systems. The advisory recommends several mitigation strategies, including removing OT from the public internet, securing remote access, changing default passwords, segmenting IT and OT networks, and maintaining manual operations capabilities. The guidance follows increasing cyber incidents targeting industrial control systems and emphasizes the importance of collaboration with system integrators and vendors to prevent misconfigurations.

US Army Corps Encourages Use of Online Permitting Portal. On May 8, the U.S. Army Corps of Engineers (USACE) [highlighted](#) ongoing improvements to its Regulatory Request System (RRS) and encouraged greater public use of the platform for submitting permit requests. Originally launched in January 2024 and updated in January 2025 with a public notice module, RRS aims to streamline the permitting process for activities affecting jurisdictional

wetlands and waters of the U.S. The system supports the online submission of permit applications, jurisdictional determination requests, and public comments. USACE states the platform improves transparency, reduces administrative burdens, and enhances communication between applicants and regulatory staff.

DHS Releases List of Sanctuary Jurisdictions Under Executive Order on Immigration Compliance. On May 29, the Department of Homeland Security (DHS) released its [initial list](#) of “sanctuary jurisdictions” in accordance with an April 28 [executive order](#) requiring DHS to identify states and localities that do not comply with federal immigration enforcement efforts. DHS stated jurisdictions were assessed based on policies that restrict cooperation with federal law enforcement, limit information sharing, or otherwise shield individuals from immigration proceedings. Each listed jurisdiction will receive formal notification from DHS. Under the executive order, federal agencies are directed to review relevant grants and contracts and identify federal funding for possible suspension or termination, as permitted by law. If jurisdictions continue to be noncompliant after receiving notice, the order directs the Attorney General and the Secretary of Homeland Security to pursue “all necessary legal remedies and enforcement measures” to bring them into compliance with federal immigration laws. DHS stated that the list will be updated regularly and may be revised based on further review.

DOT Approves 256 Grants Across Its Agencies. DOT announced on [May 6](#) and [May 14](#) that it has approved infrastructure grants, totaling more than \$3.8 billion. A detailed breakdown of the grants released is below:

- Federal Aviation Administration
 - Airport Improvement Program: 3 projects (\$1.95 million)
 - Airport Improvement Program – Supplemental: 5 projects (\$30 million)
 - Airport Terminal Program: 39 projects (\$309.1 million)
- Federal Highway Administration
 - Bridge Investment Program: 17 projects (\$1.4 billion)
 - National Scenic Byway Program: 1 project (\$342,000)
 - National Culvert Removal, Replacement, and Restoration Grant: 8 projects (\$33 million)
 - Wildlife Crossings Pilot Program: 17 projects (\$126 million)
- Federal Railroad Administration
 - Consolidated Rail Infrastructure and Safety Improvements (CRISI): 7 projects (\$280 million)
 - Corridor Identification and Development Program: 2 projects (\$4 million)
 - Federal-State Partnership for Intercity Passenger Rail (NEC): 1 project (\$30 million)
 - Railroad Crossing Elimination: 26 projects (\$61 million)
 - Special Transportation Circumstances: 1 project (\$2.4 million)
- Federal Transit Administration
 - Low or No Emission (Bus) Grants: 34 projects (\$519 million)
 - Buses and Bus Facilities Competitive: 1 project (\$12 million)
 - Tribal Transit Competitive: 7 projects (\$3.9 million)
- Maritime Administration
 - Port Infrastructure Development Program: 3 projects (\$77 million)

- Transportation Demonstration Program: 1 project (\$38 million)
- Office of the Secretary
 - Better Utilizing Investments to Leverage Development (BUILD): 6 projects (\$79 million)
 - Nationally Significant Multimodal Freight & Highway Projects (INFRA): 8 projects (\$450 million)
 - National Infrastructure Project Assistance (Mega): 1 project (\$9.9 million)
 - Rural Surface Transportation Grant Program (Rural): 5 projects (\$189 million)
 - Safe Streets and Roads for All (SS4A): 21 projects (\$18 million)
 - Strengthening Mobility and Revolutionizing Transportation (SMART): 27 projects (\$90.6 million)
 - Small Community Air Service Development Program: 16 projects (\$13.6 million)

DOT Unveils Broad Deregulatory Package. On May 29, Transportation Secretary Duffy [announced](#) 52 deregulatory actions across the Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), and National Highway Traffic Safety Administration (NHTSA). The changes include removing regulations associated with discontinued grant programs, updating documentation requirements for commercial drivers, clarifying licensing rules for certain military personnel, and revising outdated vehicle safety and equipment standards. DOT says the reforms aim to improve efficiency without compromising safety. Of the 52 actions, 43 are proposed rules, seven are final, and two are withdrawals of previous proposals.

DOT Cancels University Grants. DOT has [canceled](#) seven university grants totaling \$54 million. The canceled grants include:

- \$12 million to the University of California, Davis for accelerating equitable decarbonization research;
- \$9 million to the City College of New York for research for equitable transportation for the disadvantaged workforce;
- \$9 million to the University of Southern California for research on how the transportation system creates and perpetuates inequities;
- \$6 million to New York University for e-bikes to low-income travelers in transit deserts research;
- \$6 million to the San Jose State University for research on intermodal inequities for transit users, particularly for low-income communities or communities of color, and strategies to address safety concerns of women and gender non-conforming people using public transportation;
- \$6 million to the University of New Orleans for equitable transit-oriented communities and how neighborhood stabilization supports environmental justice research; and
- \$6 million to Johns Hopkins University for research on hyperlocal pollution exposure inequalities in New York City, promoting EV usage for low-income gig workers, long-distance ride-sharing, gentrification, and making climate change the center of transportation decisions.

EPA Seeks Nominations for Reconstituted Science Advisory Boards. EPA Administrator Lee Zeldin [announced](#) the agency is accepting nominations for the Science Advisory Board

and Clean Air Scientific Advisory Committee, which are tasked with providing independent scientific advice to the Administrator on the science that underlies agency rulemaking. The solicitation marks an effort to reconstitute the boards with new membership under the Trump administration. EPA stated it will conduct a rigorous review of all nominations, with final selections based on scientific expertise across a range of disciplines.

Acting FEMA Administrator Fired Following Congressional Testimony. On May 8, Acting FEMA Administrator Cameron Hamilton was dismissed following testimony at a House Appropriations Committee hearing in which he opposed the Trump administration's proposal to eliminate the agency. Hamilton has been replaced by David Richardson, who previously led the Department of Homeland Security's Countering Weapons of Mass Destruction Office. The dismissal comes just weeks before hurricane season and amid ongoing congressional scrutiny of the administration's terminations of FEMA programs and proposed budget cuts.

FTA Announces FY 2025 Full Year Apportionment Tables. FTA has announced [apportionment tables](#) reflecting the funding provided in the full-year Fiscal Year 2025 continuing resolution.

GAO Concludes Trump Administration Violated Law by Withholding EV Infrastructure Funds. The Government Accountability Office (GAO) has issued a [report](#) concluding that the Trump administration violated the 1974 *Impoundment Control Act* by withholding \$5 billion in electric vehicle infrastructure funding authorized under the 2021 *Infrastructure Investment and Jobs Act*. According to GAO, DOT delayed the disbursement of grants under the National Electric Vehicle Infrastructure (NEVI) Formula Program by imposing additional requirements not contemplated in statute. The finding adds to broader legal and congressional challenges over the Trump administration's withholding of congressionally appropriated funds.

GAO Publishes Report on Highway Formula Grant Programs. GAO has published a [report](#) titled "Highway Funding: Information on Variables for Potential New Formula Grant Programs." The report identifies 27 measurable variables that could be used to allocate funding in potential new federal highway formula programs. These variables include total lane miles, vehicle miles traveled, bridge condition, freight movement metrics, safety indicators, and measures of system reliability. The report concludes that federal data is already available to support 22 of these variables, primarily through existing DOT data sources. However, five variables present challenges due to privacy concerns or lack of required data collection. GAO recommends that if new formula programs are considered, policymakers should weigh the trade-offs between using readily available data and the need for additional data collection to ensure fair and effective distribution of funds.

GAO Publishes Report on Commuter Rail Struggling to Recover Ridership. GAO has published a [report](#) titled "Commuter Rail: Most Systems Struggling to Recover Ridership Following the COVID-19 Pandemic." The report reveals that while commuter rail services have largely returned to pre-pandemic levels, ridership remains significantly lower across most of the 31 systems analyzed. Specifically, from July to December 2024, 19 systems operated at or above pre-pandemic service levels, yet only six experienced ridership recovery close to 2019 figures. The remaining 25 systems continue to face ridership deficits, highlighting a disconnect

between service availability and passenger demand. Financially, fare revenues in fiscal year 2023 were 31% lower compared to 2019, prompting systems to rely more heavily on federal, local, and alternative funding sources. COVID-19 relief funds played a crucial role in bridging budget gaps; however, by February 2025, 15 out of 22 systems reported depleting these funds. Additionally, operating costs have surged by 28% since 2019, driven by inflation and increased labor and material expenses. To adapt, some systems have implemented strategies such as extending service hours, introducing free or flexible fare options, and tailoring services based on community feedback to attract riders and address evolving transportation needs.

GAO Publishes Report on Transportation Discretionary Grants. GAO has published a [report](#) titled “Transportation Grants: Applicants Cited Benefits of Combined Application, but DOT Should Improve Transparency.” The report found that applicants generally appreciated the streamlined Multimodal Project Discretionary Grant (MPDG) process, which combined multiple grant applications into one, but also noted challenges such as limited staffing and technical expertise. However, GAO identified significant transparency issues in how DOT selected projects for awards, including undefined criteria for what made an application “exemplary” and insufficient documentation of selection decisions. GAO reiterated prior recommendations that DOT clearly define selection criteria and fully document key decision points. Implementing these recommendations would help ensure greater fairness and accountability in DOT’s competitive grant programs.

OPM Unveils New Federal Hiring Guidelines. On May 29, the Office of Personnel Management (OPM) [released](#) new merit-based hiring rules that overhaul how federal agencies recruit and assess job applicants. This plan follows the enactment of the 2024 *Chance to Compete Act*, which requires agencies to prioritize skills-based hiring by incorporating technical assessments and reducing reliance on self-evaluations and academic credentials. The guidance requires agencies to assess candidates using at least one technical or alternative test and reduce average time-to-hire to under 80 days. It also restricts the use of race or gender in hiring decisions and ends public reporting of workforce demographic data. In addition, most applicants will now be required to answer four short essay questions, including prompts on their views on executive orders and how they would improve government efficiency. Critics argue the questions could politicize hiring for civil service jobs that are intended to be nonpartisan. OPM officials say the approach reflects standard hiring practices aimed at evaluating candidate fit.

OPM Issues Guidance on Senior Executive Service Hiring. On May 29, OPM issued [guidance](#) to reform how federal agencies hire and develop Senior Executive Service (SES) leaders. The memo replaces longform applications with shorter, resume-only submissions and introduces updated qualifications focused on efficiency, performance, and commitment to constitutional principles. Agencies must also adopt skills-based assessments and align training programs with administration priorities. Additionally, Executive Resources Boards—typically a mix of career and non-career senior officials—are directed to take a more active role in long-term SES workforce planning and oversight. The changes are effective by October 1, 2025.

##



Federal Update

July 1, 2025

Senate Continues Consideration of Budget Reconciliation Bill

Following the House passage of the *One Big Beautiful Bill Act* ([H.R. 1](#)) in May, the Senate advanced consideration of the [budget reconciliation package](#) by a 51-49 vote. While the Senate draft retains the House's broad framework—including tax extensions and reforms, defense and homeland security spending increases, and reductions in non-defense discretionary spending—it makes notable changes, including revised Medicaid restructuring provisions, updated revenue measures, and adjustments to offsets. The bill has also undergone a procedural review with the Senate Parliamentarian to ensure compliance with the Byrd Rule, which restricts the types of provisions that can be included in budget reconciliation bills when considered on the Senate floor.

The bill remains subject to change as negotiations continue, with proposed amendments and votes expected in the Senate later this week, followed by potential House consideration of a revised bill. Congressional Republicans are aiming to send the legislation to President Trump's desk by July 4.

OMB, Federal Agencies Release Budget Proposal Appendix and Justifications

On May 30, the Office of Management and Budget (OMB) released a [1,224-page appendix](#), providing detailed funding Fiscal Year (FY) 2026 requests across federal agencies. Many federal agencies have also published their formal budget justifications to Congress. These documents build on President Trump's FY26 "skinny budget" issued in early May, which proposed a 22.6% reduction in non-defense discretionary spending, a 13% increase in defense spending, and a 65% increase for the Department of Homeland Security. While these proposals reflect the Trump administration's priorities and serve as a starting point for the FY26 appropriations process, these proposals are nonbinding as Congress ultimately determines final funding levels.

Fiscal Year 2026 Appropriations Update

In June, the House Appropriations Committee began consideration of FY26 appropriations bills. The chart below outlines the status of each of the twelve FY26 appropriations bills in the

House. In the Senate, appropriators have been holding oversight hearings and are continuing to develop their versions of the spending bills.

FY26 Appropriations Bill	House Subcommittee Allocation (in Billions)	House Subcommittee Markup Date	House Full Committee Markup Date	House Passage
Agriculture-Rural Development-FDA	\$25.523	Passed on June 5 by a 9-7 vote	Passed on June 23 by a 35-27 vote	
Commerce-Justice- Science		July 7	July 10	
Defense	\$831.513	Passed on June 10 by voice vote	Passed on June 12 by a 36-27 vote	
Energy-Water Development		July 7	July 10	
Financial Services- General Government				
Homeland Security	\$66.361	Passed on June 9 by a 6-4 vote	Passed on June 24 by a 36-27 vote	
Interior-Environment				
Labor-HHS- Education		July 21	July 24	
Legislative Branch		Passed on June 23 by a 6- 4 vote	Passed on June 26 by a 34-28 vote	
MilCon-VA	\$152.091	Passed on June 5 by a 10- 6 vote	Passed on June 10 by a 36-27 vote	Passed on June 25 by a 218-206 vote
State-Foreign Operations				
Transportation-HUD		July 14	July 17	

Trump Administration Appointments

In June, President Trump announced the following appointments to his administration:

<u>Department/Agency</u>	<u>Position</u>	<u>Appointee</u>
Agriculture	Assistant Secretary	Stella Herrell
Defense	Deputy Under Secretary	Alexander Velez-Green
Housing and Urban Development	Inspector General	Jeremy Ellis
Interior	Commissioner of Reclamation	Theodore Cooke
Justice	United States Attorney for the District of Columbia	Jeanine Pirro
National Transportation Safety Board	Member	Michael Graham
Nuclear Regulatory Commission	Member	David Wright
Office of Special Counsel	Special Counsel	Paul Ingrassia
Postal Service	Governor	John LaValle
State	Ambassador at Large for International Religious Freedom	Bradley Walker
State	Ambassador to Peru	Bernardo Navarro
State	Ambassador to Romania	Darryl Nirenberg
State	Assistant Secretary for Democracy, Human Rights, and Labor	Riley Barnes
State	Assistant Secretary (Consular Affairs)	Morvared Namdarkhan
State	Assistant Secretary (Diplomatic Security)	Todd Wilcox
State	Assistant Secretary (International Organizations)	Jeremy Carl
State	Special Envoy to Monitor and Combat Anti-Semitism (Ambassador rank)	Yehuda Kaploun
Veterans Affairs	Assistant Secretary (Information and Technology)	Alan Boehme
Veterans Affairs	Under Secretary for Benefits	Karen Brazell
Council on Environmental Quality	Chair	Katherine Scarlett
Judiciary	U.S. Circuit Judge, Third Circuit	Emil J. Bove III

Judiciary	U.S. District Judge, Middle District of Florida	Kyle Christopher Dudek
Judiciary	U.S. District Judge, Middle District of Florida	John M. Guard
Judiciary	U.S. District Judge, Middle District of Florida	Anne-Leigh Gaylord Moe
Judiciary	U.S. District Judge, Middle District of Florida	Jordan Emery Pratt
Judiciary	U.S. District Judge, Southern District of Florida	Edward L. Artau

LEGISLATIVE ACTIVITY

House Passes Funding Rescissions Package Targeting Foreign Aid and Public Broadcasting. On June 12, the House passed the *Rescissions Act of 2025* ([H.R. 4](#)) by a vote of 214-212, which would permanently cancel \$9.4 billion in previously appropriated federal funds. This includes funding for international aid and the Corporation for Public Broadcasting, which funds National Public Radio (NPR) and the Public Broadcasting Service (PBS). The measure aims to formalize spending reductions from the Department of Government Efficiency and reflects President Trump's push to curtail federal spending. All Democrats opposed the bill, joined by four Republicans. The bill awaits further consideration in the Senate.

Senate Confirms Fotouhi as EPA Deputy Administrator. On June 10, the Senate [confirmed](#) David Fotouhi as Deputy Administrator of the Environmental Protection Agency in a 53-41 party-line vote. A former EPA senior legal official and environmental attorney, Fotouhi will support Administrator Lee Zeldin in overseeing the agency's operations and regulatory agenda. The confirmation comes as Senator Alex Padilla (D-CA) has placed a blanket hold on EPA nominations, which adds procedural hurdles to confirm the nominees, due to Republican efforts to overturn EPA waivers allowing California to enact stricter emissions standards.

Senate Committee Approves FAA Nomination. On June 25, the Senate Commerce, Science, and Transportation Committee [approved](#) the nomination of Bryan Bedford to be Administrator of FAA by a 15-13 party-line vote. The nomination now moves to the full Senate for consideration.

House Approves Transportation- and Infrastructure-Related Bills. On June 9, the House approved the following transportation- and infrastructure-related bills:

- The *Baby Changing on Board Act* ([H.R. 248](#)): This bill would require Amtrak passenger rail trains to have a baby changing table in at least one restroom in each car, including in an *Americans with Disabilities Act of 1990*-compliant restroom.
- The *Secure Our Ports Act* ([H.R. 252](#)): The bill would prohibit certain foreign entities, including state-owned enterprises of China, Russia, North Korea, and Iran, from entering into contracts for the ownership, leasing, or operation of U.S. port facilities that are subject to security plans.

- **H.R. 1948:** This bill would allow the United States Section of the International Boundary and Water Commission (IBWC) to accept funds from federal and non-federal partners to support water infrastructure projects.
- The *American Cargo for American Ships Act* (**H.R. 2035**): The bill would require 100 percent of cargo procured, furnished, or financed by the Department of Transportation to be transported on U.S.-owned, privately operated commercial vessels.
- The *Maritime Supply Chain Security Act* (**H.R. 2390**): This bill would clarify that Port Infrastructure Development Program funds can be used to replace port crane hardware and software of Chinese origin.

House Committee Approves Transportation-Related Bills. On June 11, the House Transportation & Infrastructure Committee approved the following transportation-related bills, which now await further consideration from the full House:

- The *Mental Health in Aviation Act of 2025* (**H.R. 2591**): This bill would direct FAA to revise existing regulations to encourage pilots, air traffic controllers, and other aviation professionals to disclose and seek help for mental health conditions.
- The *Transitioning Retiring And New Service Members to Port Ocean Rail and Truck (TRANSPORT) Jobs Act* (**H.R. 3055**): This bill would direct DOT to develop an action plan on members of the Armed Forces eligible for pre-separation counseling and veterans becoming supply chain employees.
- The *Facility for Runway Operations and Safe Transportation (FROST) Act* (**H.R. 3423**): This bill would ensure that storage facilities for aircraft deicing fluids and equipment can be acquired with Airport Improvement Program (AIP) funds.
- The *Ensuring Airline Resiliency to Reduce Delays and Cancellations Act* (**H.R. 3477**): This bill would direct DOT to require certified air carriers to develop an operational resiliency plan to prevent or limit the impact of future flight disruptions on passengers.

Senate Democrats Introduce Bill to Limit Presidential Authority Under Insurrection Act. Senators Richard Blumenthal (D-CT), Alex Padilla (D-CA), and Adam Schiff (D-CA), along with 19 other Democratic colleagues, introduced the *Insurrection Act of 2025* (**S. 2070**), a bill to place new limits on the President's authority to deploy the military domestically under the 1807 *Insurrection Act*. The legislation follows President Trump's recent deployment of National Guard and Marine units to Los Angeles and seeks to clarify that military involvement in domestic law enforcement should be a last resort. The bill would require the President to consult Congress before invoking the Act and obtain approval for its use beyond seven days. It also would prohibit using the law to suspend habeas corpus, impose martial law, or deputize militias, and provide for judicial review if the authority is allegedly misused.

Tillis Introduces Bill to Replenish FEMA Disaster Relief Fund. Senator Thom Tillis (R-NC) introduced legislation ([S. 1963](#)) to provide \$25 billion to the FEMA Disaster Relief Fund (DRF), aligning with the Trump administration's request to ensure sufficient federal resources are available ahead of the 2025 hurricane season. The bill aims to bolster FEMA's ability to respond quickly and effectively to future natural disasters nationwide, avoiding delays in support for impacted communities.

FEDERAL FUNDING OPPORTUNITIES

FHWA Publishes Updated Bridge Investment Program NOFO. The Federal Highway Administration has published a [Notice of Funding Opportunity](#) for the availability of \$9.62 billion through the Bridge Investment Program (BIP), Large Bridge Project Grants. The NOFO originally published in September, has been updated to reflect the Trump Administration's priorities. Applications are due by August 1, 2025 at 11:59 p.m. ET.

FEDERAL FUNDING AWARDS

FHWA Announces \$1.5 Billion in Emergency Relief Funds. The Federal Highway Administration (FHWA) [announced](#) the release of \$1.5 billion in Emergency Relief (ER) funds to five states: North Carolina, Tennessee, South Carolina, Florida, and Georgia. The funds will be used to support repair needs following natural disasters, catastrophic events, and extreme weather such as flooding, wildfires, hurricanes, and mudslides. Repairs resulting from these events will receive federal reimbursement funding under the FHWA's ER program.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

Katherine Scarlett Nominated to Lead CEQ. On June 16, President Trump [nominated](#) Katherine Scarlett to serve as Chair of the Council on Environmental Quality (CEQ). If confirmed, she would lead White House environmental policy coordination, including implementation of the National Environmental Policy Act (NEPA). Her nomination awaits further consideration by the Senate Environment and Public Works (EPW) Committee. Scarlett has been serving as the CEQ chief of staff since the start of the current administration. Previously, she worked at CEQ and served as chief of staff to the Federal Permitting Improvement Steering Council during President Trump's first administration. Additionally, she served as senior professional staff on the Senate EPW Committee.

DHS Announces New Homeland Security Advisory Council Appointees. On June 24, President Trump and Homeland Secretary Noem [announced](#) new appointments to the Homeland Security Advisory Council (HSAC), a body that provides independent advice on homeland security operations. The reconstituted council includes public and private sector leaders with backgrounds in law enforcement, government, business, and media. South Carolina Governor Henry McMaster will serve as chair and Florida State Senator Joseph Gruters will serve as vice chair. The Council's first meeting is scheduled for July 2 at DHS headquarters in Washington, D.C.

DOI Extends Comment Period on Regulatory Reform RFI. The Department of the Interior (DOI) has extended the public comment period for its [Request for Information](#) (RFI) on regulatory reform to July 21, 2025. The RFI invites input on existing DOI regulations that could be revised or repealed to reduce burdens while meeting statutory obligations. The extension follows significant interest in the effort, which is part of a broader regulatory review aligned with recent executive orders on energy development and streamlined governance. DOI is particularly seeking feedback from regulated entities on rules that may be outdated, overly complex, or misaligned with current policy goals.

DOT Immigration Directive Temporarily Blocked by Federal Judge. On June 19, Chief Judge John J. McConnell Jr. of the U.S. District Court for the District of Rhode Island issued a [preliminary injunction](#) halting DOT from requiring state cooperation with federal immigration enforcement as a condition for receiving transportation grant funding. The ruling stems from a challenge brought by 20 states to Transportation Secretary Duffy's April directive imposing an Immigration Enforcement Condition (IEC) on applicants for DOT funds. Judge McConnell found that the IEC likely exceeds the agency's statutory authority, violates the Constitution's Spending Clause, and is inconsistent with the *Administrative Procedure Act*. The court concluded that the condition was unrelated to the purpose of transportation funding and threatened irreparable harm to states by forcing them to choose between billions in funding and their own law enforcement policies. The injunction bars DOT from enforcing or implementing the IEC while the case proceeds.

DOT Moves to Terminate Funding for California High-Speed Rail. Following an investigation into the California High-Speed Rail Authority's (CHSRA) high-speed rail project, DOT released a [report](#) that CHSRA is in default of the terms of its federal grant awards. The 310-page report contains nine key findings, including missed deadlines, budget shortfalls, and overrepresentation of projected ridership. The two grants total roughly \$4 billion in federal funding. As the accompanying letter notes, CHSRA has up to 37 days to respond, after which the grants could be terminated.

DOT Publishes Guidance on Referrals for Potential Enforcement. DOT has [published](#) guidance that describes DOT's plans to address regulatory offenses with criminal liability pursuant to the recent executive order on "Fighting Overcriminalization in Federal Regulations." The guidance outlines DOT's intent to publish a report listing all criminal regulatory offenses under its jurisdiction, including associated penalties and required mental states (*mens rea*), as directed by the Executive Order. It also sets forth a policy for how DOT will evaluate potential referrals to the Department of Justice, considering factors such as the severity of harm, potential gain, the defendant's expertise, and their awareness of the law.

DOT Names Special Advisor to Amtrak Board of Directors. Transportation Secretary Duffy [announced](#) that Andy Byford will serve as Special Advisory to the Amtrak Board of Directors for the redevelopment of New York Penn Station. Byford will report directly to the Amtrak directors and coordinate closely with DOT as he oversees the Penn Station project through a master developer public-private partnership. Byford is a seasoned transportation professional

who has experience with major metropolitan public transportation systems in New York City, Toronto, London, and Sydney.

DOT Approves 529 Grants Across Its Agencies. On June 10, DOT [announced](#) that it has approved infrastructure grants awarded under the previous administration, totaling more than \$2.9 billion. A detailed breakdown of the grants released is below:

- Federal Aviation Administration
 - Airport Improvement Program Supplemental: 23 projects (\$124 million)
 - Airport Terminal Program: 10 projects (\$33 million)
- Federal Highway Administration
 - Bridge Investment Program: 1 project (\$1.5 million)
 - Congestion Relief Program: 1 project (\$16 million)
 - National Scenic Byways Program: 1 project (\$113,000)
 - Nationally Significant Federal Lands and Tribal Projects: 2 projects (\$39 million)
 - Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation Program (PROTECT): 32 projects (\$369 million)
- Federal Railroad Administration
 - Consolidated Rail Infrastructure and Safety Improvements (CRISI): 8 projects (\$69 million)
 - Federal-State Partnership: 3 projects (\$83 million)
 - Railroad Crossing Elimination: 22 projects (\$28 million)
 - Safety Infrastructure Improvement Program: 1 project (\$2 million)
- Federal Transit Administration
 - All Stations Accessibility Program: 10 projects (\$365 million)
 - Bus and Bus Facilities Competitive: 41 projects (\$175 million)
 - Ferry Service for Rural Communities: 4 projects (\$195 million)
 - Innovative Coordinated Access and Mobility (ICAM): 14 projects (\$5 million)
 - Low or No Emission (Bus) Grants: 26 projects (\$187 million)
 - Passenger Ferry: 13 projects (\$69 million)
 - Rail Vehicle Replacement: 3 projects (\$372 million)
 - Tribal Transit Competitive Program: 43 projects (\$16 million)
- Maritime Administration
 - Port Infrastructure Development Program: 2 projects (\$56 million)
 - United States Marine Highway Program: 2 projects (\$6 million)
- Office of the Secretary of Transportation
 - Better Utilizing Investments to Leverage Development (BUILD) Grant Program: 2 projects (\$45 million)
 - Infrastructure for Rebuilding America (INFRA) Grant Program: 8 projects (\$499 million)
 - National Infrastructure Project Assistance (Mega): 1 project (\$110 million)

- Rural Surface Transportation Grant Program: 1 project (\$6 million)
- Safe Streets and Roads for All (SS4A): 255 projects (\$69 million)

EPA, USACE Conclude Listening Sessions on WOTUS, Prepare New Rulemaking. The Environmental Protection Agency (EPA) and U.S. Army Corps of Engineers (USACE) [announced](#) they have completed a series of stakeholder listening sessions as part of their effort to revise the 2023 definition of “waters of the United States” (WOTUS). The sessions were held to gather input from sectors affected by Clean Water Act permitting, following the Supreme Court’s *Sackett v. EPA* decision. The agencies plan to propose a new rule later this year aimed at improving regulatory clarity, aligning with the Court’s ruling, and reducing permitting burdens, with a final rule expected by the end of 2025.

FEMA Updates State and Local Mitigation Planning Policy Guides. FEMA has [released](#) an updated State Mitigation Planning Policy Guide to align with recent executive orders and agency priorities. The revised guide, similar to a previously updated Local Mitigation Planning Policy Guide, removes references to climate and equity that were emphasized under the prior administration.

FHWA Terminates Several Rulemakings and Rules. The Federal Highway Administration (FHWA) has terminated the following rulemakings and rules:

- [Incorporating Safety Into Federal-aid Programs and Projects](#)
- [Updates to Pavement Regulations](#)
- [Update of 23 CFR Part 630, Subparts A and G](#)
- [Statewide and Nonmetropolitan Planning; Metropolitan Transportation Planning](#)
- [National Performance Management Measures: Assessing Bridge Condition](#)
- [National Performance Management Measures: Rescinding Requirements for the First Period](#)
- [Projects of National and Regional Significance Evaluation and Rating](#)
- [Highway Safety Improvement Program; Withdrawal](#)
- [Management and Monitoring Systems](#)
- [Rescinding Preliminary Engineering Project 10-Year Repayment Provision](#)
- [State Highway Agency Equal Employment Opportunity Programs](#)

FHWA Rescinds Several Rules. FHWA has proposed rescinding the following regulations. Comments on any below are due by June 30, 2025:

- [Management Systems Pertaining to the Forest Service and the Forest Highway Program](#)
- [Forest Highway Program](#)
- [Requirements Regarding Federal-Aid Contracts for Appalachian Contracts](#)
- [Bridges on Federal Dams](#)
- [Rescinding Requirements Regarding Geodetic Markers](#)
- [Contract Provisions for Federal-Aid Construction Contracts \(Other than Appalachian Contracts\)](#)

- [Management Systems Pertaining to the Bureau of Indian Affairs and the Indian Reservation Roads Program](#)
- [Management Systems Pertaining to the Fish and Wildlife Service and the Refuge Roads Program](#)
- [Procedures for Advance Construction of Federal-Aid Projects](#)
- [Management Systems Pertaining to the National Park Service and the Park Roads and Parkways Program](#)

FRA Announces New Safety Data Website. The Federal Railroad Administration (FRA) has [announced](#) a new public safety data website, required by the Infrastructure Investment and Jobs Act (IIJA). The website features customizable data reports, visualizations, easy-to-use filters, enhanced navigation, and resources that significantly improve data accessibility, transparency, and user experience.

GAO Publishes Report on CMAQ Program. GAO has published a [report](#) titled “Federal Highways: DOT Should Improve Communications on Its Cost-Effectiveness Tool for Emissions Reductions.” The report found that since FY 2015, states have primarily used Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for traffic flow, bicycle/pedestrian, and transit projects, but the number of projects and reported emissions reductions have declined over time. States have increasingly transferred CMAQ funds to other highway programs and rising project costs have kept CMAQ project funding relatively flat. While many projects report reductions in ozone precursors like nitrous oxides (NO_x) and volatile organic compounds (VOCs), about 80% are only moderately or weakly cost-effective. Although FHWA developed cost-effectiveness tools in 2020, limited outreach has reduced their use by states and metropolitan planning organizations. GAO recommends that FHWA improve communication and outreach about these tools to ensure wider awareness and application.

GAO Publishes Report on CIG Program. GAO has published a [report](#) titled “Capital Investment Grants Program: DOT Should Tailor Technical Assistance Provide to New and Potential Applicants.” The report found that FTA’s Capital Investment Grants (CIG) program offers extensive technical support—such as documents, tools, events, and staff expertise—for transit projects like bus rapid transit and rail extensions. A GAO survey of 53 sponsors found that most appreciate FTA resources, rating them accessible, current, and understandable. However, over a third of respondents reported that review timelines are not clearly communicated, and newer or potential applicants need additional early-stage guidance on requirements, processes, and timelines. GAO recommends that FTA tailor its outreach to these newer sponsors—clarifying expectations before projects formally enter the program—and implement its July 2020 recommendation to improve communication on review timelines.

USACE Proposes Updates to Nationwide Permit Program. The U.S. Army Corps of Engineers has [announced](#) proposed changes to its Nationwide Permit (NWP) program, including a new expedited permit category for projects that improve fish passage at dams. NWPs are streamlined permits under the Clean Water Act intended for activities with minimal environmental impact. The proposed changes are subject to a comment period ending July 18.

##



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Maika Llorens Gulati

Alternate
City of San Rafael

July 7, 2025

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

Subject: Update on FY 2024/25 Contract Awards and FY 2025/26 Contracting Opportunities

Dear Board Members:

Recommendation

Information only.

Summary

Staff reports to your Board twice a year on the status of contract awards and opportunities. The last update was provided at your January 6, 2025 Board of Directors meeting and included contract awards for the first half of FY2024/25. This report provides an update and lists all contracts awarded in FY2024/25. This report also includes anticipated solicitations for FY2025/26.

FY 2024/25 Contract Awards

During the period July 1, 2024 – June 30, 2025, Marin Transit recorded fifty-one (51) agreements. Of these, six (6) are revenue agreements and thirteen (13) are non-financial agreements comprised of six (6) memorandum of understanding (MOU) agreements, five (5) extension for time only agreements, one (1) interagency agreement, and one (1) letter of commitment and contract. The remaining thirty-two (32) contracts total \$103,484,960 in awarded value (Attachment A). Your Board awarded fourteen (14) contracts for a total value of \$102,960,846. The General Manager has the authority to approve contracts up to \$150,000 and approved a total of eighteen (18) contracts with a combined total value of \$524,114.

The largest new contract was for the 2025 Operations & Maintenance (O&M) of Local and Rural Fixed Route Transit Services for \$73,306,374 with Marin Airporter. The second largest new contract was for the Purchase of Real Estate 1075 E. Francisco Blvd., San Rafael for \$14,000,000 with Marin Hospitality Inc. The third largest new contract was the Second of Amendment of the Operations & Maintenance (O&M) of Demand Response Paratransit Services for \$6,000,000 with Transdev Services, Inc. Other smaller, but notable contracts include 3010/2020 Kerner construction, Computer Aided Dispatch and Automatic Vehicle Location (CAD/AVL) software system, construction of countywide bus stop improvements, and mid-life bus battery refurbishment (Attachment A).



FY 2025/26 Contracting Opportunities

Your Board adopted the FY2025/26 annual budget on June 2, 2025. Marin Transit staff anticipated the contract opportunities required to deliver the service and projects outlined in the Budget. These are listed in **Table 1** below. These opportunities are also listed on the Marin Transit website.

Table 1: FY2025/26 Contracting Opportunities

Product or Service	Procurement Type	Procurement Method	Anticipated Release Date/Status	Contract Value over or under \$1 Million	Federal
Human Resources Consulting Services	Professional Services	RFQ	FY2026 Q1	Under	No
Computer Network and Information Technology Support Services	Professional Services	RFP	FY2026 Q2	Under	No
Bus Stop Guidelines	Professional Services	RFP	FY2026 Q1	Under	No
Design for Bus Maintenance and Zero Emission Bus (ZEB) Charging Facility	Professional Services	RFQ	FY2026 Q2	Over	Yes
Rush Landing Building Upgrades - Design Services	Professional Services	RFP	FY2026 Q2	Under	No
Storm Water Control Services	Professional Services	RFP	FY2026 Q4	Under	No
Enterprise Data Management	Software Services	RFP	TBD	Under	No
Fixed Route Maintenance Facility - Surcharge Site Grading	Construction	IFB	FY2026 Q2	Under	No
Demand Response Local and Rural Paratransit Services	Operations & Maintenance	RFP	TBD	Over	Yes
Maintenance Audit Services	Operations & Maintenance	RFP	FY2026 Q4	Under	No
Twenty-Two (22) Paratransit Vehicles	Vehicle Purchase	Cooperative Agreement	FY2026 Q3	Over	Yes
Four (4) 30ft Diesel Transit Buses and Five (5) 40ft Hybrid Transit Buses	Vehicle Purchase	Cooperative Agreement	FY2026 Q1	Over	Yes

Fiscal/Staffing Impact

None associated with this report.



Respectfully Submitted,

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

Javier Peraza
Senior Procurement & Contracts Analyst

Attachment A: FY2024/25 Contract Awards



Agreement Number	Contract Title	Approval Date	Vendor	Board Awards	Other Awards
1263	Fuel Sales Services Agreement	8/5/2024	County of Marin	Pay-Per-Use	
1264-1266	<i>Contracts were included in FY23-24 report</i>				
1267	FY25 Fixed Route Scheduling, Planning, and Run-Cutting Software - Amendment 1	6/28/2024	Optibus Inc.		\$53,680
1268	Portable Toilet with Handwash Station, Rental for FY25 school year for Los Gamos	7/11/2024	United Site Services		\$583
1269	<i>Contract was included in FY23-24 report</i>				
1270	Revenue Agreement - FY2025 Measure AA	8/18/2024	Transportation Authority of Marin (TAM)		
1271	Revenue Agreement - FY2025 Measure B	8/18/2024	Transportation Authority of Marin (TAM)		
1272	Revenue Agreement - Bay Pass Pilot Program Participation - Amendment 1	8/15/2024	Metropolitan Transportation Commission (MTC)		
1273	FY25 License Agreement for Yellow Bus Parking Los Gamos	8/13/2024	County of Marin		\$28,260
1274	New 3000 Kerner Solar / Battery Connection	8/7/2024	PG&E		\$14,454
1275	Revenue Agreement - FTA Section 5311 FY2023 - FY2024 Funding - Amendment 1	9/3/2024	Caltrans		
1276	Bus Automated Passenger Counter (APC) System	9/9/2024	Urban Transportation Associates Inc.	\$511,500	
1277	MOU - Regional Transfer Pilot Agreement	11/12/2024	Metropolitan Transportation Commission (MTC)		



1278	Purchase of Real Estate 1075 E. Francisco Blvd., San Rafael	8/5/2024	Marin Hospitality Inc.	\$14,000,000
1279	Third Party Administrator for Retirement Plans (401a & 457b) - Amendment 2	10/25/2024	C-Ben Group	\$10,000
1280	MOU - Clipper Amended and Restated - Amendment 1	11/6/2024	Metropolitan Transportation Commission (MTC)	
1281	Revenue Agreement - Yellow Bus Operation Oversight - FY25 Budget - Amendment 7	10/31/2024	Tiburon Peninsula Traffic Relief Joint Powers Authority (JPA)	
1282	Contract & Procurement Software Renewal	11/18/2024	Bonfire Interactive Ltd	\$13,662
1283	Rider Guide Printing and Distribution #2 - Amendment 2	11/21/2024	Consolidated Printers, Inc.	\$67,081
1284	Revenue Agreement - Los Gatos Yard Parking Services - Base Contract	12/3/2024	Michael's Transportation Service, Inc	
1285	Automate Passenger Counters (APC) - Amendment 1	12/3/2024	Urban Transportation Associates Inc.	\$32,143
1286	3010/2020 Kerner Construction - Base Contract, ESS System	12/2/2024	Ghilotti Bros. Inc.	\$3,462,902
1287	3010/2020 Kerner Construction - Base Contract, ESS System - Bid Alternate	12/2/2024	Ghilotti Bros. Inc.	\$211,500
1288	Promotional Items for Marin Transit and Marin Access	12/13/2024	4imprint	\$13,204
1289	On-Call General Engineering Services (GES) - Amendment 1 - Time Extension Only	12/20/2024	Mark Thomas & Company	\$0
1290	Downtown Novato - Redwood & Grant Bus Stop Shelter Cleaning	1/17/2025	Downtown Streets Team	\$11,626
1291	2025 Operations & Maintenance (O&M) of Fixed Route Transit Services	3/3/2025	Marin Airporter	\$73,306,374
1292	Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) System	1/13/2025	Equans	\$1,344,898

1293	Construction of Countywide Bus Stop Improvements	1/13/2025	Coastside Concrete	\$1,333,130
1294	Operations & Maintenance (O&M) of the Muir Woods Shuttle Services - Amendment 1 - Time Extension Only	1/28/2025	Bauer's Intelligent Transportation	\$0
1295	MOU - Clipper Paratransit Project - Base Contract	1/31/2025	Metropolitan Transportation Commission (MTC)	
1296	MOU - MTC EZ-Wallet API Project - Base Contract	2/4/2025	TripSpark Trapeze	
1297	Operations & Maintenance (O&M) of the Muir Woods Shuttle Services - Amendment 2 - Option Year 1	3/3/2025	Bauer's Intelligent Transportation	\$793,352
1298	Social Relationship Media (SRM) Platform 2023 #2 - 1 Year Extension	2/19/2025	Sprout Social, Inc.	\$6,701
1299	FY25 Fixed Route Scheduling, Planning, and Run-Cutting Software - Amendment 2	2/28/2025	Optibus Inc.	\$13,170
1300	Software End User License Maintenance & Support Agreement - Amendment 28	3/14/2025	TransTrack Solutions Group	\$83,006
1301	On-Call General Engineering Services (GES) - Amendment 2	3/3/2025	Mark Thomas & Company	\$875,000
1302	New Kerner Construction Management - Amendment 1 - Time Extension Only	3/12/2025	Roebbelen Contracting, Inc.	\$0
1303	Letter of Commitment and Contract - Electric Vehicle (EV) Fleet Electrification Program	3/3/2025	PG&E	
1304	Phone and Internet Services	3/12/2025	Sonic	\$61,488
1305	Operations & Maintenance (O&M) of Demand Response Transit Services - Amendment 2	4/7/2025	Transdev Services, Inc.	\$6,000,000
1306	New Kerner Design - Amendment 2 - Time Extension Only	3/28/2025	BKF Engineers	\$0

1307	Interagency Agreement - Collaboration for Electric Bus Charging & Maintenance Facility - Base Contract	3/3/2025	City of San Rafael	
1308	Pre-Paid Card Service in Support of a Transit Mobility Wallet Program	4/7/2025	Prepaid Expense Card Solutions, Inc.	\$18,000
1309	Software License & Maintenance Agreement for Demand Response Transit Services - Amendment 5	4/16/2025	TripSpark Technologies	\$102,036
1310	Consulting Services for Fare Equity Analysis & Title VI Support	4/15/2025	NWC Partners Inc	\$8,700
1311	Taxi Voucher Program, Catch-A-Ride Pilot - Amendment 2	5/5/2025	North Bay Taxi	\$160,000
1312	Actuarial Services for Service Credit Replacement Plan	5/2/2025	David Dougherty, LLC	\$40,000
1313	Mid-Life Bus Battery Refurbishment	5/5/2025	W.W. Williams NW	\$663,000
1314	FY26 Fixed Route Scheduling, Planning, and Run-Cutting Software - Base Contract	6/2/2025	Optibus Inc.	\$299,190
1315	MOU - Fareboxes RFP	6/2/2025	Santa Cruz Metropolitan Transit District (METRO)	
1316	MOU - Subrecipient Project Oversight Responsibilities	3/6/2025	Caltrans	
1317	Fleet Maintenance Inspection Services - Amendment 2 - Time Extension Only	6/23/2025	TRC Engineering Services	\$0
Subtotal Value By Type				\$102,960,846 \$524,114
TOTAL AWARDED VALUE				\$103,484,960



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City of San Rafael

July 7, 2025

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

Subject: Marin Transit's Disadvantaged Business Enterprise Participation (DBE) Goal for Marin Transit Contracting Opportunities in Federal Fiscal Years 2026-28

Dear Board Members:

Recommendation

Approve three-year DBE goal for DBE participation in Marin Transit contracts supported by U.S. Department of Transportation funds.

Summary

Staff recommends that your Board approve a 6.4% goal for minority and women-owned businesses participation in Marin Transit contracts that receive federal funds. As a direct federal recipient, Marin Transit is required to develop a methodology to identify and approve a three-year goal and monitor progress towards achieving that goal. The proposed goal was developed in accordance with the methodology outlined the District's updated Diversity Program for Contracts that your Board adopted on April 4, 2022. This program can be found on the Marin Transit website at www.marintransit.org/purchasing. The calculations and methodology for the 2026-2028 goal are included in the attachment to this letter

Background

The Federal Transit Administration (FTA) requires DBE programs for contracts related to federal funding for planning activities, capital projects, and operating assistance. Transit vehicle purchases have separate DBE compliance procedures and are not subject to transit agency DBE goals. Marin Transit's Diversity Program establishes procedures to obtain information and input regarding available businesses, monitor and enforce compliance of contractors, and develop corrective action plans if the DBE goal is not met. Marin Transit's DBE officer (Javier Peraza) actively participates in an outreach committee of staff from Bay Area transportation agencies who develop programs for minority and women-owned businesses to learn about proposal, bidding, and contracting procedures and increase awareness of upcoming contract opportunities.



To develop the goal, staff projected the amount of funds for the period subject to the DBE requirements and segmented them by the type of contract opportunity. A base figure, or target amount of DBE participation, was developed using the availability of DBEs by each type of contract opportunity. This figure was then adjusted to account for other factors like prior participation rates.

Utilizing the methodology results in a 6.4% overall goal that is based on staff's assessment of the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to participate in federally assisted contracts. This goal is higher than the District's prior goal of 1.6% but lower than the current actual participation rate of 7.5%. Marin Transit has been more successful in recent procurements, like the automated passenger counting system and construction management contracts in increasing DBE participation.

The analysis used in the goal development relies on U.S. Census 2022 Countywide Business Pattern data to obtain information on businesses that offer services related to the District's upcoming contract opportunities. Staff utilized the current California Unified Certification Program Directory to identify disadvantaged businesses. The attached description of the methodology for determining the goal follows current FTA guidance. Staff anticipate an overall DBE goal for Marin Transit's FTA-assisted contracts that will be achieved through race-neutral methods.

Marin Transit then used several methods to reach out to DBEs and the public to receive feedback on the methodology and proposed goal. Marin Transit is a member of the Business Outreach Committee (BOC) a group of 38 transit and transportation agencies located in the San Francisco Bay Area. The BOC held a joint online community-based organization and public participation meeting on June 7, 2025, to receive comments pertinent to the FFY 2026-2028 goal-setting processes. Members of the public were given opportunities to provide comments. Invitations to the consultation meeting were sent to 190 community organizations and small business resources centers. In the North Bay, these organizations include the Marin Small Business Development Center, North Bay Black Chamber of Commerce, Hispanic Chamber of Commerce of Marin, the Chambers of Commerce for individual Marin Cities and Towns, and the North Coast Builders Exchange. Marin Transit staff also participated in the SamTrans/Caltrain Public Triennial Goal Consultation and Outreach Event on June 17, 2025. 112 firms, stakeholders and BOC members were invited and 48 attended. Marin Transit and eight other agencies presented their DBE goals for FFY26-FFY28.

On June 26, 2025, Marin Transit posted a Public Notice of the availability of the proposed DBE goal methodology in English and Spanish, with a link to this document, for public review and comment on the District's website at www.marintransit.org. The notice also informs the public that the proposed goal and rationale are available for inspection during normal business hours for 30 days following the date of the Public Notice. No comments have been received so far, and staff will update the Board at the end of the 30-day review period if any comments are received during the public comment period. To meet the Federal Transit Administration's August 1st deadline to submit the FFY 2026-28 DBE goal methodology, we are requesting Board approval with the understanding that updates will be made to the goal document should we receive additional comments. Following your Board's approval, Marin Transit will submit the FFY 2026-28 DBE Goal and Methodology to the Federal Transit Administration for review and approval.



Respectfully Submitted,

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

Holly Lundgren
Director of Administrative Services

Attachment A: Marin County Transit District Overall Disadvantaged Business Enterprise (DBE) Goal for Federal Fiscal Years 2026-2028



Marin County Transit District

Overall Disadvantaged Business Enterprise (DBE) Goal

Federal Fiscal Years 2026-28

Marin Transit
Overall Disadvantaged Business Enterprise (DBE) Goal
for Federal Fiscal Years 2025-28

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Introduction

Under the requirements of the Code of Federal Regulations 49 C.F.R. Part 26.45 (Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation (USDOT) Programs), Marin County Transit District developed an overall Disadvantaged Business Enterprise (DBE) goal for DBE participation from Federal Fiscal Year (FFY) 2026 through FFY 2028 in contracting opportunities that may include federal funding. Marin Transit's proposed overall DBE goal for FFY 2026-2028 is 6.4% of the federal financial assistance for FTA-assisted contracts, exclusive of contracts related to the purchase of transit vehicles.¹

The regulations require federal recipients to prepare the overall goal using a two-step process. According to the *USDOT Tips for Goal Setting*, the recipient must first determine a base figure for the relative availability of certified DBEs and potentially certified Minority and Woman-owned Business Enterprises, hereafter collectively referred to as Disadvantaged Business Enterprises (DBEs), in the relevant market area. The base figure is intended to be a measurement of the current ready, willing, and able DBEs as a percentage of all businesses ready, willing, and able to perform the recipient's anticipated FTA-assisted contracts.

Next, the recipient must examine all relevant evidence to determine what adjustment, if any, is needed to the base figure in order to arrive at an overall goal. The final adjusted figure is the recipient's overall goal and represents the proportion of federal transportation funding that the recipient is expected to allocate to DBEs during the subsequent three federal fiscal years. Once the agency determines the adjusted overall goal, the process requires considering what portion of the goal will be met by race- and gender-neutral measures.

The District evaluates whether to maintain a race- and gender-neutral goal in accordance with 2005 case law² affecting federal recipients in California. A review of disparity studies will inform the recommendation.

This *Overall DBE Goal Setting Report* is based on the DBE regulations contained in 49 CFR Part 26.45, as amended, the decisions of the United States Federal Court, and the *USDOT Guidance Memorandum*. The goal identifies the relative availability of DBEs based on evidence of ready, willing, and able DBEs in relationship to all comparable businesses known to be available to compete in Marin Transit's FTA-assisted contracts.

Between May and June 2025, Marin County Transit District participated with peer Bay Area transit and transportation agencies in outreach sessions to obtain public participation and input in developing

¹ Effective February 28, 2011, the USDOT amended the DBE regulations set forth in 49 CFR Part 26 as described in the Federal Register, Volume 76, Number 22 and Vol.79 No. 221 October 2, 2014, Part II Disadvantaged Business Enterprise Program Implementation Modifications; 49 CFR Part 26 [Docket No. OST-2-12-0147]

² *Western States Paving Co. v. United States & Washington State Department of Transportation*, 407 F. 3d 983 (9th Cir. 2005).

DBE goals. The overall DBE goal reflects staff's determination of the availability of DBE opportunities and the level of DBE participation expected absent the effects of discrimination.

The Marin County Transit District will submit this goal methodology for FFY 2026-2028 to the Federal Transit Administration (FTA) for review. The District's recommended overall DBE goal for the period is 6.4%, which reflects the weighted base figure. The 6.4% goal will be achieved through race-neutral methods. The FTA reporting period for the recommended overall goal will be October 1, 2026, to September 30, 2028.

Marin Transit Federally Assisted Contract Opportunities from Fiscal Years 2026 through 2028

Marin Transit has calculated the projected number, types of work, and dollar amounts of contracting opportunities that will be funded, in whole or in part, by U.S. DOT federal financial assistance for the three-year reporting period. Exclusive of contracts for vehicle purchases, FTA-assisted contracting opportunities for Fiscal Years 2026 through 2028 are expected to primarily consist of the design and construction of a bus operations and maintenance facility, ADA paratransit operations contract, capital improvements in designated transit corridors, fareboxes, vehicle equipment upgrades and mobility management. Additional projects may be undertaken if additional federal revenue becomes available, and Marin Transit will adjust the overall DBE goal if necessary. The anticipated contracts and purchases are listed below in **Table 1**. Note that DBE goals for Transit Vehicle Manufacturers are established through a separate FTA process.

Table 1

Actual and anticipated value of FFY 2026-26 FTA-assisted contracts and percent of total amount

Project	Federal Dollars	Percent of Total
Fixed Route Maintenance Facility - Design	\$2,204,818	9.07%
Fixed Route Maintenance Facility - Construction Building	\$8,133,438	33.46%
Fixed Route Maintenance Facility - Electrification	\$6,316,234	25.99%
Fixed Route Maintenance Facility - Site Grading	\$2,076,722	8.54%
Fixed Route Maintenance Facility - Storm Water Control	\$112,500	0.46%
Capital Corridors Improvements - Engineering	\$200,000	0.82%
Capital Corridors Improvements - Construction	\$976,000	4.02%
Camera System Upgrades	\$191,814	0.79%
Fareboxes	\$247,200	1.02%
Head Sign Upgrades	\$60,000	0.25%
Marin Access Travel Navigator	\$597,958	2.46%
ADA Paratransit Operations & Maintenance	\$3,187,830	13.12%

Total Anticipated Federal Value of New Contracts and Purchases	\$24,304,514	100%
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The total amount of anticipated funds available for DBE opportunities in federally assisted contracts and purchases is \$24,304,514 during the three-year reporting period. This amount excludes transit vehicle purchases.

Overall DBE Goal Methodology

The overall goal is expressed as a percentage of the total amount of U.S. DOT funds Marin Transit anticipates expending in the three forthcoming fiscal years. As described below, Marin Transit used a two-step process to establish the overall DBE goal.

Step 1: Compute Base Figure

As specified in 49 CFR 26.45(c), Marin Transit developed a base figure to determine the relative availability of DBEs to perform work on the anticipated contracts and purchases. The formula for calculating the relative availability of DBEs for each project is:

$$\text{Base figure} = \text{Ready, willing, and able DBEs} / \text{divided by} \\ \text{All firms ready, willing and able (including DBEs and non-DBEs)}$$

Based on guidance from FTA and the U.S. DOT Office of Small and Disadvantaged Business Utilization, Marin Transit computed a weighted base figure that considers the relative size of the anticipated contracts.

The weighted base figure was developed by:

1) Using the **2025** California Unified Certification Program Directory to identify the number of registered DBEs willing to perform work in Marin County Transit District's market area for each of the anticipated procurements, based on the NAICS (North American Industry Classification System) code(s) most relevant to each contract or purchase. Marin County Transit District's market area is determined based on where the substantial majority of bidders are located, as documented in the District's Bidders List. For the purposes of the DBE goal, the market area is defined as the San Francisco–Oakland–Hayward, CA Metropolitan Statistical Area (MSA) combined with the Santa Rosa, CA Metro Area MSA. This combined area includes six counties: Alameda, Contra Costa, Marin, San Francisco, San Mateo, and Sonoma Counties. The number of DBEs in the market area, by NAICS code, is listed in **Table 2**.

2) Using **2022** County Business Patterns (CBP) data from the U.S. Census Bureau to identify the total number of businesses available in Marin County Transit District's market area for work on each contract, based on the same NAICS codes. This data was most recently updated on June 27, 2024. **Table 2** lists the number of businesses in the market area, by NAICS code.

3) Dividing the number of DBEs by the number of all businesses to determine the relative availability of DBES in the market area for each contract and weighted for contracts with more than

one identified work category. The proportion of DBEs available by each procurement type is listed under “% DBE” in **Table 3**.

Table 2: Data on Availability of DBEs and Businesses for Anticipated Contracts by NAICS Code

Anticipated Contracts	NAICS Code	Available Businesses in the CBP	# of Registered DBEs ¹
Fixed Route Maintenance Facility - Design	541310-Architectural Services	879	26
Fixed Route Maintenance Facility - Construction Building	236220-Commercial Construction	609	49
Fixed Route Maintenance Facility - Electrification	238210-Electrical Contractors	1,368	45
Fixed Route Maintenance Facility - Site Grading	238910-Site Preparation Contractors	242	26
Fixed Route Maintenance Facility - Storm Water Control	237110-Water & Sewer Line & Related Structures Construction	103	37
Capital Corridors Improvements - Engineering	541330-Engineering Services	1,568	11
Capital Corridors Improvements - Construction	237310-Highway & Street Construction	112	10
Camera System Upgrades	561621-Security Systems Services	105	3
Fareboxes	334514-Fare Collection Equipment Manufacturing	0	0
Head Sign Upgrades	485113 - Bus and Other Motor Vehicle Transit Systems	11	2
Marin Access Travel Navigator	624120-Services for the Elderly and Disabled	675	0
ADA Paratransit Operations & Maintenance	485991-Special Needs Transportation	52	0
Notes: 1) Available Business in Six County Business Census Patterns (Two MSA's Combined) by NAICS Code 2)Based on DBEs in California Unified Certification Program			

Table 3 extracts all the NAICS codes from the anticipated projects and identifies the proportion of DBEs available to work in Marin County using the CUPC database of DBEs and the data from U.S. Census County Business Patterns for the two Metropolitan Statistical Areas by code.

Table 3: Relative Availability by NAICS Code for FFY 2026-28

NAICS	Description	Available Businesses in the CBP	Available DBEs	DBE% of Available Businesses by NAICS
541310	Architectural Services	879	26	2.96%
236220	Commercial Construction	609	49	8.05%
238210	Electrical Contractors	1368	45	3.29%
238910	Site Preparation Contractors	242	26	10.74%
237110	Water & Sewer Line & Related Structures Construction	103	37	35.92%
541330	Engineering Services	1568	11	0.70%
237310	Highway & Street Construction	112	10	8.93%
561621	Security Systems Services	105	3	2.86%
334514	Fare Collection Equipment Manufacturing	0	0	0.00%
485113	Bus and Other Motor Vehicle Transit Systems	11	2	18.18%
624120	Services for the Elderly and Disabled	675	0	0.00%
485991	Special Needs Transportation	52	0	0.00%
Total		5724	203	3.65%

Table 4 aggregates anticipated contract expenditures by NAICS code identified for contracting and possible subcontracting opportunities. The table assigns both a proportionate dollar amount for each code and a percentage of the total anticipated estimate of federal dollars.

Table 4: Summary of Anticipated Dollar Amounts by NAICS Code

NAICS	Description	Anticipated Contract Dollars	% of Total
541310	Architectural Services	\$2,204,818	9.07%
236220	Commercial Construction	\$8,133,438	33.46%
238210	Electrical Contractors	\$6,316,234	25.99%
238910	Site Preparation Contractors	\$2,076,722	8.54%
237110	Water & Sewer Line & Related Structures Construction	\$112,500	0.46%

541330	Engineering Services	\$200,000	0.82%
237310	Highway & Street Construction	\$976,000	4.02%
561621	Security Systems Services	\$191,814	0.79%
334514	Fare Collection Equipment Manufacturing	\$247,200	1.02%
485113	Bus and Other Motor Vehicle Transit Systems	\$60,000	0.25%
624120	Services for the Elderly and Disabled	\$597,958	2.46%
485991	Special Needs Transportation	\$3,187,830	13.12%
Total		\$24,304,514	100%

The Base Figure is derived by dividing the number of ready, willing, and able DBE firms identified for each work category by the number of all firms identified for each corresponding work category (relative availability), weighting the relative availability for each work category by the corresponding work category weight from **Table 4** (weighted ratio), and adding the weighted ratio figures together.

$$\text{Base Figure} = \frac{\sum (\text{Number of Ready, Willing, and Able DBEs}) \times \text{Weight}}{\text{Number of All Ready, Willing, and Able Firms}} \times 100$$

Table 5: Weighted-Base Figures for FTA-Assisted Contract Expenditures FFY 26-28

NAICS	Industry Description	NAICS Base Figure	% Total Expenditures	Weighted Base Figure
541310	Architectural Services	2.96%	9.07%	0.27%
236220	Commercial Construction	8.05%	33.46%	2.69%
238210	Electrical Contractors	3.29%	25.99%	0.85%
238910	Site Preparation Contractors	10.74%	8.54%	0.92%
237110	Water & Sewer Line & Related Structures Construction	35.92%	0.46%	0.17%
541330	Engineering Services	0.70%	0.82%	0.01%
237310	Highway & Street Construction	8.93%	4.02%	0.36%
561621	Security Systems Services	2.86%	0.79%	0.02%
334514	Fare Collection Equipment Manufacturing	0.00%	1.02%	0.00%
485113	Bus and Other Motor Vehicle Transit Systems	18.18%	0.25%	0.04%
624120	Services for the Elderly and Disabled	0.00%	2.46%	0.00%
485991	Special Needs Transportation	0.00%	13.12%	0.00%
Total			100%	5.33%

As shown in **Table 5** above, the **Weighted Base Figure** is equal to the sum of the **Weighted Ratios** for all NAICS Work Categories and is calculated at 5.33%.

Step 2: Adjust Base Figure

Per 49 CFR 26.45(d), following calculation of a base figure, all available evidence must be examined to determine what adjustment, if any, is needed to the base figure to arrive at the overall DBE goal. The primary form of evidence available is the past participation of DBEs in Marin Transit contracting.

Bidders' List - Section 26.45(c.3)

Marin Transit maintains a Bidder's list as set forth in 49 CFR Part 26.11 of bidders for its federal and non-federally assisted projects. Marin Transit has reviewed this list and determined that the data derived from this list substantiates the market area for contractors, including DBE contractors, as outlined above.

Sources from Organizations and Institutions - Section 26.45(g.1)

Directly and through the Business Outreach Committee, Marin Transit communicates with various contractor associations, minority business associations, and the DBE and SBE business communities in general.

Applicability of Disparity Studies

In developing the FFY 2026-28 DBE goal, Marin Transit staff reviewed one disparity study. Findings from the Caltrans study are described below. Caltrans size and nature of their projects differ significantly from Marin Transit's projects. Marin Transit will consider the findings of these and future disparity studies in the conduct of its DBE participation program, including outreach and education activities with the Bay Area Business Outreach Committee, to ensure access to bid opportunities for all eligible MBE/WBE's.

Caltrans commissioned an FTA Disparity Study in July of 2024. The study was completed in December 2024. The study found that minority-and woman-owned businesses participation in transit-related contracts that Caltrans and subrecipient local agencies awarded during the study period was substantially lower than what one might expect based on the availability of those businesses for that work. Results did vary substantially across individual groups as follows:

- Three groups exhibited disparity indices substantially below parity: Subcontinent Asian American-owned businesses, Black American-owned businesses, and Hispanic American-owned businesses.
- Non-Hispanic white woman-owned businesses did not exhibit a disparity on all Caltrans and subrecipient local agency contracts considered together.
- Four groups exhibited substantial disparities on professional services contracts: women owned businesses, Asian Pacific American-owned businesses, Black American-owned businesses, and Subcontinent Asian American-owned businesses.
- All individual groups exhibited substantial disparities on construction contracts except Native American-owned businesses.

All individual groups exhibited substantial disparities on goods and services contracts except Native American-owned businesses. The Caltrans study also analyzed the results separately for transportation-related construction and professional services contracts. It found overall that minority-and woman-owned businesses participation was higher in construction work than in professional services work.

Marin Transit will continue to participate in the DBE research, educational, and outreach activities with its San Francisco Bay Area peers in the Business Outreach Committee. Marin Transit will monitor its current and future procurements to identify possible trends in DBE participation, progress in meeting its race neutral goal, and determine whether a race conscious goal is needed in the future.

Historic DBE Participation in Marin Transit Contracts

Marin Transit became a direct federal recipient in 2013. The District has had a limited number of federally assisted contracts.

The District submitted its fourth DBE goal and methodology to FTA in August 2022 for FFY 2023-2025, with an identified DBE goal of 1.6 percent. Marin Transit's largest federally supported procurement for FFY 2023-25 was the issuance of a Fixed Route Operations and Maintenance contract.

The remaining projects for FFY 23-25 primarily consisted of on-call planning consultants, ADA bus stop improvements, paratransit planning consulting services, vehicle inspections, and automated vehicle location systems. These are consistent with current equipment technologies and systems at the local Marin Transit and regional level. Two other projects required highly specialized skills and experience: a Travel Navigator program to support mobility management and information technology to support the paratransit program.

There is DBE participation in Marin Transit's rural FTA Section 5311 contract through a subcontract, which the District has historically reported to Caltrans. Beginning April 1, 2020, Caltrans agreed to allow Marin Transit to report its DBE participation in a Section 5311 supported contract directly to FTA for FFY 23-25. Marin Transit expects to continue this practice for the FFY 26-28 period.

The District's experience with efforts to secure DBE participation in professional services contracts consists of the fixed route operations and maintenance contract, on board equipment contracts and the on-call planning contract. Marin Transit encouraged bidders on both contracts to assist the District in meeting its 1.6% overall DBE goal. After extensive efforts to reach out to DBEs, the successful bidders were able to identify and subcontract with six certified DBE businesses as identified in Table 6.

Table 6: DBE Business Contracted with in FFY 2022-25

DBE Firm	Service Provided	Contract	% of Contract
Alesig Consulting	SMS/IVR Services	Computer Aided Dispatch & Automatic Vehicle Location Solutions	1.00%
123 Installs	System Installation	Computer Aided Dispatch & Automatic Vehicle Location Solutions	4.70%
Dikita Enterprises	APC Validation	Automated Passenger Counter System	5%

Park Engineering	Engineering Services	ADA Bus Stop Improvements	80%
Chaudry & Associates	Surveying	On-Call Planning	2%
Civic Edge	Public Outreach	On-Call Planning	2%

In the US DOT Tips for Goal Setting in the Disadvantaged Business Enterprise Program, page 7 suggests that an agency can make a Step 2 adjustment by averaging the base figure with the past median DBE participation.

Excluding the rural 5311 program reported to Caltrans, the DBE participation rate in Marin Transit's federally assisted contracts is based on the proportion of new federally assisted contracts awarded to DBEs during FFY 2023-25 as follows:

- FFY 2022: 0.6%
- FFY 2023: 7.5%
- FFY 2024: 12%

Using the method in the *Tips for Goal Setting*, the median of 7.5% percent is the historic participation rate in federally supported procurements. An adjusted goal would be determined in the following formula:

1. FFY 2026-28 Base Figure = 5.33%
2. Median Past Participation = 7.5%
3. Adjustment Factor = (5.33%) +(7.5%) divided by 2 = 6.4%

Consideration of an Adjusted Overall DBE Goal for FFY 2026-28

The Marin County Transit District has concluded that the 5.33 percent figure should be adjusted. This is based on the Step 2 analysis: experience with DBE participation in the District's on-call planning services, construction management services and technology services contract.

The District's experience with efforts to secure DBE participation in its contracts included the on-call planning services contract, construction management contract and contract. In these procurements, Marin Transit encouraged bidders to assist the District in meeting its 1.6 percent overall DBE goal. After extensive efforts to reach out to DBEs, the successful on-call Planning bidder was able to identify and subcontract with two consultants for approximately four percent of the total value of anticipated funding. The successful construction management bidder was a certified DBE with 80 percent of the total value of anticipated funding.

FFY 26-28 Procurements and DBE Opportunities

In FFY 2026-28, anticipated federally funded contract awards are for the design and construction of a fixed route operations and maintenance facility, engineering and construction of transit amenities in a designated transit corridor, ADA paratransit operations and maintenance and on-board equipment upgrades.

Marin Transit's DBE officer has identified three possible areas for unbundling the operations contracts: uniforms, information technology support, and janitorial services. Marin Transit's DBE

officer has identified four possible areas for unbundling the Bus Operations and Maintenance Facility project: professional services, materials, demolition, and landscaping.

Use of Race-Neutral Methods and DBE Contract Goals

The U.S. DOT regulations require that race-neutral methods be used to the maximum extent feasible to achieve the DBE overall goal. Race-neutral methods include making efforts to assure that bidding and contract requirements facilitate participation by DBEs and other small businesses; unbundling large contracts to make them more accessible to small businesses; encouraging prime contractors to subcontract portions of the work that they might otherwise perform themselves; and providing technical assistance, communications programs, and other support services to facilitate consideration of DBEs and other small businesses.

Because of the emphasis on race-neutral methods, Marin County Transit District does not propose to set contract-specific DBE goals on FTA-assisted contracts to be awarded in Federal Fiscal Year 2026 through Fiscal Year 2028. Instead, the District will focus on developing race-neutral methods for facilitating DBE participation. The District will advise prospective contractors of areas for possible subcontracting, and of the availability of ready, willing, and able subcontractors, including DBE firms, to perform such work. The District will carefully monitor its progress during the year and may establish contract-specific goals if race-neutral methods do not appear sufficient to achieve the overall DBE participation goals for Federal Fiscal Year 2026 through Fiscal Year 2028. It is anticipated that the DBE goal for FTA-assisted contracts will be achieved through race-neutral methods.

Public Participation in Setting the Overall DBE Goal

Marin Transit participates in various professional services and/or construction outreach and assistance events throughout the year. Marin Transit is a member of the Business Outreach Committee (BOC) a group of 38 transit and transportation agencies located in the San Francisco Bay Area that includes BART, SFMTA, Caltrans, Golden Gate Bridge, Highway and Transportation District, SamTrans/JPB, AC Transit, Alameda CTC, Sonoma County, Central Contra Costa Transit Authority, the Metropolitan Transportation Commission, and other smaller agencies.

The BOC held a joint online community-based organization and public participation meeting on May 7, 2025 to receive comments pertinent to the FFY 2026-2028 goal-setting processes. Eight member agencies presented their upcoming procurements along with other opportunities projected for FFY 2026 and beyond, and members of the public were given opportunities to provide comments. The purpose of these sessions was to obtain input in the goal-setting process, specifically on the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to compete for U.S. DOT-assisted contracts.

The BOC conducted the consultation meeting and public participation sessions to provide information about the DBE program applicable to U.S. DOT-funded contracts, and to obtain pertinent input from businesses and organizations that are most impacted by the DBE goals established for U.S. DOT-assisted contracts.

The BOC and other participating agencies disseminated copies of a notice inviting representatives of various groups, organizations, and agencies to attend the public participation session. These included minority, women's and general professional and trade organizations, and other organizations that could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the District's efforts to establish a level playing field for the participation of DBEs.

Copies of the notice were emailed in May 2025 to disadvantaged, minority, and women-owned businesses and to over 100 general contractor groups and Community-Based Organizations (CBOs). These organizations are knowledgeable about the availability of disadvantaged and non-disadvantaged businesses and the effects of discrimination on contracting opportunities for DBEs. In the North Bay, these organizations include the Marin Small Business Development Center, North Bay Black Chamber of Commerce, Hispanic Chamber of Commerce of Marin, the Chambers of Commerce for individual Marin Cities and Towns, and the North Coast Builders Exchange.

The session provided information about the DBE goal setting process, including history of the DBE legal environment and explanation of the data used in goal calculation. The session also provided information about the availability of certified and potential DBEs willing and able to compete for DOT-assisted contracts, an opportunity to discuss their concerns, and perspectives on how DOT recipients might more effectively administer their programs to improve DBE participation. During the public participation session, BOC member agencies discussed their respective DOT-assisted contracting opportunities projected for FFY 2026, and a forecast of contracting opportunities through FFY's 2026/2027 and 2027/2028.

51 firms registered and 38 attended (10 CBOs and 28 BOC member representatives) attended the public participation meeting on June 7, 2022, many emphasizing the need for more outreach to the DBE community and for additional notification about upcoming procurement activities. Concern was also expressed regarding the efficacy and methodology of the Federal DBE program. Questions and comments included:

- What kinds of training, mentorship, or business development support do DBEs in your network need to compete successfully for contracts?
- What role do you see for your organization in helping transportation agencies meet their DBE goals?
- From your perspective, what are the most significant barriers DBEs in your community face when trying to access DOT-funded contracting opportunities?
- What are some recommended strategies to attract and increase DBE participation?
- What long-term impacts have you seen when DBEs are repeatedly passed over or excluded from opportunities?
- What suggestions do you have for agencies to work together with your organization/clients to level the playing field?
- **Some Comments and Questions Received by CBOs:**
- How can we help out with race neutral and race conscious goals for the clients that we serve with certification, including DBE certification, proposals and bid reviews?

- One attendee inquired about what kinds of training, mentorship, or business development support DBEs in your network need. One thing noticed is that among the small businesses that are very good in their profession, one area of concern is the business-to-business communication skills and networking skills necessary to take the next step. It was suggested is to develop a workshop to cultivate business to business networking skills and create a value proposition to present to prime contractors.
- One CBO mentioned they can help small businesses with preparing their capabilities statement. They also assist with 45 seconds elevator pitch training.
- The Caltrans' Calmentor protégé program was mentioned that assists with elevator pitch and agency critique.
- A DBE firm commented on the discussion around training, pitch competitions and programing; however, the landscape for DBEs is very different from an established business. DBEs are unfamiliar with certain languages and feel there is a strike already against the firm. It is challenging to turn an opportunity into a deal. One way DBE firms can benefit is to go through a step-by-step process in finding opportunities, putting together a proposal or pitch, and receiving hands-on approach. DBE firms already have limited resources and must give more attention to their current clients before putting in energy and time networking. Often, DBEs do not bother with participating in responding to opportunities because goals are too low. What is important is to meet folks where they are.

Additional comments included requests to improve notification of upcoming opportunities a general lack of effectiveness of the DBE program.

The BOC advised the participants that it holds quarterly events, such as networking sessions, insurance and bonding, how to get certified, etc. The BOC issues a quarterly newsletter with upcoming contracting opportunities, helpful hints on how to respond to bids, information on no-cost educational courses, and contact information for each BOC member's DBE Liaison and/or Contract Administrators.

Additional Public Participation Events

Marin Transit participated in the SamTrans/Caltrain Public Triennial Goal Consultation and Outreach Event on June 17, 2025. 112 firms, stakeholders and BOC members were invited and 48 attended. Marin Transit and eight other agencies presented their DBE goals for FFY26-FFY28.

On June 26, 2025, Marin Transit posted a Public Notice of the availability of the proposed revised DBE goal methodology in English and Spanish, with a link to this document, for public review and comment on the District's website at www.marintransit.org. The notice also informs the public that the proposed goal and rationale are available for inspection during normal business hours for 30 days following the date of the Public Notice.

Conclusion

Marin Transit has prepared this goal setting and methodology report for submission to FTA, in compliance with the procedures outlined in 49 CFR Part 26, as amended, requiring DOT grantees to

establish a DBE overall goal as a percentage of all FTA funds expected to be expended in the three forthcoming federal fiscal years.

A 6.4% DBE overall goal has been established for all FTA-funded contracts anticipated to be awarded for FFY 2026-2028.

Marin Transit will monitor progress on the DBE overall goal by tracking each individual contract throughout the term of the contract for DBE participation and payments respective to the federal fiscal year of award.

Interested parties are encouraged to submit comments to:

Javier Peraza, DBE Liaison Officer
Marin County Transit District
711 Grand Avenue, Suite 110
San Rafael, CA 94901

Or

Federal Transit Administration, Region IX
Attention: Civil Rights Officer
San Francisco Federal Building
90 7th Street, Suite 15-300
San Francisco, CA 94103

Attachment 1

Public Notice Disadvantaged Business Enterprise (DBE) Goal For Federal Fiscal Years 2026-2028

In accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26, Marin County Transit District announces its proposed goal over the following Federal Fiscal Years 2026, 2027, and 2028 goal of 6.4% for DBE participation on contracts assisted by the Federal Transit Administration (FTA).

The proposed goal and its rationale are available for public review for the next 30 days during normal business hours from 8:30 a.m. to 5:00 p.m., Monday through Friday, at the offices of Marin County Transit District, 711 Grand Avenue, Suite 110 in San Rafael, CA 94901, and on our web page at **www.marintransit.org/purchasing.html**.

Written comments will be accepted by Marin County Transit District and FTA for 30 days following publication of this notice. The District's Federal Fiscal Year 2026-2028 goal may be adjusted by any comments received.

Interested parties are encouraged to submit comments to:
Javier Peraza, DBE Liaison Officer
Marin County Transit District
711 Grand Avenue, Suite 110
San Rafael, CA 94901

Comments may also be submitted to the Federal Transit Administration, Region IX, Attention: Civil Rights Officer, San Francisco Federal Building, 90, 7th Street, Suite 15-300, San Francisco, CA 94103.

Empresa Comercial en Desventaja (DBE) meta de Marin Transit para los años fiscales 2026-2028

De acuerdo con las regulaciones del Departamento de Transporte de los EE. UU. (DOT), 49 CFR Parte 26, el Distrito de Tránsito del Condado de Marin (Marin Transit) anuncia su objetivo propuesto para los siguientes Años Fiscales Federales 2026, 2027 y 2028 objetivo de 6.4% para la participación de DBE en contratos asistidos por la Administración Federal de Tránsito (FTA).

La meta propuesta y su justificación están disponibles para revisión pública durante los próximos 30 días durante el horario laboral normal de 8:30 a. m. a 5:00 p. m., de lunes a viernes, en las oficinas del Distrito de Tránsito del Condado de Marin,

711 Grand Avenue, Suite 110 en San Rafael, CA 94901, y en nuestra página web en **www.marintransit.org/purchasing.html**.

El Distrito de Tránsito del Condado de Marin y la FTA aceptarán comentarios por escrito durante los 30 días posteriores a la publicación de este aviso. La meta del año fiscal federal 2023-2025 del Distrito puede ajustarse por cualquier comentario recibido.

Se anima a las partes interesadas a enviar comentarios a:

Javier Peraza, DBE Liaison Officer
Marin County Transit District
711 Grand Avenue, Suite 110
San Rafael, CA 94901

Los comentarios también pueden enviarse a la Administración Federal de Tránsito, Región IX, Atención: Oficial de Derechos Civiles, Edificio Federal de San Francisco, 90, 7th Street, Suite 15-300, San Francisco, CA 94103.



711 Grand Ave, #110
San Rafael, CA 94901
ph: 415.226.0855
marintransit.org

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Director
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Maika Llorens Gulati

Alternate
City of San Rafael

July 7, 2025

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

Subject: Purchase Agreement with Gillig, LLC for Four Low-Floor Diesel and Five Low-Floor Hybrid Diesel-Electric Buses

Dear Board Members:

Recommendation

Authorize General Manager to purchase four (4) 30-foot diesel vehicles and five (5) 40-foot diesel vehicles at a cost not to exceed \$8,186,912.

Summary

Staff recommends that your Board authorize the General Manager to purchase four (4) 30-foot diesel low-floor vehicles and five (5) 40-foot diesel-electric low-floor vehicles through an agreement with Gillig, LLC (Gillig). These vehicles are a replacements for the following vehicles that are past their useful life: two (2) rural cutaways (gasoline) and one (1) shuttle cutaway (gasoline), eight (8) high-floor narrow-bodied XHF's (diesel), and one (1) 40-foot Hybrid low-floor bus totalled in an accident in 2023. Instead of a bus for bus replacement, the District is combining replacements to help fund the additional cost of the hybrid buses and for fleet consistency. Marin Transit is able to accommodate the reduction in the number of vehicles due to a change in the Muir Woods Shuttle contract approved by your board in 2024. Marin Transit no longer provides its own vehicles to that service.

The vehicles will be purchased off the CalACT/MBTA Purchase Cooperative Contract which was competitively bid and allows other entities to purchase from it. Use of this agreement reduces Marin Transit's costs and complies with federal statutes and regulations applicable to all third-party contracts.

Marin Transit is in the process of negotiating pricing with Gillig for this purchase. The bus manufacturing industry has been heavily impacted by the uncertainty around tariffs. Parts manufacturers are hesitant to commit to pricing for items not directly specified in the contract and Gillig has struggled to provide a quote due to these circumstances. Marin Transit is seeking board approval to proceed with the purchase provided that it falls within the budget allocated in the FY2025-26 Capital Budget.



Background

Manufacturer Selection

Marin Transit currently has a fleet of 42 Gillig low-floor buses. Continuing to purchase these vehicles allows for fleet consistency and provides efficiencies in training the maintenance team and stocking spare parts.

Vehicle Type Selection – Four 30-foot vehicles

The four (4) 30ft diesel buses will be used in West Marin Stagecoach rural service. Diesel XHF's manufactured by El Dorado have been used in this service until now. These vehicles are no longer in production, and Marin Transit has been searching for an alternative vehicle to use on this service which has unique operating conditions.

Marin Transit tested a 30-foot low floor bus on the West Marin Stagecoach routes in March of 2022. While this vehicle is slightly wider and the wheelbase is longer than the XHF fleet used on this service, it was approved for use by the testing team who also advised that this was the maximum vehicle length that could be used on this service.

Due to low demand, Gillig no longer produces a 30-foot hybrid or electric version of this bus. The diesel version of this bus is therefore the most suitable vehicle type for this service.

Vehicle Type Selection - Five 40-foot hybrid vehicles

The remaining five 40-foot vehicles will be similar to the vehicles the District took receipt of in 2024. The vehicles will be powered by an Allison Transmission's e-Gen Flex system which can operate on electric power for up to 10 miles or 50 minutes before reverting to hybrid propulsion. These new 40-foot buses will be operated on local routes throughout the county.

Battery electric buses were considered for this purchase, however the range and infrastructure requirements made converting this fleet prohibitive at this time. The next battery electric bus purchase is planned for later this fiscal year.

Replacement Timeline

Marin Transit intended to make this purchase in March of this year, but was not able to due to the pricing uncertainty that Gillig is experiencing relating to tariffs. The current build timeline is 18 to 20 months from submittal of a purchase order. This puts vehicle delivery out to March 2027 if a purchase order is submitted this month. Staff recommends ordering these vehicles as soon as possible to increase fleet reliability and relieve strains resulting from vehicles being out of service for maintenance. Parts delivery timelines are still a challenge post-COVID, especially for the discontinued XHF fleet, and buses are sometimes out of service for months awaiting replacement parts.

Fiscal/Staffing Impact

This project is included in the FY 2025/26 Capital Budget as Project LF for a total amount of \$8,186,912. The majority of this budget is allocated towards the vehicle purchase with 3% going towards vehicle inspections, fare collection equipment, and other vehicle equipment. Due to the pricing uncertainty surrounding tariffs, Marin Transit anticipates that all of this cost might go towards the vehicle purchase. If this is the case, staff will return to your board to request a budget adjustment and approval of any additional costs.



This project is funded through a variety of sources including 76% with Federal Transit Administration Section 5307 funds, and 4% from the sale of the totaled vehicle. The local match uses funding from Regional Measure 3 (RM3), California State Transit Assistance – State of Good Repair, Property Tax, and Measure AA.

Respectfully Submitted,

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

Anna Penoyar
Capital Projects Manager



711 Grand Ave, #110
San Rafael, CA 94901
ph: 415.226.0855
[marintransit.org](https://www.marintransit.org)

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City of San Rafael

July 7, 2025

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

Subject: Resolution 2025-06 for Regional Measure 3 Implementing Agency Resolution of Project Compliance – Allocation Request for Facility Project

Dear Board Members:

Recommendation

Authorize the Marin Transit Board President to sign Regional Measure 3 Implementing Agency Resolution of Project Compliance 2025-06 authorizing the submittal of an allocation request to the Metropolitan Transportation Commission for Marin Transit's Fixed Route Electric Vehicle Charging & Maintenance Facility Project.

Summary

Staff has prepared an allocation request for the Metropolitan Transportation Commission (MTC) for Regional Measure 3 (RM3) funding that has been awarded for Marin Transit's Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Facility Project). The allocation request process requires that your Board adopt the attached resolution.

In June 2018, Bay Area voters approved RM3 to raise tolls on the region's state-owned toll bridges. Toll revenues, estimated at \$4.45 billion total, are administered by the MTC to fund highway and transit improvements in the toll bridge corridors and their approach routes to address the Bay Area's traffic congestion. Projects in Marin are eligible for RM3 funding under programmatic categories such as the RM3 Bay Trail/Safe Routes to Transit Program and the North Bay Transit Access Improvement Program.

MTC has determined that \$100 million under the North Bay Transit Access Improvement Program will be evenly distributed to the five eligible County Transportation Agencies with \$20 million per agency for transit improvements, including, but not limited to, bus capital projects, vehicles, transit facilities, and access to transit facilities. The Transportation Authority of Marin (TAM) is administering the allotted \$20 million for projects in Marin County.

In April 25, 2024, the TAM Board approved a process to distribute the RM3 North Bay Transit Access Improvement funds in two cycles through a competitive process by soliciting applications through a Call for Projects with the three



eligible transit operators in Marin: the Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Transit, and Sonoma-Marín Area Rail Transit (SMART). Marin Transit submitted three applications in the Cycle 1 Call for Projects and was awarded funding by the TAM Board of Commissioners on October 24, 2024, as follows:

Cycle 1 RM3 Funding Awarded to Marin Transit

Marin Transit Applications	Application Amount	Awarded	Requested Timing
Marin County Bus Stop Revitalization Project	\$2,500,000	\$2,500,000	5/9/2025
Transit Bus Replacements	\$1,500,000	\$1,500,000	FY2026/27
Fixed Route Electric Vehicle Charging & Maintenance Facility (Design Phase)	\$6,000,000	\$923,000	7/10/2025
Total	\$10,000,000	\$4,923,000	

Per the allocation request process established for RM3 funding, Marin Transit will submit the Initial Project Report form, Allocation Request form, and Implementing Agency Resolution to MTC two months prior to expected project expenditures commencing. At this time Marin Transit has prepared the allocation request for the Design phase of the Facility Project to MTC for the full award amount of \$923,000 attached herein and presented to your Board for adoption.

Marin Transit has had a long-standing need for a centralized bus charging and maintenance facility and was awarded a federal 5339 Discretionary Bus and Bus Facilities grant in 2023 for \$31.5 million. The District acquired property for the Facility Project at 1075 East Francisco Boulevard in San Rafael in November 2024. Since property acquisition, staff has made steady progress in the development of our Electric Bus Charging and Maintenance Facility. The Environmental phase of the project is underway with completion expected in October 2025. Concurrently, partners are being identified to help deliver the workforce and childcare elements of our federal grant. The Design phase of the Facility Project is in the early development stage, as staff is currently working on the procurement documents with an expected release of the solicitation package in the Fall 2025. Staff estimates completion of the Design phase in October 2026.

Fiscal/Staffing Impact

MTC approval of the RM3 Allocation Request for the Facility Project will provide \$923,000 in local matching funds for the Design phase. Budget for the Design phase also includes \$2,204,818 in federal Section 5339 funds and \$222,182 in Property Tax Reserves. Staff will submit the RM3 allocation request to MTC on July 10, 2025, with anticipated funds disbursement in September 2025. The RM3 funding for the Facility Project is included in the FY2025/26 Marin Transit Budget.



Respectfully Submitted,

Grisel Martinez

Grisel Martinez Brennan
Senior Accounting Analyst

Attachment A: 2025-06 RM3 Implementing Agency Resolution – Allocation Request – Facility

Attachment B: RM3 Subproject Initial Project Report Form – Facility and RM3 IPR Facility Project

Attachment C: RM3 Allocation Request Form – Facility and RM3 Allocation Request – Facility Project

RM3 Implementing Agency Resolution of Project Compliance – Allocation Request

Resolution No. 2025-06

Implementing Agency: Marin County Transit District

Sponsor Agency: Transportation Authority of Marin

Project Title: North Bay Transit Access Improvements

Project Number: 26

Subproject Title: Fixed Route Electric Vehicle Charging & Maintenance Facility

Project

Subproject Number: 26.13

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, Transportation Authority of Marin (TAM) is the sponsor of Project 26, North Bay Transit Access Improvements in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Subproject 26.13, North Bay Transit Access Improvements, Fixed Route Electric Vehicle Charging & Maintenance Facility Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, TAM designated Marin County Transit District (Marin Transit) as an entity that is eligible to request Regional Measure 3 funds for the Subproject 26.13, North Bay Transit Access Improvements, Fixed Route Electric Vehicle Charging & Maintenance Facility Project; and

WHEREAS, the Regional Measure 3 updated Initial Project Report (IPR) and allocation request, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Marin Transit is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED that Marin Transit accepts TAM's designation as implementing agency for the project; and be it further

RESOLVED that Marin Transit accepts TAM's delegation of responsibility for certifying the project and allocation request(s) comply with the requirements of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Marin Transit, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Marin Transit certifies that North Bay Transit Access Improvements, Fixed Route Electric Vehicle Charging & Maintenance Facility Project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Marin Transit approves the allocation request and updated IPR, attached to this resolution; and be it further

RESOLVED, that Marin Transit approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Marin Transit has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated IPR, attached to this resolution; and, be it further

RESOLVED, that Marin Transit is authorized to submit an allocation request for Regional Measure 3 funds for North Bay Transit Access Improvements, Fixed Route Electric Vehicle Charging & Maintenance Facility Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Marin Transit certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Marin Transit making allocation requests for Regional Measure 3 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 indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Marin Transit, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Marin Transit agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Marin Transit shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that Marin Transit shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Marin Transit authorizes its General Manager to execute and submit an allocation request for the Design phase with MTC for Regional Measure 3 funds in the amount of \$923,000, for the project, purposes and amounts included in the allocation request attached to this resolution; and be it further

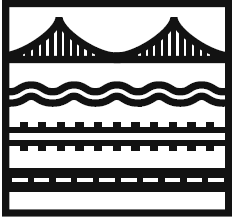
RESOLVED, that the General Manager is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Marin Transit allocation request referenced herein.

APPROVED AND PASSED this 7th day of July 2025

Agency Board Designee:

BY: _____



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	26
Project Title	North Bay Transit Access Improvements
RM3 Funding Amount	\$923,000

Subproject Information

Subproject Number	26.13
Subproject Title	Fixed Route Electric Vehicle Charging & Maintenance Facility (Design Phase)
RM3 Funding Amount	\$923,000

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Sponsor Agency: Transportation Authority of Marin (TAM)

Implementing Agency: Marin County Transit District (MCTD)

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

Marin Transit has acquired land to build a Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Facility Project) to serve a 79-vehicle fleet that provides local transit service to primarily low-income and minority riders. Site ownership will allow investment in electrical infrastructure needed to meet the District's goal to continue converting to a zero-emission fleet. Currently Marin Transit operates service from several different yards and facilities, most of which we do not own, creating inefficiencies and adding costs. The facility project also includes development and implementation of a transformative workforce development program that includes unionized and employee-owned purchased transportation providers. The purchase of a facility will consolidate existing leased facilities and save transit operation costs.

Marin Transit acquired said property at 1075 East Francisco Boulevard in San Rafael in November 2024 to meet the agency's long-standing need for a centralized facility. Marin Transit was awarded a federal



Regional Measure 3 Initial Project Report

5339 Discretionary Bus and Bus Facilities grant in 2023 for \$31.5 million that has enabled the project to actively move forward. Since the purchase of the property, staff has made steady progress in the development of our Electric Bus Charging and Maintenance Facility. Staff has initiated scoping and started to develop partnerships to deliver the workforce and childcare elements of our federal grant. Staff has also developed a draft Facility Engagement and Communication Scoping Plan per Board action taken to our Board in October 2024. Completion of the Environmental phase is expected in October 2025, with CEQA/NEPA clearance. The Design phase of the Facility project is in the early development stage, as staff is currently working on the procurement documents with an expected release of the solicitation package in the Fall 2025. Staff estimates completion of the design phase in October 2026.

The **deliverable segment** for this allocation request is for the Design phase of our Facility Project. A total of \$923,000 in RM3 Cycle 1 funds were awarded towards the design phase of this project.

c. Impediments to Project Completion

See below for identified risks. No impediments to project completion have been identified to date.

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

Project Manager keeps a Risk Analysis and Mitigation matrix which tracks:

- Identified Risk: Specific risks that have been identified as potential challenges to the project.
- Potential Impact: The possible effects or consequences if the risk occurs.
- Likelihood: The probability of the risk occurring (e.g., high, medium, low).
- Project phase affected.
- Mitigation Strategies: Specific actions or plans to reduce or manage the risk.
- Responsible Party: The individual or team responsible for implementing the mitigation strategies.

Currently identified risks include PG&E Fleet Program sunseting, Fueling/Infrastructure technical needs, and traffic analysis for Castro Street movements.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

Marin Transit will be responsible for the maintenance and operation of the fixed route electric vehicle charging & maintenance facility.

f. Project Graphic(s) *(include below or attach)*

N/A



II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes ☒ No ☐

Status: Marin Transit is currently working on the environmental phase and is using a task order under the District's general engineering contract with Mark Thomas to complete work related to California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements. The consultant team is completing technical studies to understand the project's potential impacts on traffic, air quality, noise, and cultural resources, with final reports expected to be submitted to FTA in July 2025. In accordance with NEPA requirements, staff has documented the site selection process that the Board participated in over the last 10 years, completed a Title VI analysis, and mailed a postcard to neighbors within a ¼ mile of the property. The Title VI analysis found no disparate impact. CEQA/NEPA clearance is expected in October 2025, marking the completion of the Environmental phase.

Note: No RM3 Cycle 1 funds will be used for the Environmental phase.

b. Design

Status: The Design phase of the Facility project is in the early development stage, as staff is currently working on the procurement documents with an expected release of the solicitation package in the Fall 2025.

Note: RM3 Cycle 1 funds in the amount of \$923,000 will be used for the Design phase.

c. Right-of-Way Activities / Acquisition

Status: On October 24, 2024 the Marin Transit Board approved the property purchase. In November 2024, Marin Transit finalized the purchase of a 3.5-acre site at 1075 East Francisco Boulevard in San Rafael.

Note: No RM3 Cycle 1 funds will be used for the ROW phase.

d. Construction / Vehicle Acquisition / Operating

Status: The Construction phase has not commenced.

Note: No RM3 Cycle 1 funds will be used for the Construction phase.

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	Oct 2023	Oct 2025
Final Design - Plans, Specs. & Estimates (PS&E)	Oct 2025	Nov 2026



Regional Measure 3 Initial Project Report

Right-of-Way Activities /Acquisition (R/W)	Oct 2024	Nov 2024
Construction (Begin – Open for Use) / Acquisition (CON)	Jan 2027	Dec 2029

IV. Project Budget

Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	FY25 \$1,250,000
Design - Plans, Specifications and Estimates (PS&E)	FY26-FY27 \$3,350,000
Right-of-Way Activities /Acquisition (R/W)	FY25 \$13,931,037
Construction / Rolling Stock Acquisition (CON)	FY27-FY29 \$25,931,963
Total Project Budget (in thousands)	\$44,463,000

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	FY26-FY27 \$3,350,000
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	\$3,350,000

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	



V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Lauren Gradia

Title: Director of Finance and Capital

Phone: 415-226-0861

Email: lgradia@marintransit.org

Mailing Address: 711 Grand Ave, Suite 110 San Rafael, CA 94901

Person Preparing Initial Project Report (if different from above)

Name: Grisel Martinez Brennan

Title: Sr. Accounting Analyst

Phone: 415-226-0873

Email: gmartinez@marintransit.org

Mailing Address: 711 Grand Ave, Suite 110 San Rafael, CA 94901

Attachment B

Regional Measure 3 Initial Project Report - Subproject Report Funding Plan

Project Title:	North Bay Transit Access Improvements	
Subproject Title	Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Design Phase)	
Project/Subproject Number:	26.13	
Total RM3 Funding:	\$	923,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV				
Section 5339 (Federal)	Yes	\$ 932,882	\$ 314,435	\$ 618,447
Measure AA (Local Funds)	Yes	\$ 317,118	\$ 202,923	\$ 114,195
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ 1,250,000	\$ 517,358	\$ 732,642
PSE				
Section 5339 (Federal)	Yes	\$ 2,204,818		\$ 2,204,818
Property Tax (Local Funds)	Yes	\$ 222,182		\$ 222,182
RM3 Funds (Local)	No	\$ 923,000		\$ 923,000
				\$ -
				\$ -
				\$ -
PSE Subtotal		\$ 3,350,000	\$ -	\$ 3,350,000
ROW				
Section 5339 (Federal)	Yes	\$ 10,448,278	\$ 10,448,278	\$ -
Property Tax (Local Funds)	Yes	\$ 3,482,759	\$ 3,482,759	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ 13,931,037	\$ 13,931,037	\$ -
CON				
Section 5339 (Federal)	Yes	\$ 16,177,022.00		\$ 16,177,022
Property Tax (Local Funds)	Yes	\$ 9,754,941		\$ 9,754,941
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 25,931,963	\$ -	\$ 25,931,963
Capital Funding Total		\$ 44,463,000	\$ 14,448,395	\$ 30,014,605

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
Operating Funding Total			\$ -

Attachment B

Regional Measure 3

Initial Project Report - Subproject Report

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	North Bay Transit Access Improvements
Subproject Title	Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Design Phase)
Project/Subproject Number:	26.13
Total RM3 Funding:	\$ 923,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV												
RM-3										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PSE												
RM-3		\$ 923,000	\$ -							\$ 923,000		\$ 923,000
Section 5339 (Federal)		\$ 2,204,818	\$ -							\$ 2,204,818		\$ 2,204,818
Property Tax (Local)		\$ 222,182	\$ -							\$ 222,182		\$ 222,182
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
PSE Subtotal	\$ -	\$ 3,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,350,000	\$ -	\$ 3,350,000
ROW												
RM-3										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON												
RM-3										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM-3 Funding Subtotal	\$ -	\$ 923,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 923,000	\$ -	\$ 923,000
Capital Funding Total	\$ -	\$ 3,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,350,000	\$ -	\$ 3,350,000

Attachment B

Regional Measure 3 Initial Project Report - Subproject Report Cash Flow Plan

Project Title:	North Bay Transit Access Improvements
Subproject Title	Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Design Phase)
Project/Subproject Number:	26.13
Total RM3 Funding:	\$ 923,000

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

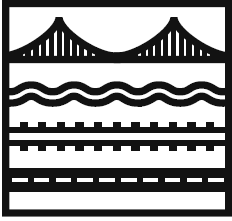
Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)
ENV										
RM 3										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PSE										
RM 3		\$ 232,000	\$ 691,000							\$ 923,000
Section 5339 (Federal)		\$ 551,200	\$ 1,653,618							\$ 2,204,818
Property Tax		\$ 55,600	\$ 166,582							\$ 222,182
										\$ -
										\$ -
										\$ -
PSE Subtotal	\$ -	\$ 838,800	\$ 2,511,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,350,000
ROW										
RM 3										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON										
RM 3										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal	\$ -	\$ 232,000	\$ 691,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 923,000
Capital Funding Total	\$ -	\$ 838,800	\$ 2,511,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,350,000

Regional Measure 3
Initial Project Report - Subproject Report
Estimated Budget Plan

Project Title:	North Bay Transit Access Improvements
Subproject Title	Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Design Phase)
Project/Subproject Number:	26.13
Total RM3 Funding:	\$ 923,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Lauren Gradia, Director of Capital Programs	500	103.47	\$ 51,735
Paul Haiflety, Facility Project Manager	1020	88.94	\$ 90,719
Cathleen Sullivan, Director of Planning (Review Design Plans)	100	103.47	\$ 10,347
Robert Betts, Director of Operations (Review Design Plans)	100	103.47	\$ 10,347
			\$ -
			\$ -
Direct Labor Subtotal			\$ 163,148
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Fringe Benefits	0.688	\$ 112,246	
Overhead	0.1502	\$ 24,505	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ 136,750
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ -
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Mark Thomas - Surcharge Grading Design	TBD	TBD	\$ 114,498
Mark Thomas - Geotechnical Monitoring	TBD	TBD	\$ 109,126
Mark Thomas - Surcharge Grading SWPPP + Permit	TBD	TBD	\$ 10,500
Mark Thomas - SWPPP Monitoring	TBD	TBD	\$ 28,800
Project Design (Electrification & Chargers, Paving, Lighting, & Fencing, Maintenance Bays & Facility Design)	TBD	TBD	\$ 2,779,560
Consultants Subtotal			\$ 3,042,484
5. Other direct costs			
			Total Estimated cost
Contingency			\$ 7,618
Other Direct Costs Subtotal			\$ 7,618
Total Estimated Costs			\$ 3,350,000

Comments: Allows for a \$7,618 contingency for the Design Phase



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	26
Project Title	North Bay Transit Access Improvements
Project Funding Amount	\$923,000

Subproject Information (if different from overall RM3 project)

Subproject Number	26.13
Subproject Title	Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Design Phase)
Subproject Funding Amount	\$923,000 (Design Phase)

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$

Current Allocation Request:

Request submittal date	Amount	Phase
7/10/2025	\$923,000	Design Phase

I. RM3 Allocation Request Information

- Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.

- II. On October 24, 2024 the Marin Transit Board approved the property purchase for a fixed route facility. In November 2024, Marin Transit finalized the purchase of a 3.5-acre site at 1075 East Francisco Boulevard in San Rafael.

Marin Transit is currently working on the environmental phase of this project and is using a task order under the District's general engineering contract with Mark Thomas to complete work related to California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements. The consultant team is completing technical studies to understand the project's potential impacts on traffic, air quality, noise, and cultural resources, with final reports expected to be submitted to FTA in July 2025. In accordance with NEPA requirements, staff has documented the site selection process that the Board participated in over the last 10 years, completed a Title VI analysis, and mailed a postcard to neighbors within a ¼ mile of the property. The Title VI analysis found no disparate impact. CEQA/NEPA clearance is expected in October 2025, marking the completion of the Environmental phase.

The Design phase of the Facility project is in the early development stage, as staff is currently working on the procurement documents with an expected release of the solicitation package in the Fall 2025.

- a. **Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The scope of the allocation includes the following work items in the Design Phase:

- Final Design work items include:
 - Electrification & Chargers Design
 - Paving, Lighting, and Fencing Design
 - Maintenance Bays & Facility Design
- District is using a task order under its general engineering contract with Mark Thomas for the following design components:
 - Grading Design
 - Geotechnical monitoring
 - Stormwater Pollution Prevention Plan (SWPPP) + Permit
 - SWPPP Monitoring

- b. **Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

- c. **Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.**

Expected final Design completion is expected in 10/31/2026.

- d. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)**

N/A

e. Request Details

Amount being requested	\$923,000
Project phase being requested	Design
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	7/7/2025
Month/year being requested for MTC commission approval of allocation	September 2025

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

f. List any other planned bridge toll allocation requests in the next 12 months

No other allocation requests for the Fixed Route Electric Vehicle Charging & Maintenance Facility Project.

Attachment C

Regional Measure 3

Allocation Request

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	North Bay Transit Access Improvements
Subproject Title	Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Design Phase)
Project/Subproject Number:	26.13
Total RM3 Funding:	\$ 923,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV							\$ -		\$ -
	ENV							\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM-3	PSE		\$ 923,000					\$ 923,000		\$ 923,000
Section 5339 (Federal)	PSE		\$ 2,204,818					\$ 2,204,818		\$ 2,204,818
Property Tax (Local)	PSE		\$ 222,182					\$ 222,182		\$ 222,182
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
PSE Subtotal		\$ -	\$ 3,350,000	\$ -	\$ -	\$ -	\$ -	\$ 3,350,000	\$ -	\$ 3,350,000
RM 3	ROW							\$ -		\$ -
	ROW							\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON							\$ -		\$ -
	CON							\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
								\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -	\$ 923,000	\$ -	\$ -	\$ -	\$ -	\$ 923,000	\$ -	\$ 923,000
Capital Funding Total		\$ -	\$ 3,350,000	\$ -	\$ -	\$ -	\$ -	\$ 3,350,000	\$ -	\$ 3,350,000

Attachment C

Regional Measure 3 Allocation Request Cash Flow Plan

Project Title:	North Bay Transit Access Improvements
Subproject Title	Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Design Phase)
Project/Subproject Number:	26.13
Total RM3 Funding:	\$ 923,000

(please include all planned funding, add rows as necessary)

Please update the columns below based on your allocation month. The first six months of cash flow are monthly, followed by quarterly, then annually as long as you can reasonably estimate projected expenditures

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period

Funding Source(s)	Phase	Prior	2026 Q1 (July- Sept 2025)	2026 Q2 (Oct - Dec 2025)	2026 Q3 (Jan - March 2026)	2026 Q4 (April - June 2026)	2027 Q1 (July- Sept 2026)	2027 Q2 (Oct - Dec 2026)	2027 Q3 (Jan - March 2027)	Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
RM 3	ENV										\$ -		\$ -
Other											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ENV Subtotal		\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE			\$ 232,000	\$ 230,333	\$ 230,333	\$ 230,334				\$ 923,000		\$ 923,000
Section 5339 (Federal)	PSE			\$ 551,200	\$ 551,206	\$ 551,206	\$ 551,206				\$ 2,204,818		\$ 2,204,818
Property Tax	PSE			\$ 55,600	\$ 55,527	\$ 55,527	\$ 55,527				\$ 222,181		\$ 222,181
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
PSE Subtotal		\$ -		\$ 838,800	\$ 837,067	\$ 837,066	\$ 837,067	\$ -	\$ -	\$ -	\$ 3,350,000	\$ -	\$ 3,350,000
RM 3	ROW										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ROW Subtotal		\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
CON Subtotal		\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -			\$ 230,333	\$ 230,333	\$ 230,334	\$ -	\$ -	\$ -	\$ 923,000	\$ -	\$ 923,000
Capital Funding Total		\$ -			\$ 837,067	\$ 837,066	\$ 837,067	\$ -	\$ -	\$ -	\$ 3,350,000	\$ -	\$ 3,350,000

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

Regional Measure 3
Allocation Request
Estimated Budget Plan

Project Title:

Subproject Title

Project/Subproject Number:

Total RM3 Funding:

North Bay Transit Access Improvements

Fixed Route Electric Vehicle Charging & Maintenance Facility Project (Design Phase)

26.13

\$ 923,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Lauren Gradia, Director of Capital Programs	500	103.47	\$ 51,735
Paul Haiflety, Facility Project Manager	1020	88.94	\$ 90,719
Cathleen Sullivan, Director of Planning (Review Design Plans)	100	103.47	\$ 10,347
Robert Betts, Director of Operations (Review Design Plans)	100	103.47	\$ 10,347
			\$ -
			\$ -
Direct Labor Subtotal			\$ 163,148
2. Overhead and direct benefits (specify)		Rate	x Base
Fringe Benefits	0.688	\$	112,246
Overhead	0.1502	\$	24,504.80
		\$	-
		\$	-
		\$	-
		\$	-
Overhead and Benefit Subtotal			\$ 136,750
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ -
4. Consultants (Identify purpose and/or consultant)			Total Estimated cost
Mark Thomas - Surcharge Grading Design	TBD	TBD	\$ 114,498
Mark Thomas - Geotechnical Monitoring	TBD	TBD	\$ 109,126
Mark Thomas - Surcharge Grading SWPPP + Permit	TBD	TBD	\$ 10,500
Mark Thomas - SWPPP Monitoring	TBD	TBD	\$ 28,800
Project Design (Electrification & Chargers, Paving, Lighting, & Fencing, Maintenance Bays & Facility Design)	TBD	TBD	\$ 2,779,560
Consultants Subtotal			\$ 3,042,484
5. Other direct costs			Total Estimated cost
Contingency			\$ 7,618
Other Direct Costs Subtotal			\$ 7,618
Total Estimated Costs			\$ 3,350,000

Comments: Allows for a \$7,618 contingency for the Design Phase



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July 7, 2025

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 and Setting of Public Hearing**

Dear Board Members,

Recommendation

Receive update on the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) and set a public hearing on changes to Marin Transit bus service.

Summary

MASCOTS is a comprehensive structural analysis of transit service in the Highway 101 corridor in Sonoma and Marin Counties. The purpose of this effort is to improve service efficiency, effectiveness, and legibility along the Highway 101 corridor to better serve existing and future transit customers. In 2024 and 2025, the MASCOTS effort examined existing ridership and overall travel patterns, identified the most competitive travel markets for transit service, and identified areas of overlapping service, areas where service does/does not meet demand, and the most important connections among services.

In July, staff will present to your Board the recommendations from the MASCOTS effort: a coordinated plan for services to best meet the needs/demands within the US 101 corridor. These recommendations represent a re-structuring of service in the corridor that better utilizes resources to maximize ridership and productivity on our transit system. Staff will also present upcoming outreach efforts and ask your Board to approve a public hearing on a service change.

Background

Golden Gate Transit (GGT) Route 101 has historically been the backbone of the regional transit network in the North Bay, providing mobility between Sonoma and Marin Counties and San Francisco, serving the town centers of every community along Highway 101. Starting in 2017, the Sonoma-Marina Area Rail Transit (SMART) train began operation and has continued to expand in subsequent years, currently operating between Windsor and Larkspur. Ever since the inception of SMART in 2017, ridership patterns began to shift in the North Bay.



The pandemic caused a dramatic decline in traditional office-oriented commute patterns, which was demonstrated both in reduced Golden Gate Bridge traffic and diminished transit ridership. Local ridership recovered quickly and is back at pre-pandemic levels in Marin County, and SMART ridership has also been on a dramatic growth curve, but regional bus ridership remains be far lower than it once was. During the pandemic, GGBHTD maintained the four regional GGT routes which operate all-day, seven-days-per-week, but suspended all but three commute routes. As ridership returned incrementally post-pandemic, two other GGT commute routes were restored, and regional all-day service was adjusted to meet new ridership patterns. During this time, Marin Transit significantly enhanced its service in the Highway 101 corridor to back-fill reduced Golden Gate service and adequately meet local demand. Route 71, Marin Transit's primary service in this corridor, went from a limited stop express route (71x) operating on weekdays only from 6:00am to 6:00pm to a full coverage service operating daily from 5:30am to 1:00am. In total, service levels and expenditures on this local service have tripled over pre-COVID levels.

In late 2023, the operators in Marin and Sonoma Counties came together to initiate a coordinated service planning effort in the 101 corridor called Marin Sonoma Coordinated Transit Service (MASCOTS) Plan. MASCOTS is a collaborative comprehensive analysis of transit services in Highway 101 corridor focused on regional services and grounded in post-pandemic travel and transit realities. Your Board received an introduction to MASCOTS in November 2024 that included history and a summary of existing conditions: <https://marintransit.org/meetings-events/2024/november-2024-board-directors-meeting>. The General Manager has also provided updates monthly on the progress of the effort.

Discussion

MASCOTS Overview

MASCOTS is the first subregional transit analysis conducted under the guidelines of Regional Network Management, which came out of the Blue Ribbon Transit Recovery Task Force, established during the pandemic to further collaboration between the region's transit operators and the Metropolitan Transit Commission (MTC). MASCOTS is a cooperative effort of Golden Gate Bridge, Highway and Transportation District (GGBHTD), SMART, Marin Transit, Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, Sonoma County Transportation and Climate Authority (SCTCA), Transportation Authority of Marin (TAM), and Metropolitan Transportation Commission (MTC). These agencies committed to taking a fresh look at travel in the Highway 101 corridor as if all the local bus, regional bus, ferry and rail services were operated by one entity focused on efficiently growing overall transit ridership in the Corridor utilizing existing resources.

A consultant, Nelson\Nygaard, was brought in by MTC to assess travel patterns, transit performance, and duplication in the transit network in the two counties. MASCOTS analyzed the underlying market viability of regional public transit service in Marin and Sonoma Counties. Comprehensive travel data gathered by MTC for the Bay Area's Transit 2050+ long-range plan was harnessed to establish travel demand along the Highway 101-Golden Gate Corridor. MASCOTS is primarily focused on regional transit services.

The analysis determined that roughly 70% of all travel (Bridge, bus and ferry) across the Golden Gate Bridge to/from Marin and Sonoma Counties has an origin or destination from San Rafael south. Novato accounts for 17% of the travel market, and the remainder is associated with Sonoma County. For travel between Marin and Sonoma Counties, the analysis determined that about 75% of travel



occurs within the SMART commute shed. Lastly, about 75% of travel from Marin and Sonoma Counties to San Francisco is destined to the northeast quadrant of the city, primarily focused in the Downtown, Fisherman's Wharf, and Civic Center areas.

MASCOTS also analyzed the existing regional transit network across Marin and Sonoma Counties and identified areas with the highest ridership potential, called out underperforming service, and recommended ways to decrease duplication between agencies. Ridership data on each route, on a trip-by-trip basis, was analyzed by the consultant to determine where service was viable, where it was duplicative, and what service strategies would improve performance. From a customer perspective, MASCOTS sought to simplify overlapping routes and route numbering to improve understanding of which route or service to take and focus resources on fewer options that come more frequently to improve the usability and connectivity of the network.

Summary of MASCOTS Recommendations

The MASCOTS recommended service changes reflect proposals to improve regional travel in Marin and Sonoma Counties as recommended by the consultant and agreed upon by agency staff. The new service structure will better serve the regional travel market in Marin and Sonoma Counties by (1) focusing service in areas with the highest ridership potential, (2) reducing underperforming service, and (3) decreasing duplication between transit agencies.

MASCOTS recommends the following changes to transit services in the 101 corridor:

1. **SMART and Golden Gate Transit Route 101:**
 - Truncate GGT Route 101 in Novato and reinvest the Route 101 revenue hours in increased frequency between San Rafael and San Francisco.
 - Increase SMART train frequency and operate trains earlier and later in the day.
2. **Southern Marin Bus Service:** Streamline bus routes between San Rafael, Marin City, Sausalito, and San Francisco including discontinuing GGT Route 150, truncating GGT Route 130 in Marin City and doubling frequency, and increasing frequency on the 101 south of San Rafael.
3. **Local Bus Connections to SMART:** Improve local bus connections to SMART; Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit should make strong, direct connections to SMART stations through route realignments and schedule changes.
4. **GGT Commute Routes in Sonoma:** Combine the three GGT commute routes in Sonoma County into a single alignment with improved frequency and restrict San Francisco local travel to reduce travel time.
5. **GGT Route 580 in San Rafael:** Change GGT Route 580 to follow the 580X alignment in East San Rafael, staying on the freeway to Bellam Blvd. to improve travel time. In the East Bay, the 580 will continue to serve the stop in Point Richmond and all but three westbound morning trips will follow the Route 580 alignment.

MASCOTS proposes routing and/or schedule changes to Golden Gate Routes 101, 130, 172, 580, and 580X and the discontinuation of Routes 150, 164, and 172X and increased service on SMART. No changes were recommended to the Golden Gate Ferry, or GGT Routes 114, 154. Nearly all riders on the routes proposed for discontinuation would have alternative service available. The recommendations propose maintaining current Golden Gate Transit total bus revenue hours in a re-structured form and propose increasing SMART service by 19% overall. If these proposed changes are approved, changes to these



routes would take effect in Spring 2026. It should be noted that the agencies have agreed to continue to fund regional paratransit despite the cancellation of the 101 in Sonoma County to ensure no impacts to these most vulnerable riders.

The recommended service changes and benefits/impacts are comprehensively described in Attachment A and illustrated in the PowerPoint in Attachment B. The package of service changes is recommended and funded as a three-year pilot to be evaluated in summer 2028 after two years. This evaluation will inform continuation or further changes to the services.

Implications for Marin Transit

The focus of MASCOTS was on regional services, in particular Golden Gate Transit, Golden Gate Ferry and the SMART train, and thus the effort primarily made recommendations for changes to these regional services. It was determined early in the process that the consultants would not engage in local transit planning and integration activities; the local providers – Marin Transit, Santa Rosa Citybus, Petaluma Transit and Sonoma County Transit – are best suited to continue to plan local services to meet local needs. MASCOTS recommended at a high level how local services should respond to these regional changes, but did not make route-level recommendations.

MASCOTS recommendations 2 and 3 entail changes for Marin Transit as follows:

1. **Streamline Southern Marin Bus Service:** Consolidate Marin Transit routes along Highway 101 between San Rafael and Marin City to simplify and improve legibility for customers; operate one route every 15 minutes with a consistent stop pattern and route number.
2. **Improve Marin Transit Connections to SMART:** Marin Transit should make strong, direct connections to SMART stations wherever possible when to do so does not undermine local service connections and needs.

There are several ways that Marin Transit can adjust our service offerings to best complement the regional services in Southern Marin and meet the goals of the study recommendations. Under consideration is the consolidation of Route 36 and Route 71 south of San Rafael, along with some complementary changes on other routes in Southern Marin such as the 17 and 219. Staff is seeking input from riders on travel patterns and options for service changes and will come to your Board with a formal service change at your meeting in September as further described below.

MASCOTS Public Outreach

Public outreach on MASCOTS will be conducted in July and August. MTC has offered Kearns and West, an on-call consultant specializing in public outreach, to coordinate the format for outreach with direction given by transit agency staff. Public outreach activities will include, but not be limited to:

- Creation of a project website (www.mascotsplan.org);
- Community open houses;
- Presentations at all the participating agency Board meetings;
- Advertisements and press releases in local media;
- Posters on-board buses and at major transit stops;
- Direct outreach to passengers on affected routes;
- Social media postings; and



- E-blasts to customers and community-based organizations.
- Translation of all printed materials and handouts in Spanish.

Public Hearing

Cancellation of a route and creation of a new route constitute major service change per Marin Transit's [Major Service Change Policy](#). Major service changes require public hearings per Marin Transit's [Public Hearing Policy](#). The latest update to the Public Hearing Policy, adopted in January 2025, allows staff to hold public hearings at times and locations that are best suited to get input from riders and the community rather than only at Board meetings.

Traditionally, the Board sets public hearings once a service change recommendation is on the table. Due to MASCOTS timelines, the need to coordinate among six transit agencies on public outreach, and the 21-day noticing requirements in the Marin Transit Public Hearing Policy, staff proposes a slightly different process for this public hearing, as follows:

1. July 7: Board sets public hearing to provide ample advance notice of opportunity to provide input.
2. July-August: Staff perform outreach and engagement to receive input from riders to inform the service change. This round of outreach will collect more generalized input on how riders plan to travel once MASCOTS goes into place and how Marin Transit routes can best adjust to meet local travel needs and regional connections. This will include two public open houses at key locations pertinent to the proposed MASCOTS changes (joint events with Golden Gate Transit):
 - a. July 22: Marin City Library
 - b. July 23: Al Boro Community Center (Pickleweed), Canal neighborhood
3. Late August: Staff release proposed service changes.
4. September 8: Board receives a summary of public input, update on MASCOTS as relevant, and presentation on proposed Marin Transit service changes.
5. September: Staff hold two public hearings at optimal locations pertinent to the proposed changes:
 - a. September 10: Al Boro Community Center (Pickleweed), Canal neighborhood
 - b. September 23: Marin City Library
6. October 6: Board receives public comments recorded during the public hearing and other public input received and adopts service changes.

Staff will conduct a Title VI analysis and fully explain rider impacts of proposed service changes at the September Board meeting.

Fiscal/Staffing Impact

The staff goal is for MASCOTS to have minimal or no fiscal impact to Marin Transit. Marin Transit's proposed services changes will be designed to be revenue hour neutral and thus do not entail an increase in expenses. The SMART service changes do represent an increase in service and thus cost. The bus revenue hours shifts between counties and projected ridership changes will affect the shares that agencies receive through the coordinated claim formulas in each county.

These costs and funding shifts have been extensively discussed by the General Managers/Executives of all MASCOTS participating agencies. There is a draft plan for funding the increased SMART expenses through re-allocation of existing revenue sources, primarily associated with Sonoma County. Funding



shifts between agencies, along with additional contributions, ensure the package of changes is funded and all funding eligibilities and requirements are met for the three year pilot period. If a significant fiscal impact to Marin Transit is generated, either by a loss of revenue or new expenses, staff will bring this to your Board.

Respectfully Submitted,

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

Cathleen Sullivan
Director of Planning

Attachment A: MASCOTS Detailed Recommendations

Attachment B: MASCOTS Presentation



MASCOTS Detailed Recommendations

Sonoma County

GGT Route 101 is popular in Marin County and between Marin and San Francisco, however Route 101 ridership in Sonoma County has lagged since SMART opened its initial segment between Santa Rosa and San Rafael. Route 101 duplicates SMART between Santa Rosa and San Rafael, and with less demand overall from Sonoma into San Francisco, travel demand does not support both GGT Route 101 and SMART service north of Novato. Post-pandemic ridership increases on SMART have been much more pronounced due to higher reliability, faster travel times, and lower fares than Route 101. As a result, MASCOTS recommends that Route 101 be truncated in Novato, due to low ridership (averaging in the low single digits on most trips) and replaced by improved frequencies and span of service on SMART.

To ensure riders between Sonoma and Marin have adequate service coverage with the discontinuation of Route 101, MASCOTS recommends increasing the span and frequency of the SMART train. MASCOTS recommends increasing from 42 weekday trips to 48 and from 16 weekend trips to 24. This will achieve evenly spaced, approximately hourly frequency all day on weekdays and weekends to backfill the 101 service. The MASCOTS recommendation represents a 19% overall increase in SMART service comprised on a 14% increase in weekday service and a 50% increase in weekend service.

In Sonoma County, this will be a reduction in span of regional service compared to the current 101 but ridership on late night trips is very low making this service very unproductive and virtually no agency operates this late in peer areas. MASCOTS service plan will also require San Francisco bound riders to transfer to the Route 101 at San Rafael Transit Center (SRTC) or to the Ferry at Larkspur (Route 101 resources will be re-allocated to improve the SRTC connection as described below).

GGT Routes 164, 172, and 172X provide commute service from Sonoma County to San Francisco. Route 172 serves Santa Rosa, Rohnert Park, and Petaluma. At the busiest times of day, Route 172X serves Santa Rosa and Rohnert Park but bypasses Petaluma, which is instead served by Route 164. The portion of Route 164 in East Petaluma has poor ridership, averaging fewer than two passengers per trip, which does not support direct bus service. Further, ridership from the portion of Route 164 in West Petaluma does not meet GGBHTD's service standard of 20 passengers per trip. While the performance of Route 172X is acceptable, it is difficult to align schedules with Route 172 and maintain adequate trip spacing along the 60-mile length of these two routes. MASCOTS proposes that all the resources dedicated to Routes 164, 172, and 172X be combined, with Route 172 providing more frequent (every 20-30 minutes) service along a consistent alignment. Route 172 would be shortened to Santa Rosa Transit Mall; customers currently boarding at Piner & Industrial would have to park and ride at the Brookwood lot instead.

The consultant has also recommended that new combined Route 172 no longer serve local passengers in San Francisco, typically traveling between the Marina District and the Financial District, to offset the longer travel time passengers from Santa Rosa and Rohnert Park would experience by having to travel through Petaluma.

Finally, MASCOTS recommends that local service providers – Santa Rosa CityBus, Petaluma Transit, and Sonoma County Transit, better serve SMART as the new trunk line to take passengers north and south along the 101. This could include schedule changes and route realignments as possible without overly impacting local service connections..



MASCOTS Detailed Recommendations

Marin County

GGT currently operates all-day service between San Rafael and San Francisco on Routes 101, 130, and 150.

- Route 101 provides service between Novato, San Rafael, and San Francisco with non-stop service from San Rafael Transit Center to the Golden Gate Bridge Toll Plaza hourly throughout the day, seven days a week and every 30 minutes during weekday peak periods.
- Route 150 begins in San Rafael and serves all four intermediate freeway bus pads at Lucky Drive, Paradise Drive, Tiburon Wye, and Seminary Drive before serving Manzanita Park & Ride and then Marin City.
- Route 130 also begins in San Rafael, and serves those same bus pads and Marin City, like Route 150, hourly throughout the day, seven days a week. Route 130 differs from Route 150 in that it operates along Bridgeway in Sausalito.

Marin Transit also operates extensive local bus service on Routes 36 and 71 between San Rafael and Marin City, duplicating Routes 130 and 150. Combined, the two agencies operate six buses per hour along this corridor, which has been cited by the MASCOTS consultant as an oversupply of service, each bus carrying too few riders, and with too many route numbers for the public to understand.

Regional ridership at intermediate points between San Rafael and Marin City is low, averaging less than three passengers per trip. In some cases, there are no regional riders boarding at any of the four freeway bus pad stops nor Manzanita Park & Ride. A small number of Marin local riders are carried along the freeway bus pads on both Routes 130 and Route 150, but these riders have numerous Marin Transit service options for their trips. Route 150 has a longer travel time than Route 101 between San Rafael and San Francisco, and Route 130 offers a longer travel time than Route 150. Thus, customers using GGT at San Rafael Transit Center have demonstrated a strong preference for Route 101.

MASCOTS proposes discontinuation of Route 150 and the shortening of Route 130, to operate only between Marin City and San Francisco, rather than serving the four freeway bus pads and San Rafael. Route 130 service would improve from hourly to every 30 minutes to take advantage of greater ridership potential between Sausalito and San Francisco. Route 101 service from San Rafael south to San Francisco is proposed to be enhanced using resources from Route 150. The MASCOTS recommendation calls for service every 30 minutes all day on this portion of Route 101 and peak service would be provided every 15 minutes on weekdays to accommodate higher passenger loads. Improved headways on Route 101 would provide better SMART connections in San Rafael, making the train-to-bus transfer more attractive.

Service at the freeway bus pads will continue to be provided by Marin Transit. MASCOTS recommends streamlining and simplifying Marin Transit route offerings from San Rafael south to provide 15-minute frequencies between San Rafael and Marin City along a single route alignment to improve route legibility and offer a “show-up-and-ride” option that doesn’t require checking a schedule.

Roughly half the total affected weekday customers at the four freeway bus pad stops would be able to use GGT Route 132 to/from San Francisco during peak periods. MASCOTS proposes one additional morning trip on Route 132. Any remaining customers at the four freeway pad stops would make a transfer between Marin Transit and the more frequent service on GGT Route 130 at Marin City.



MASCOTS Detailed Recommendations

No changes are recommended for service between Novato and San Rafael.

As in Sonoma County, MASCOTS recommends that Marin Transit better serve SMART as the new trunk line to take passengers north and south along the 101, including schedule changes and route realignments as possible without overly impacting local service connections.

Richmond-San Rafael Bridge Corridor

GGT Route 580 provides an important regional link between San Rafael and the East Bay. It is supported by MTC using a mix of Regional Measure 2 and Regional Measure 3 toll funds from the State-owned bridges, including the Richmond-San Rafael Bridge.

Two service variations are currently offered on Route 580: All-day service, seven days a week on the Route 580 alignment, which travels through East San Rafael to/from the Richmond-San Rafael Bridge, and the Route 580X alignment, which bypasses East San Rafael and the stop in Point Richmond at Castro Street and Tewksbury Avenue. Regional connections to/from the East Bay, Solano County, and Napa County are made at El Cerrito del Norte BART Station.

The local street running in East San Rafael on Route 580 is time consuming and generates very few riders, creating a time penalty for regional travelers who are mostly traveling between BART or the City of Richmond and San Rafael Transit Center. Therefore, MASCOTS recommends that Route 580 follow the same alignment as Route 580X in this area, with no stops between Bellam Boulevard and the Richmond-San Rafael Bridge. About twelve passengers per day would have alternate service on Marin Transit Route 23.

The stop at Castro Street and Tewksbury Avenue in Richmond entails a substantial travel time penalty westbound in the morning, due to rush hour congestion, but not at other times. Thus only the 580 serves this stop. This stop in Point Richmond would continue to differ between Routes 580 and 580X, and it is recommended that seven trips—all but three westbound morning trips—on Route 580X be converted to Route 580.

Golden Gate Ferry (GGF)

GGF service was assessed in the MASCOTS Plan but was determined to be well matched with the demand it is designed to serve and no service change recommendations were made. It is recommended that Golden Gate Ferry improve its coordination with SMART as feasible to ensure strong transfer opportunities for SMART riders to reach San Francisco.

For more information on the GGT changes, see the GGBHTD Board packet here: here:

<https://www.goldengate.org/assets/1/25/2025-0626-transcomm-no4-authsetpublichearingmascots.pdf>.

MASCOTS

Marin-Sonoma Coordinated Transit Service Plan

Recommended Service Improvement Proposals

July 7, 2025



Agenda

1 Introduction

2 Recommendations

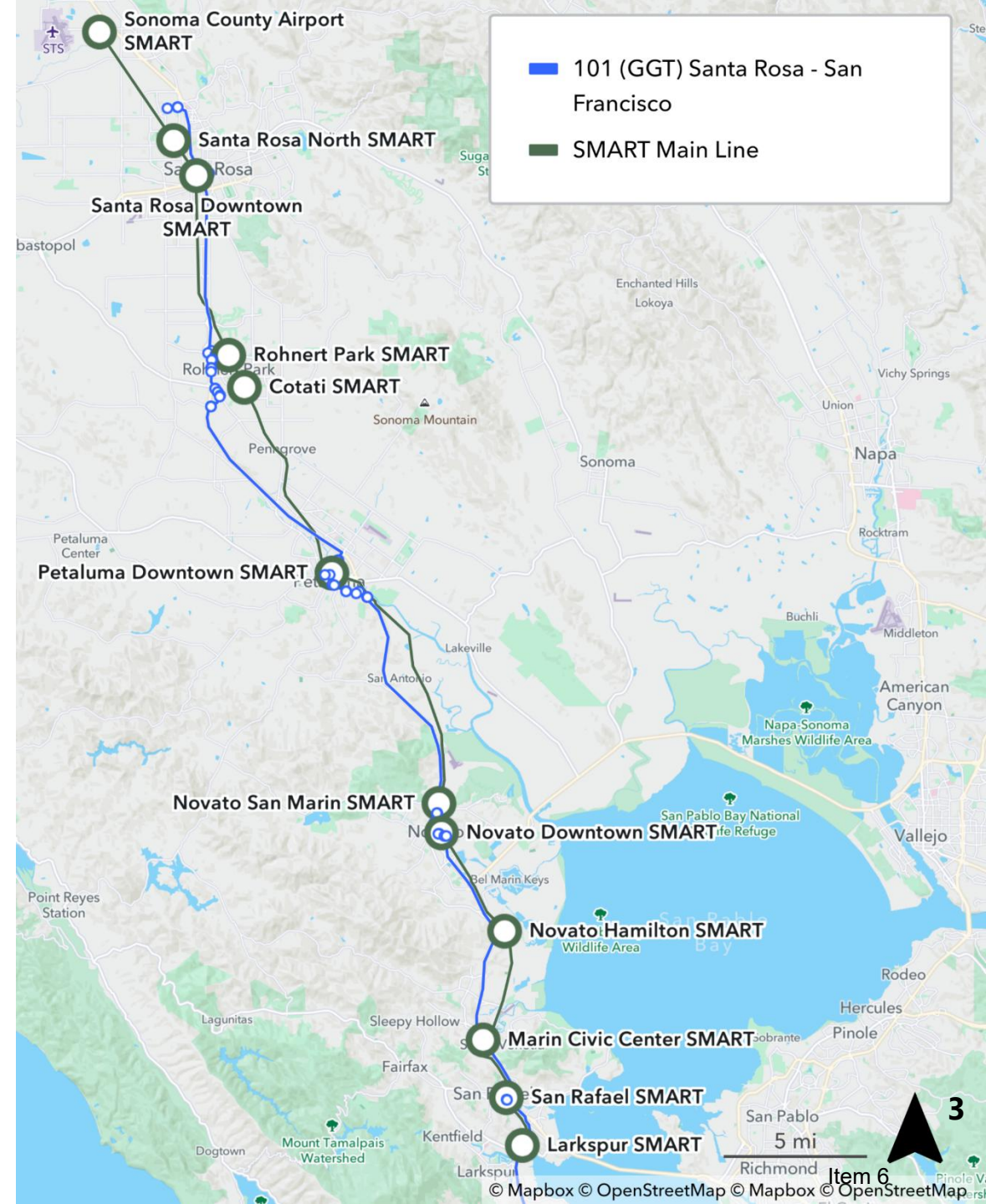
3 Next Steps

What is MASCOTS?

- Collaborative comprehensive analysis of transit services in Highway 101 corridor
- Focused on regional services
- Grounded in post-pandemic travel behavior and work patterns

Goals

- Grow ridership
- Work as if one agency
- Develop a plan, not just a study



MASCOTS Process

Summer 2024

PHASE 1: Research/ Understanding Current Conditions

Fall-Winter 2024/25

PHASE 2: Develop Solutions to Address Opportunities

Winter 2024/25 – Spring 2025

PHASE 3: Document Impacts of Alternatives

Summer 2025

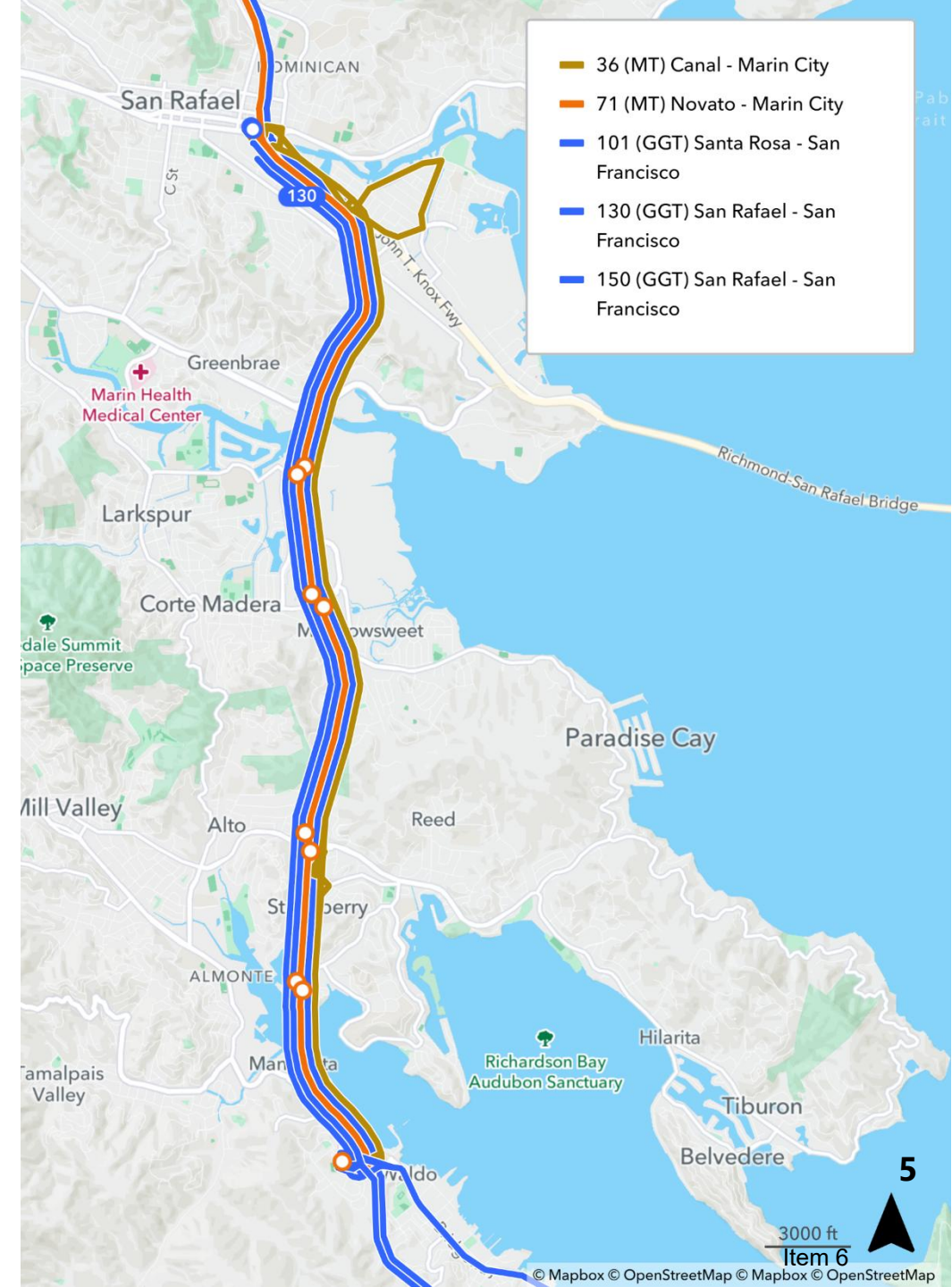
Public Outreach and Final Adoption

Early 2026

Implementation

Existing Conditions Summary

- SMART has replaced Golden Gate Transit Route 101 as the predominant passenger choice for Sonoma-Marín regional trips
- Highway 101 in Southern Marin is overserved; there are too many bus routes carrying too few riders, which is inefficient and can cause customer confusion
- 70% of Marin-Sonoma travel to San Francisco originates in San Rafael or further south
- Local services need stronger, more direct connections to feed SMART

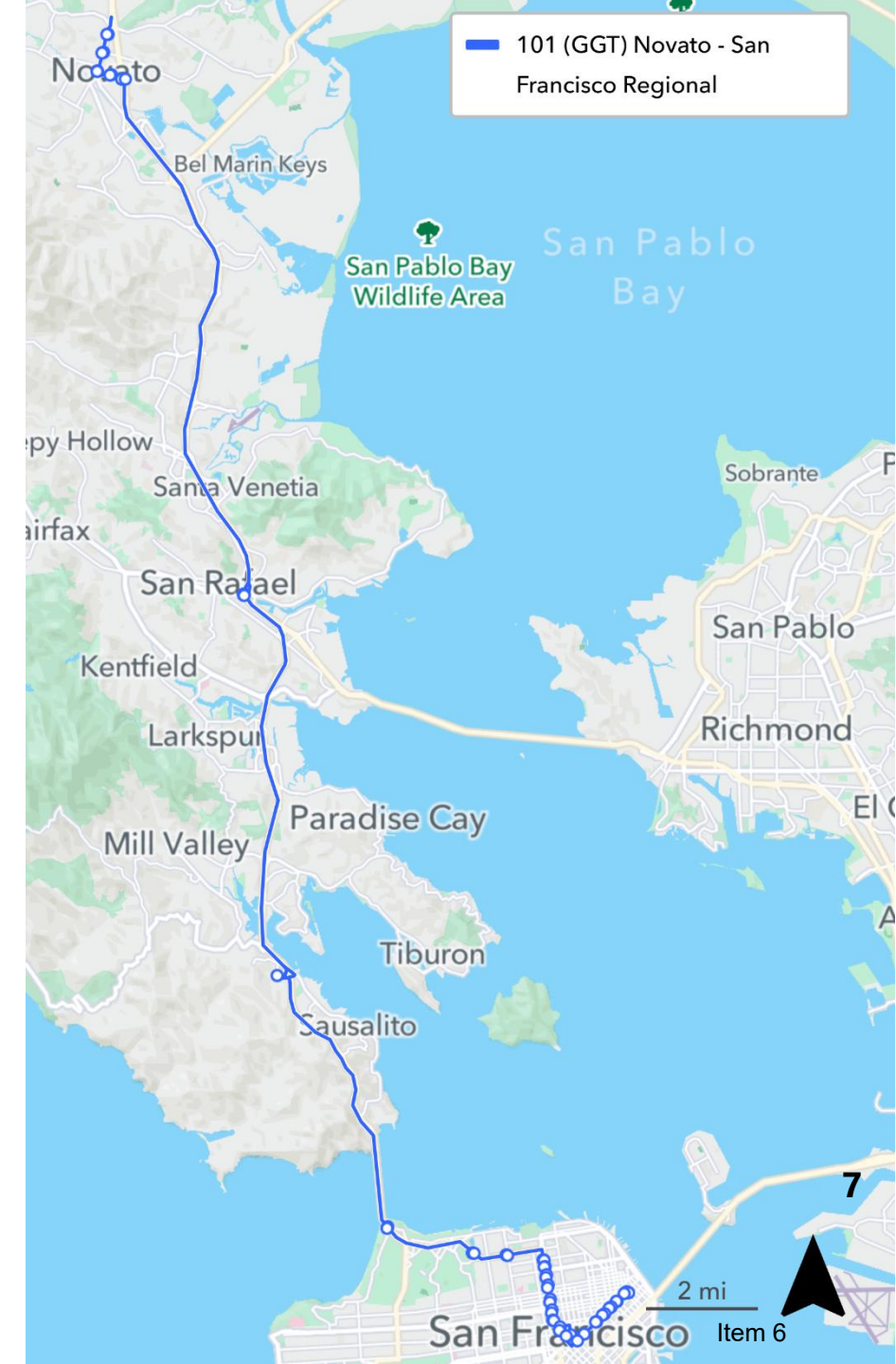


Key Themes of Recommendations

- **Reduce Duplication**
 - Streamline overlapping services
 - Major corridors would have one option that comes more frequently
- **Improve connections**
 - Make the network more usable and improve connections between operators
- **Match service to demand, supporting ridership growth**
 - Redirect resources to where ridership growth potential is highest
 - Reduce or remove service on low-ridership routes and alignments

Rationalize SMART and Golden Gate Transit Route 101

- **Golden Gate Transit (GGT) Route 101:**
Truncate Route 101 in Novato, and increase frequency between San Rafael and San Francisco
- **SMART:** Increase SMART frequency and span of service to ensure high-quality transit is available between Sonoma and Marin Counties when Route 101 is shortened



Optimize Southern Marin Bus Service

- Improve service south of San Rafael by simplifying and reducing redundancy
- **GGT Regional Service to/from San Francisco**
 - Increase **Route 101** frequency between San Rafael and San Francisco
 - Operate **Route 130** between Marin City, Sausalito, and SF with increased frequency
 - Discontinue **Route 150** to reflect low ridership, and reinvest resources in service with better ridership potential
 - Former Route 130 and 150 riders would use Routes 101, 114, or 132 instead, or take Marin Transit and transfer to Route 130 in Marin City
- Consolidate **Marin Transit routes** along Highway 101 between San Rafael and Marin City to simplify and improve legibility for customers
 - One route every 15 minutes serving all bus pad stops

Optimize Southern Marin Bus Service – Marin Transit Options for Consideration

- Combine resources of the 71 and 36 to provide 15-minute service between San Rafael Transit Center and Marin City on one route that serves the bus pads with no deviations.
- Continue to offer comparable service to the Canal, Strawberry, Marin City, and Sausalito with the best suited Marin Transit route.
- Staff will seek feedback from riders on which route(s) should serve each of these locations to best meet rider needs
 - Primarily tradeoffs between the 71, 36, and 17



Improve Local Bus Connections to SMART

- Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit should make strong, direct connections to SMART



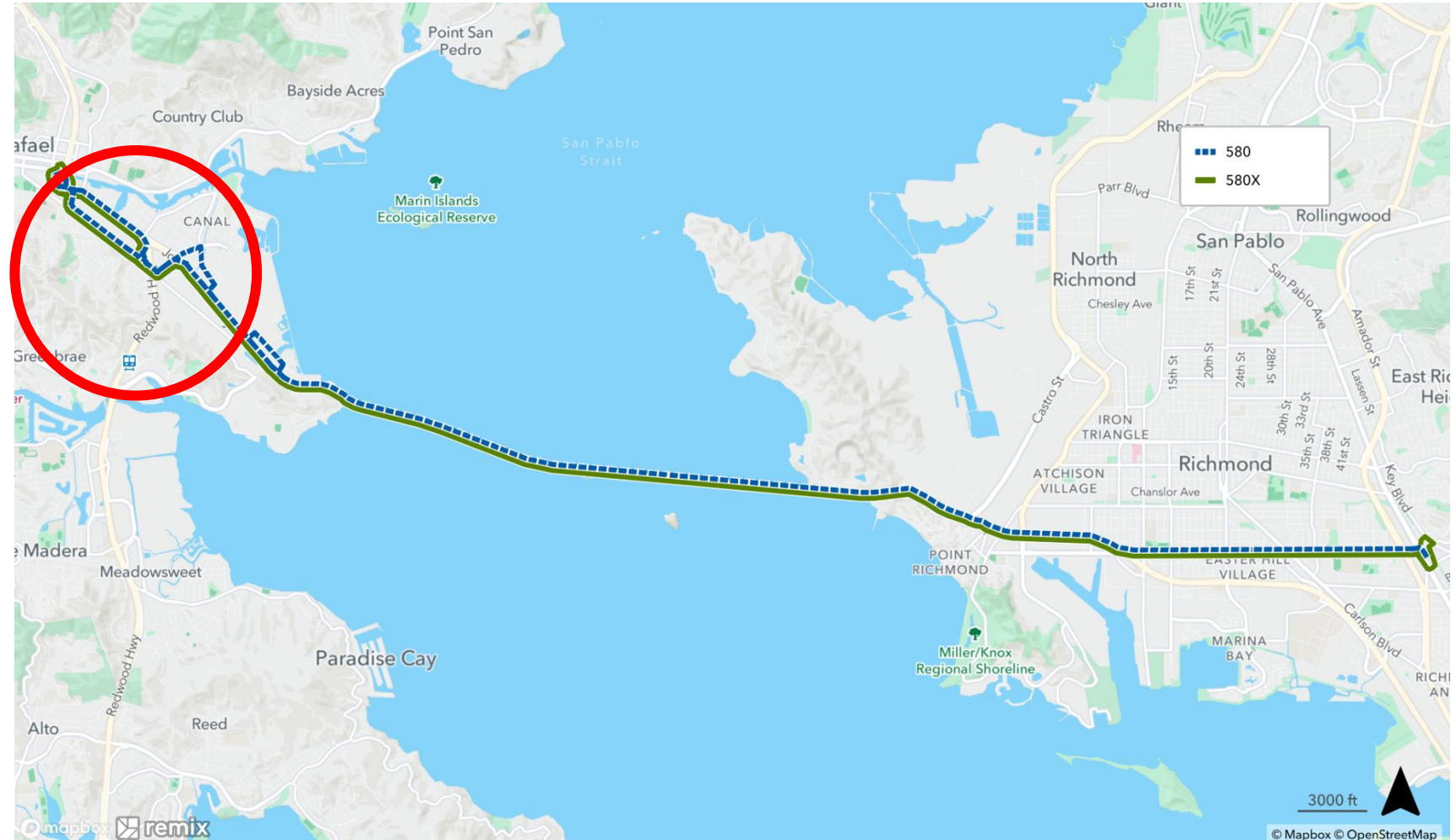
Simplify GGT Commute Routes in Sonoma County

- Consolidate Sonoma County commute buses into one route serving Santa Rosa, Rohnert Park, and Petaluma more frequently
- New combined route would utilize new HOV lanes in the Narrows, and would not make local pickups in San Francisco



Streamline GGT Route 580 in East San Rafael

- Operate all Route 580 trips on the freeway, saving approx. 9 minutes
- Nearly all affected riders could take Marin Transit
- Route 580X would continue to bypass Pt. Richmond stop



Summary of Recommendations

1. **SMART and Golden Gate Transit Route 101:**

- Truncate Route 101 in Novato; increase frequency between San Rafael and SF
- Increase SMART frequency and operate trains earlier and later in the day

2. **Southern Marin Bus Service:** Streamline routes between San Rafael, Marin City, Sausalito, and San Francisco

3. **Local Bus Connections to SMART:** Improve Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit direct connections to SMART

4. **GGT Commute Routes in Sonoma:** Combine into a single alignment with improved frequency, and restrict San Francisco local travel to reduce travel time

5. **GGT Route 580 in San Rafael:** Follow 580X alignment to improve travel time; 580 and 580X would continue to differ in the East Bay

MASCOTS Highway 101 Service Structure

- **SMART** is the Sonoma-Marín regional service provider
- **Golden Gate Transit** provides:
 - All-day express (limited stop) service from key hubs in Marin County to San Francisco, including high-quality, frequent service connecting with SMART at San Rafael Transit Center
 - Peak period commute bus services from Sonoma and Marin Counties direct to San Francisco
- **Golden Gate Ferry** provides strong connections to/from SMART to connect riders to San Francisco
- **Sonoma Co. local transit** operators make strong direct connections to SMART
- **Marin Transit** provides local service along Highway 101 and connections to regional SMART, Ferry, and GGT services

Rider Benefits of Recommendations

- **Easier to understand network**
 - Fewer lines on the map
 - More consistency in stops
- **More frequency and more options**
 - Frequency is improved in key corridors
 - Greater frequency improves transfer connections to all service providers
- **Better regional connections**
 - Increased SMART service
 - More frequent service connecting San Rafael and points south to San Francisco
 - Faster service to the East Bay
- **Lower fares for most regional transit trips**

Simplicity, frequency, and better connections will increase ridership

Benefits/Impacts for Transit Operators

- Benefits
 - Increase ridership – projected to be 8-15% increase
 - Reinvest service hours where higher demand exists
 - Improve efficiency of existing resources
- As proposed, bus route and schedule changes designed to be service hour neutral; can be implemented with existing funding
- No major new capital investments needed
- Impact – Rider education necessary to explain new service options

Rider Impacts

Impacted Riders	Alternative
GGT Route 101 riders in Sonoma County	Expanded SMART service; Transfer to 101 in San Rafael or Ferry in Larkspur to SF; Late night riders will not have an alternative
GGT Route 172X and Route 164 riders	Route 172 with higher frequency
GGT Route 130 and 150 bus pad riders in Southern Marin County	Route 132 and 114 at peak hours; or Marin Transit and transfer to 130 at Marin City Hub
GGT Route 580 riders in East San Rafael	Marin Transit Route 23 to SRTC
Marin Transit riders in Southern Marin	May need to take a different Marin Transit Route #
Cash Riders	Clipper will continue to be the most affordable way to pay, especially under the new Next Generation Clipper system.

Timeline

- July-August: Public outreach
- August: Golden Gate Transit Public Hearing on Major Service Change
- September: Marin Transit Public Hearing on Major Service Change
- Fall 2025: Agency Boards finalize changes
- Spring 2026: Implement changes as three-year pilot
- Summer 2028: Evaluate Pilot after two years

Public Outreach for MASCOTS Plan

- Joint effort between all participating agencies
- MTC consultant will work with agency staff to develop plan
- Outreach may include surveys, community pop-up events, and virtual information sessions
- www.mascotsplan.org
- Save the Dates for **July 22 and July 23 Community Open Houses!**

Questions?

Cathleen Sullivan

Director of Planning, Marin Transit

csullivan@marintransit.org





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City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

July 7, 2025

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

Subject: Fare Programs and Policy Updates and Approvals

Dear Board Members:

Recommendation

Receive an update on the District's fare programs and policies and approve the following:

- Marin Transit Fare Policy.
- Marin Transit Single Ride Ticket Policy.
- Eight fare free days or periods in FY2025/26.
- Free fares for youth during the summer and free fares during the Marin County Fair on an ongoing basis.

Summary

This Board letter provides a variety of updates regarding Marin Transit fare policy and fare payment. This includes an update on the implementation of the 2024 Fare Study, evaluation of free fare promotions, and an update on Marin Transit's general fare policy. New policies and recommendations are presented for your Board's consideration and adoption including a general Fare Policy; a Single Ride Ticket bulk purchase policy; and a recommendation for FY2025/26 promotions. This item includes four actions for your Board's consideration regarding fare policies and/or programs.

Background

Fare Study Update

Your Board adopted the following recommendations of the [Fare Study in early 2024](#): 1) replace Genfare Odyssey validating fareboxes with mechanical drop fareboxes and 2) transition to automated passenger counters (APCs) for passenger counting over the next three years.

For recommendation 1, staff has made progress towards replacing the Genfare validating fare boxed with simple low cost boxes. Staff released a drop farebox procurement in June and anticipate selecting a bidder and purchasing new



fareboxes this summer and fall. Replacement of the fareboxes is contingent upon launch of the Next Generation Clipper system (formerly called Clipper 2.0) and the transition of our non-cash fare products to Clipper (e.g. monthly passes, transfers, etc.). Unfortunately, the launch of Next Generation Clipper has been delayed. Staff are closely tracking the status of implementation of the new system and working closely with MTC and other operators to get a better understanding of timelines and risks. Currently, the launch is anticipated in late 2025 or early 2026. Staff will keep your Board apprised of timelines when there is more certainty from MTC.

On recommendation 2, staff has successfully procured automated passenger counters (APCs) and transitioned to the new technology on our buses; we have received FTA certification to use APCs for passenger counts; and we are currently updating all the backend systems to receive and integrate the new data feeds. As of February 2025, all ridership reporting is done using the APC system.

Once there is a firm date for the launch of Next Generation Clipper, staff will launch a rider education and outreach campaign to encourage riders to use Clipper. In the Next Generation Clipper environment, paying with Clipper will be the most cost-effective way for riders to pay due to regional transfer discounts, Clipper START, and other discounted fare products. Staff will conduct extensive outreach to educate riders on these benefits and transition riders to using Clipper. Staff will also work to get Marin Transit's institutional programs transitioned to Clipper such as the youth bus pass program, College of Marin (COM) pass, and the Marin Access Fare Assistance bus pass. Next Generation Clipper will also offer opportunities to launch eco-pass/universal pass products such as employer bulk discount programs.

Fare Policy

Your Board has discussed fare policy several times in recent years. Staff is requesting your Board to adopt a Fare Policy (AD-08) to codify our approach to fares. Overall, the District strives to keep bus fares affordable to ensure access to our services by riders of all abilities and incomes, and to maximize the benefit of the service to the community. Many riders face income barriers and keeping fares affordable is critical to maintaining and increasing the mobility of community members.

Discounted and free fare programs or promotions represent a loss of revenue; the District's fare policy strives to balance this loss with community needs. We keep our base fare low, we offer discounts to the highest-need populations, and we collect the full fare from those who can pay to help cover lost revenue. Attachment B summarizes this approach into a Fare Policy for your consideration and adoption. If adopted, this policy will not change our current fare policies or structures; it merely formalizes the District's approach to give staff and external partners a better understanding of how the District approaches setting fares and offering discounts.

Single Ride Ticket Policy

Marin Transit is working to launch a new method for distributing Single Ride Tickets. Single Ride Tickets are good for one ride on Marin Transit local buses; tickets are not valid for transfers, have no cash value, and no expiration date.¹ The new Single Ride Ticket will replace existing "Homeward Bound Tickets" and Genfare \$2.00 tickets². Homeward Bound tickets are a long-standing program that provides free single-use tickets to some community organizations to distribute to high-need populations such as

¹ The ticket is not valid for transfers or for use on Muir Woods Shuttle, Golden Gate Transit, Golden Gate Ferry, SMART, or Marin Access services.

² Genfare \$2.00 tickets will be replaced with simple paper tickets, with fraud prevention / reduction measures, once the farebox transition is complete.



individuals transitioning out of homelessness. These tickets have historically been printed by Homeward Bound who then handled distribution to their clients and select other agencies serving a similar population. Genfare \$2.00 tickets are sold via the customer service office at the San Rafael Transit Center, typically in bulk, to agencies and organizations seeking fare media to support a community need via the local bus system. The District receives frequent requests for bulk purchase discounts or free fare media from a variety of agencies, community-based organizations (CBOs), and other community groups.

With the change in fareboxes and the launch of Next Generation Clipper³, there is an opportunity to unify the single ride tickets and develop a policy to help staff address new requests and provide a more equitable distribution of benefit. Staff developed a Single Ride Ticket Policy, AD-09 (see Attachment C) for review and approval by your Board. This policy also requires organizations serving vulnerable/at-risk populations to provide information that will allow staff to better understand their needs and that of their clientele and seek to match them to the best fare products to meet those needs.

The policy has three main components: 1) it changes the Homeward Bound ticket format so that Homeward Bound will distribute Marin Transit branded Single Ride Tickets rather than a Homeward Bound paper ticket; 2) it shifts the responsibility for distributing Single Ride Tickets to agencies other than Homeward Bound to Marin Transit; and 3) it provides a discount structure for those purchasing Single Ride Tickets in bulk⁴. These changes are outlined in the Single Ride Ticket Policy, AD-09 document (see Attachment C).

Distribution of free or reduced cost single ride tickets results in a loss of fare revenue to the District. Additionally, there are costs related to staff time, customer service, and other nominal costs. The fiscal impact section below details the costs associated with this. The District will prepare an annual budget and monitoring plan for the allowable amount of reduced cost fare media to be distributed to ensure that the reduction in fare revenue and the cost and time associated with administration of this program does not overburden the District or necessitate a reduction of programs and services.

Should this policy be approved, the distribution of reduced cost single ride tickets in bulk will be done in accordance with this policy and with the approval of the District's General Manager, subject to budgetary limitations.

Fare Free Promotions

Fare free promotions provide an opportunity to highlight special days when transit is aligned with related environmental and congestion reduction efforts or supports other civic goals. Fare free days may encourage new riders to take transit or serve to thank our current riders by giving them a break on fares. Free fare days also impact operations by helping to speed bus boarding at heavily attended events such as the County Fair.

In October 2024, the Marin Transit Board of Directors approved a set of fare free days and periods between October 2024 and August 2025 (the dates and periods are summarized in Table 2 below). To assess the impact of these promotions, staff performed analysis of fare free promotional days or periods offered between October and May 2025. The analysis demonstrated that fare free promotions do not

³ The Next Generation Clipper program may offer new tools for use cases such as school field trips. Clipper Mobile tickets can be configured to support Family Fares and Group Travel. When Next Generation Clipper launches, staff will evaluate how to incorporate these new product offerings into our fare policy.

⁴ Marin Transit does not offer discounts on bulk purchase of passes (e.g. monthly or day passes).



result in notable increases in ridership and result in lost fare revenue of roughly \$60,000 annually. Fare free promotions do however provide opportunities to engage current riders, encourage ridership, collaborate with North Bay transit agencies and regional partners, and align with civic, environmental, and congestion-related goals. See Attachment D for the Evaluation of the FY25 fare free days.

Staff recommend continuing several of the fare free promotions in FY26 and adopting the Youth Ride Free summer promotion and Free Fares for the Marin County Fair promotion on an ongoing basis. Some fare-free days observed in FY25 will not be continued in FY26 as they did not present opportunities to collaborate at the regional level as expected, are a better fit for other agencies or organizations in the County (e.g. Bike to Work Day), and/or are a one-time event (e.g. ADA 35th Anniversary). The approval does preserve the total number of fare free days by including two “extra” days to be implemented as needed at the discretion of the General Manager to align with the goals noted above. Table 2 below summarizes the recommended fare free promotions for FY26.

The proposal to offer the Fare Free Youth summer promotion on an ongoing basis 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.⁵ Staff completed a Fare Equity Analysis (see Attachment E) which determined that free youth fares during the summer would create neither a disparate impact based on race nor a disproportionate burden on low-income individuals for Marin Transit riders. The proposal to offer Free Fares during the Marin County Fair does not require Fare Equity Analysis because the promotion applies to all riders.

Staff will continue to evaluate the effectiveness of fare free promotions and expect to provide a recommendation for annual fare free promotions to your Board each year.

Table 1: Recommended Fare Free Promotions in FY26

Promotion	Date	Applies To	Continue in FY26	Adopt as Ongoing Program
Clean Air Day	Wednesday October 1, 2025	Local Bus Service	X	
Election Day	Tuesday November 4, 2025	Local Bus Service	X	
Transit Equity Day	Wednesday February 4, 2026	Local Bus Service	X	
Earth Day	Tuesday April 22, 2025	Local Bus Service	X	
Bike to Work Day	-	Local Bus Service	-	
Youth Ride Free	June – August 2026	Local Bus Service	X	X
Marin County Fair	July 2026	Local Bus Service	X	X
35 th ADA Anniversary	-	Local Bus Service; Local Paratransit	-	

⁵ It should be noted that the Marin Transit Public Hearing policy was updated in January to only require public hearings for fare increases. Title VI equity analyses continue to be required for all fare changes.

Promotion	Date	Applies To	Continue in FY26	Adopt as Ongoing Program
Discretionary (up to two/year)	TBD	Local Bus Service	X ⁶	

Fiscal/Staffing Impact

The largest impact from distributing free or discounted fare media is a loss in fare revenue and not a direct expense to the District. The proposed policies and the free fares are consistent with what the District has provided in prior years and do not represent a significant increase in costs or fare losses.

In prior years, Marin Transit represented the cost of the Homeward Bound free fares as a transfer of revenue from Marin Access to the local Program and was budgeted at \$80,000 and had grown to over \$110,000.

Table 2: Estimated Loss in Fare Revenue

Cost	Detail	Estimated Fare Loss in FY2024/25	Estimated Fare Loss in FY2025/26
Reduced Cost Single Ride Tickets	Projected based on the number of passes distributed at discounted rate in FY25. Assumes maximum percent discount (e.g. 50%) for all passes sold.	\$5,500	\$5,500
Free Single Ride Ticket Distribution	Projected based on estimate of 60k passes distributed (15k / quarter) to Homeward Bound & other social service providers including contingency amount.	\$72,000	\$72,000
Fare Free Promotions	Projected based on average daily ridership for all recommended fare free days/periods	\$60,000	\$60,000
Total		\$137,500	\$137,500

Free or reduced cost fare media and fare free promotions have various costs associated with design and printing of rider facing collateral, cost related to promotional items, and staff time dedicated to delivering and evaluating these efforts. The bulk of the costs are related to printing the Single Ride Tickets; this cost is expected to be reduced by a considerable amount once the shift from Genfare fareboxes to the new fareboxes is complete. Table 3 summarizes total projected costs in FY2025/26 for the distribution of free for reduced cost and recommended fare free promotions. Funding associated with these offerings is included in the annual budget.

⁶ These days represent the two days recommended for discontinuation; the fare free promotions for up to two days will be offered at the discretion of the General Manager and will be aligned with stated goals of fare free promotions.



Table 3: Estimated Administrative Costs

Cost	Detail	Estimated Cost in FY2024/25	Estimated Cost in FY2025/26
Administrative Costs	Costs include graphic design, printing, promotional items / swag, sponsorships, and staff time	\$3,000	\$15,000
Estimated Total in FY2025/26			\$15,000

Respectfully Submitted,

A handwritten signature in black ink that reads "Joanna Huitt".

Joanna Huitt
Program and Policy Manager

Attachment A: Fare Update Presentation

Attachment B: Marin Transit Fare Policy

Attachment C: Marin Transit Single Ride Ticket Policy

Attachment D: FY25 Fare Free Promotion Evaluation

Attachment E: Title VI Analysis: Fare Free Youth for Summer Promotion



Fare Programs and Policy Updates and Approvals

Agenda

- 01** Fare Study Update
- 02** Marin Transit Fare Policy (A)
- 03** Single Ride Ticket Policy (A)
- 04** Fare Free Promotions (A)
- 05** Summary of Actions

Fare Study Update

Actions authorized February 2024

- Replace Genfare Odyssey validating fareboxes with mechanical drop fareboxes
- Transition to automated passenger counters (APCs) for passenger counting over the next three years
- Implement Next Generation Clipper



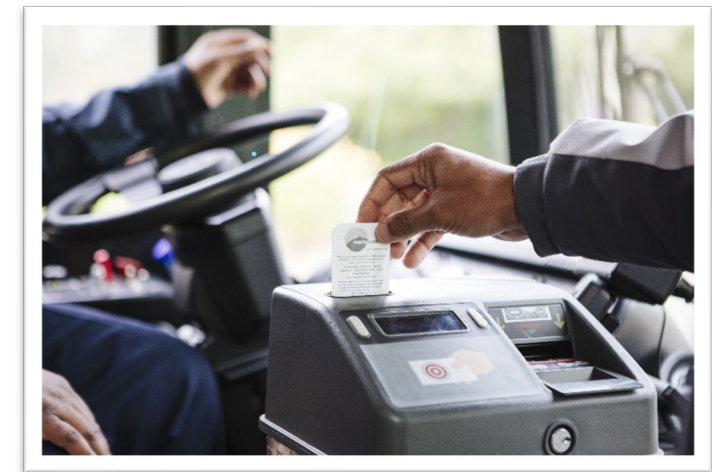
Marin Transit Fare Policy (AD-08)

- Purpose: Codify our approach to setting fares and offering discounts
- Approach: Balance revenue loss with community needs and access to the transit system
- New Policy Includes:
 - Federal Requirements
 - Current Fares and Discounts
 - Promotional Fares
 - Other Discounts
 - Fare Changes

Single Ride Ticket Policy (AD-09)

- Offer discounted single ride tickets in bulk
 - Tiered pricing
- Do not distribute free single-ride tickets with limited exceptions
- Do not offer discounted passes in bulk (e.g. monthly and day passes)
- Annually monitor sales, usage, and budget impacts

# Tickets	% Discount
50	10%
100, 150, or 200	25%
250	50%



Thanks to Our Loyal Riders!

¡Gracias a nuestros pasajeros leales!

Marin Transit local bus service is
FREE for all riders on these days:

*El servicio de autobús local de Marin Transit es
GRATUITO para todos los pasajeros en estos días:*



Nov 5, 2024	Election Day
Feb 4, 2025	Transit Equity Day
Apr 22, 2025	Earth Day
May 15, 2025	Bike to Work Day
July 2–6, 2025	Marin County Fair
Jul 26, 2025	35th Anniversary of the ADA (Americans with Disabilities Act)*

Remove by 7/27/25

FY 25 Fare Free Promos



Real Time Transit Info:
marintransit.org/real-time

Trip Planning:
marintransit.org/trip-planner

* Also valid for trips on Marin Access Local Paratransit.
También válido para viajes en Marin Access Local Paratransit.

Summary of Approvals Requested

Approve the following:

- Marin Transit Fare Policy
- Marin Transit Single Ride Ticket Policy
- Eight fare free days or periods in FY26
- Free fares for youth during the summer and free fares during the Marin County Fair on an ongoing basis

Thank you

CONTACT

Joanna Huitt

Program & Policy Manager

jhuitt@marintransit.org





MARIN TRANSIT FARE POLICY

Policy #:	AD-08
Subject:	Fare Policy
Effective Date:	July 7, 2025
Revision Date:	n/a

Fare Policy

Background/Purpose

Marin County Transit District (the District) strives to keep bus fares affordable to ensure access to our services by riders of all abilities and incomes, and to maximize the benefit of the service to the community. Many riders face income barriers and keeping fares affordable is critical to maintaining and increasing the mobility of community members.

Discounted and free fare programs encourage transit ridership and also represent a loss of revenue to Marin Transit. The District's fare policy strives to balance this loss with community needs. Marin Transit's fare policy approach is to keep the base fare low and target deeper discounts to the highest need populations; this ensures access by the most vulnerable individuals (e.g., older adults, youth, people with disabilities, and individuals with income barriers) while collecting fares from those individuals who can pay in order to provide the best possible service to the community.

Federal Requirements

Marin Transit, as a federally subsidized transit provider, is required by the Federal Transit Act to provide discounted fares to seniors, people with disabilities, and Medicare cardholders – the District may not charge more than half of the peak fare for fixed route transit during off-peak hours for these populations.

Current Fares and Discounts

Marin Transit has kept the base fare low, at \$2.00, for over 20 years. In addition, for decades, Marin Transit has gone beyond the required discount to offer 50% off for these populations at all times (peak and off-peak), as well as 50% off for youth 18 and under and free fares to low-income seniors (age 65+) and low-income youth. The region has also created the Clipper START program, which Marin Transit elected to participate in, to offer 50% off single rides to low-income adults on all transit providers region wide. Finally, Marin Transit offers discounts for frequent riders through day passes and monthly passes. These discounts are summarized in Table 1.

Table 1: Summary of Existing Fare Discounts

Rider Category	Discounts	Additional Discounts for Low-Income Riders
Adults	<ul style="list-style-type: none"> Discounts for frequent riders via day passes and monthly passes 10% off Clipper single ride 	<ul style="list-style-type: none"> 50% off single ride with Clipper START card
Senior/ADA	<ul style="list-style-type: none"> 50% discount on single rides, day passes, monthly passes 	<ul style="list-style-type: none"> Marin Access Fare Assistance (MAFA) program Free annual bus pass Subsidized Marin Access fares
Youth	<ul style="list-style-type: none"> 50% discount on single rides and day passes 	<ul style="list-style-type: none"> Free annual bus pass



Promotional Fares

“Promotional fares” include modifications to fare structures that are established on a short-term basis for the specific purpose of promoting service, encouraging increased ridership, and/or addressing equity. Each year the Board approves a set of fare-free days and periods, such as free summer youth, free fares during the Marin County Fair, and free fares on election day.

Other Discounts

Marin Transit offers discounts for organizations who want to purchase single ride tickets in bulk (Policy AD-09). The District also has a long-standing program that provides free single-use tickets to some community organizations to distribute to high-need populations such as individuals transitioning out of homelessness; the District otherwise does not offer free fare media. Marin Transit does not offer discounts on bulk purchase of monthly or day passes.

Fare Changes

Ample rider communications and education should be conducted prior to, during and after any fare change or change to fare media/payment methods.

Per the [Marin Transit Public Hearing](#) (Policy #AD-02), all fare increases require a public hearing prior to adoption by the Board. This includes any increases in the charges and fees assessed for use of District public transit services including cash fares, ticket fares, pass fares, transfer fares, or amendments to eligibility criteria for fare categories, or major changes to fare media or types of fare products that has the potential to negatively impact riders. Promotional fares are not subject to public hearings.

In addition, any fare change requires an equity analysis to determine if the proposed change may have unequal impact. The District’s federal Title VI Program includes a [Policy for Establishing Disparate Impact or Disproportionate Burden](#) (CR-02) which sets thresholds for determining when the impact of a proposed change constitutes a disparate impact on minority populations or a disproportionate burden on low-income populations. Marin Transit must present the findings of the equity analysis prior to Board adoption of the changes.



MARIN TRANSIT SINGLE RIDE TICKET POLICY

Policy #:	AD-09
Subject:	Single Ride Ticket Policy
Effective Date:	July 7, 2025
Revision Date:	n/a

Single Ride Ticket Policy

Overview

The District provides single ride tickets in bulk to agencies and organizations seeking fare media to support a community need via the local bus system. Single ride tickets are good for one ride on Marin Transit local buses; tickets are not valid for transfers, have no cash value, and no expiration date.¹

The distribution of reduced cost tickets in bulk shall be done in accordance with this policy and with the approval of the District's General Manager, subject to budgetary limitations. The District will prepare an annual budget and monitoring plan for the allowable amount of reduced cost fare media to be distributed to ensure that the reduction in fare revenue and the cost and time associated with administration of this program does not overburden the District or necessitate a reduction of programs and services.

Implementation of this policy also may serve as an avenue to establish relationships with organizations serving vulnerable/at-risk populations to understand their need and that of their clientele and seek to match them to the best fare products to meet those needs.



Discounted Single-Ride Tickets

Agencies or organizations requesting purchase of discounted single ride tickets have access to the following discounts on a first come/first served basis subject to budgetary limitations. Tickets are sold in increments of 50; prices are summarized in Table 2.

- 10% discount for purchase of 50 single ride tickets
- 25% discount for purchase of 100, 150, or 200 single ride tickets
- 50% discount for 250 single ride tickets.

Table 1 Single Ride Ticket Bulk Pricing

# Tickets	% Discount	Per Ticket Price	Pricing
50	10%	\$1.80	\$90
100, 150, or 200	25%	\$1.50	\$150
250	50%	\$1.00	\$250

¹ The ticket is not valid for transfers or for use on Muir Woods Shuttle, Golden Gate Transit, Golden Gate Ferry, SMART, or Marin Access services.



Process for Purchasing Discounted Tickets

Agencies or organizations seeking discounted single-ride tickets can pre-purchase them through the Marin Transit online store (marintransit.myshopify.com) or purchase them in person by visiting the customer service office at the San Rafael Transit Center or the Golden Gate Bridge Highway and Transportation District Administrative Office at 1011 Anderson Drive in San Rafael. Payment is accepted in the form of cash, credit, or check and is required at the time of pick-up.

Discounted single-ride tickets ordered via the Marin Transit online store must be picked up at the San Rafael Transit Center Customer Service window or at the Customer Service window at the Golden Gate Bridge Highway and Transportation District Administrative Office. Purchasers will identify the preferred pick-up location at purchase and will be notified when the tickets are available for pick-up.

Free Single Ride Tickets

Marin Transit does not distribute free single-ride tickets. There are limited exceptions to a small number of community-based organizations that support the needs of at-risk community members up to a maximum annual budgetary limit.

If your organization has a need for access to the transit system that is not met by this policy, please submit an inquiry at www.marintransit.org/fares (Attachment A). Marin Transit staff will review and respond to all inquiries within ten business days.

Fare Media for Marin Transit Needs/Events

The District reserves the right to directly distribute free fare media directly to community members for any purpose, including but not limited to: community education; travel training; promotional or community engagement activities; or rewards/incentives for events, focus groups, workshops.

Monitoring

Staff will monitor sales and distribution of single ride tickets and prepare an annual report and budget for review by the General Manager.

ATTACHMENT A

Marin Transit Fare Media Request Form

Marin County Transit District (Marin Transit) offers bulk discounted single-ride tickets to organizations, agencies, and community-based organizations (CBOs) to support a community need via the local bus system (www.marintransit.org/fares). If your organization's needs are not adequately met by this policy, our staff would like to discuss your needs and the fare products that may be able to meet these needs.

For assistance or to complete this form by phone, contact Marin Transit at info@marintransit.org or (415) 226-0855.

Marin Transit staff will review and respond to all requests within ten business days.

** Indicates required response*

1. Agency or Organization Name*

2. Type of Organization*

501(c)3 Non-Profit

City, County, or Special District Agency

Community Based Organization (CBO)

Other:

3. Contact Name*

4. Contact Title*

5. Contact Phone Number*

6. Contact Email*

7. Website

8. Please briefly describe the purpose or mission of your agency or organization.*

9. Please briefly describe your organization's or your clientele's need for access to the Marin Transit bus system.*

10. Marin Transit offers [travel training](#) to help riders learn how to ride the bus with ease and confidence and become more informed and independent consumers. Indicate whether you are interested in learning more about travel training. *

Yes

No



Fare Promotion – FY25 Interim Evaluation

Overview and History

The District strives to keep bus fares affordable to ensure access to local bus service by riders of all abilities and incomes, and to maximize the benefit of the service to the community. Marin Transit's general fare policy approach is to keep the base fare low – at \$2.00 for over 20 years¹ – and to target deeper discounts to the highest need populations. In addition to keeping base fares low, the District offers a variety of fare free promotions to engage current riders, encourage ridership, collaborate with North Bay transit agencies, and align with civic, environmental, and congestion-related goals.

In August 2021, the Marin Transit Board of Directors authorized staff to develop and implement Countywide fare promotional and pilot programs to offer near-term fare assistance to low-income families, students, and seniors. The goal of these programs was to maximize social equity and improve the rider experience. Following the promotions and pilot programs, staff analysis found that the FY22 and early FY23 fare promotions were relatively low cost and had a larger equity impact than ridership impact. In FY23, your Board approved continuation of the Youth Ride Free promotion and for staff to continue to explore options for future low-income fare promotions.

In October 2024, the Marin Transit Board of Directors approved a set of fare free days and periods between October 2024 and August 2025 (the dates and periods are summarized in Table 1 below). This report evaluates the impact of several of these days to help Staff determine the effectiveness of these promotions and identify best practices for future fare free promotions. The evaluation was completed using available data for five fare free promotions completed to date, including Clean Air Day, Election Day, Transit Equity Day, Earth Day, and Bike to Work Day. This report serves as an interim evaluation to allow Staff to shift the evaluation and recommendation of fare free days to align with the fiscal year.

Table 1: Marin Transit Fare Free Promotions (October 2024 - August 2025)

Promotion	Date	Applies To	New	Continuation
Clean Air Day	October 2, 2024	Local Bus Service	✓	
Election Day	November 5, 2024	Local Bus Service	✓	
Transit Equity Day	February 4, 2025	Local Bus Service	✓	
Earth Day	April 22, 2025	Local Bus Service	✓	
Bike to Work Day	May 15, 2025	Local Bus Service	✓	
Youth Ride Free	June - August	Local Bus Service		✓
Marin County Fair	July 2 – July 6, 2025	Local Bus Service		✓
ADA Anniversary	July 26, 2025	Local Bus Service, Paratransit	✓	

Ridership

Marin Transit has not historically used a ridership counting method that produces accurate results at the level of specific days. However, the District recently shifted to collecting ridership data via automated passenger counters (APCs), which can provide day-level counts. Due to this, reliable day-level ridership data is available for three of the five fare promotion days that have occurred during the evaluation period. To perform the analysis, staff compared estimated ridership for these days to

¹ Further, in 2020, Marin Transit reduced the monthly ticket price by 50%.



average ridership on the same day of the week in the same month. None of these days showed statistically significant shifts in ridership.

Fare Revenue

Fare free promotions represent a loss of revenue to the District. Table 3 below reflects estimated fare revenue loss for the fare promotion days that have occurred during the evaluation period. Staff initially projected fare revenue loss of \$60,000 across all fare free promotions. For the five fare free promotion days evaluated, estimated fare loss is just under \$30,000, representing roughly 50% of the anticipated fare revenue loss for all fare promotions scheduled between October 2024 and August 2025.

Table 2: Estimated Fare Revenue Loss from FY 25 fare free days (Oct-May)

Fare Free Promotion	Est. Fare Revenue Loss
Clean Air Day	\$5,714
Election Day	\$5,125
Transit Equity Day	\$4,318
Earth Day	\$6,225
Bike to Work Day	\$6,341
Total	\$27,722

Staffing & Community Engagement

Fare free promotions require staff support at a variety of levels to coordinate with the District's Operations team and contractors, develop and distribute promotional materials, engage riders via the District's electronic communications platforms (e.g. social media, website, and e-newsletters), and coordinate with regional partners.

To educate riders on the fare free promotions, staff developed social media messaging, e-newsletter messaging, and print materials in both English and Spanish to notify riders. Efforts to develop messaging and materials associated with these fare free promotions will be reduced in future years, as they can be used or slightly modified for future promotions. The impact of these efforts in terms of spurring transit ridership are nearly impossible to pinpoint, but they did allow staff opportunities to engage with riders in new ways and test new methods of communicating with riders.

Best practice activities in terms of community engagement for fare promotions are listed below.

- Collaborate with regional partners on branding, graphics, and messaging. Utilize national campaign messaging or promotional materials where possible.
- Develop community engagement toolkits to distribute to community partners to assist with rider education.
- Participate in community partner events to amplify the messaging and impact of the promotion.



- Develop story arcs associated with fare free promotions for use on social media to engage and connect with riders in a more meaningful way.
- Reserve discretion to offer additional fare free promotions to align with new or emerging civic, environmental, and congestion-related goals (e.g. Spare the Air Days, etc.)

Recommendation

While fare free promotions do not meet all the stated goals, in particular ridership impacts, fare free promotions do provide opportunities to engage current riders, encourage ridership, collaborate with North Bay transit agencies and regional partners, and align with civic, environmental, and congestion-related goals. Staff time and fare revenue loss associated with offering these promotions are nominal in light of the benefits noted above.

Staff recommend continuing several of the fare free promotions in FY26 and adopting the Youth Ride Free summer promotion and Free Fares for the Marin County Fair promotion on an ongoing basis. Some fare-free days observed in FY25 will not be continued in FY26 as they did not present opportunities to collaborate at the regional level as expected and are a better fit for other agencies or organizations in the County (e.g. Bike to Work Day) or are a one-time event (e.g. ADA 35th Anniversary). The approval does preserve the total number of fare free days by including two “extra” days to be implemented as needed at the discretion of the General Manager to align with the goals noted above.

The proposal to offer the Fare Free Youth promotion on an ongoing basis would reduce fares for some Marin Transit riders, which constitutes a fare change requiring a Fare Equity Analysis under the FTA’s Title VI regulations². Staff completed a Fare Equity Analysis (see Attachment E) which determined that free youth fares during the summer would create neither a disparate impact based on race nor a disproportionate burden on low-income individuals for Marin Transit riders. The proposal to offer Free Fares during the Marin County Fair does not require Fare Equity Analysis because the promotion applies to all riders.

Staff will continue to evaluate the effectiveness of fare free promotions and expect to provide a recommendation for annual fare free promotions each year.

Table 3: Proposed Fare Free Promotions in FY26

Promotion	Date	Applies To	Continue in FY26	Adopt as Ongoing Program
Clean Air Day	Wednesday October 1, 2025	Local Bus Service	X	
Election Day	Tuesday November 4, 2025	Local Bus Service	X	
Transit Equity Day	Wednesday February 4, 2026	Local Bus Service	X	
Earth Day	Tuesday April 22, 2025	Local Bus Service	X	
Bike to Work Day	-	Local Bus Service	-	

² It should be noted that the Marin Transit Public Hearing policy was updated in January to only require public hearings for fare increases. Title VI equity analyses continue to be required for all fare changes.



Promotion	Date	Applies To	Continue in FY26	Adopt as Ongoing Program
Youth Ride Free	June – August 2026	Local Bus Service	X	X
Marin County Fair	July 2026	Local Bus Service	X	X
35 th ADA Anniversary	-	Local Bus Service and Local Paratransit	-	
Discretionary Fare Free Days (up to two / year)	TBD	Local Bus Service	X ³	

³ These days represent the two days recommended for discontinuation; the fare free promotions for up to two days will be offered at the discretion of the General Manager and will be aligned with stated goals of fare free promotions.

Free Summer Youth 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 offer free fares for youth during the summer as an ongoing fare free promotional program. 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 offer free fares for youth during the summer on an ongoing basis. Youth is defined as riders ages 5-17 (under 5 already ride for free year-round), and the summer is defined as the months of June, July, and August. The current youth fare year-round is \$1.00 for single rides (the proposal would not affect the price of youth pass products). 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 free youth fares during the summer 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 to Establish Title VI Policies

As required under Title VI, this section summarizes the public outreach activities that were undertaken before adopting Marin Transit’s Title VI policies.

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.

Free Summer Youth Fares

Marin Transit is considering offering free youth fares during the summer on an ongoing basis for the following reasons: enhancing youth mobility, exposing youth to public transit, overall community benefit and benefits to families in particular, and regional coordination.

Community Benefit

Community members in Marin County have approached District staff and board members about offering free transit for youth, at least for part of the year. Youth under 16 are unable to drive and are more dependent on public transportation, and exposing youth to public transit helps build transit-riding habits that can contribute to healthier and lower-carbon transportation habits into adulthood.

In summer 2023, in response to the above public interest and board requests to explore free transit for youth, Marin Transit offered a one-time promotion of free youth fares during the summer break between school years (mid-June to mid-August). The summer break period was chosen because ridership is generally lower when school is not in session, so there would be fewer overcrowding concerns from the fare promotion during this period. The promotion had a positive reception from both the public and the Board.

Regional Coordination

In summer 2024, the North Bay local operators (Marin Transit, Sonoma-Marín Area Rail Transit, Petaluma Transit, Santa Rosa CityBus, and Sonoma County Transit) coordinated on a marketing campaign for free youth fares during the summer. Unlike Marin Transit's summer 2023 promotion, this one would include the entirety of the months of June and August. District staff decided that the benefits of regional coordination would be worth the tradeoff of potential overcrowding during the first and last few weeks of school, and the board approved the one-time promotion. Again, the promotion had a positive reception.

In fall 2024, the Board approved a third year of free summer youth as part of a package of free fare promotions for FY24/25. As this pilot enters its third year, it is timely to conduct an official Title VI analysis to inform decision-making around this free youth fare promotion.

Current and Proposed Youth Fares

The current youth fare for a single ride is \$1, which can be paid via either cash or a youth Clipper card. Note that this represents less than a third (31%) of youth ridership; the majority of youth riders use an annual youth pass (68%). This program would be unaffected by the proposed fare change. The youth pass gives pass holders unlimited access to the bus for the entire year, and District staff do not anticipate free youth fares during the summer to affect youth pass enrollment or ridership given that these riders already have free access during the summer.

For a full breakdown of Marin Transit fares currently and under the proposed free summer youth policy, see Table 1 in the Equity Analysis section below.

Equity Analysis

Free youth fares during the summer months 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 free summer youth policy. The changes in youth fares are highlighted in the tables.

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

Fare Type	Existing Average Fare	Proposed Average 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	\$0.75	-25%	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	\$0.00	\$0.00	0%	7,339	0%	30%	70%	25%	75%
Clipper - Youth	\$1.00	\$0.75	-25%	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%

Fare Type	Existing Average Fare	Proposed Average Fare	% Change	Annual Ridership	% Total Ridership	% Minority	% Non-Minority	% Low-Income	% Non-Low-Income
Day Pass - Senior ADA	\$0.68	\$0.68	0%	1,732	0%	46%	54%	59%	41%
Day Pass - Youth	\$1.46	\$1.09	-25%	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	\$0.00	\$0.00	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:

To model free summer youth fares, youth fare types which would be affected (highlighted) were reduced by 25% to represent being free 3 out of 12 months every year.

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 demographics.

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 Average Fares Before Change	Minority Average Fares After Change	Non-Minority Average Fares Before Change	Non-Minority Average 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	\$79,270	\$41,682	\$31,262
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	\$0	\$0	\$0	\$0
Clipper - Youth	5,610	2,490	\$5,610	\$4,207	\$2,490	\$1,867
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

Fare Type	Minority Riders	Non-Minority Riders	Minority Average Fares Before Change	Minority Average Fares After Change	Non-Minority Average Fares Before Change	Non-Minority Average Fares After Change
Day Pass - Senior ADA	800	932	\$541	\$541	\$630	\$630
Day Pass - Youth	23	0	\$34	\$25	\$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	\$0	\$0	\$0	\$0
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	\$1,486,386	\$1,458,551	\$554,183	\$543,140
Average Fare			\$0.71	\$0.70	\$0.76	\$0.74

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 Average Fares Before Change	Low-Income Average Fares After Change	Non-Low-Income Average Fares Before Change	Non-Low-Income Average 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	\$51,802	\$78,307	\$58,730
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	\$0	\$0	\$0	\$0
Clipper - Youth	2,427	5,673	\$2,427	\$1,820	\$5,673	\$4,255
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 Average Fares Before Change	Low-Income Average Fares After Change	Non-Low-Income Average Fares Before Change	Non-Low-Income Average Fares After Change
Day Pass - Senior ADA	1,022	710	\$691	\$691	\$480	\$480
Day Pass - Youth	0	23	\$0	\$0	\$34	\$25
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	\$0	\$0	\$0	\$0
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	\$993,375	\$975,501	\$1,047,193	\$1,026,190
Average Fare			\$0.60	\$0.59	\$0.90	\$0.88

Data Sources

The data in the above tables come from two main sources: Marin Transit's fare data and the Marin Transit on-board rider survey, which was conducted in 2017. 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 type².

Impact Assessment

The purpose of this impact assessment is to determine whether the benefits of the fare reduction associated with the free summer youth policy 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	\$0.71	\$0.76	\$0.60	\$0.90
Average Fare Under Proposed Change	\$0.70	\$0.74	\$0.59	\$0.89
% Change in Average Fare	-1.9%	-2.0%	-1.8%	-2.0%
Difference in Percent Change Between Minority/Low-Income and Non-Minority/Non-Low-Income Riders	0.1%		0.2%	
Disparate Impact/Disproportionate Burden Threshold	20%		20%	
Results	No Disparate Impact		No Disproportionate Burden	

As demonstrated in Table 4, the differences in benefit to non-minority and non-low-income riders under the proposed free summer youth fare policy 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.

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.

² The SMART transfer demographic data comes from the SMART on-board rider survey, as SMART was not in service yet at the time of the 2017 Marin Transit on-board rider survey.

Free Summer Youth Implementation Timeline

At the Board of Directors meeting on July 7, 2025, the Board will consider whether to adopt the proposed free summer youth fare policy change on a permanent basis. If approved, the policy would be implemented starting in June 2026.



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City of San Rafael

July 7, 2025

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

Subject: Capital Projects Update

Dear Board Members:

Recommendation

Discussion item.

Summary

Marin Transit is in active construction on two projects. At 3010/3020 Kerner Blvd, in San Rafael the District is building a parking facility with a solar canopy and back-up battery storage system for the adjacent Marin Access maintenance facility. The second project is an ADA Bus Stop Improvement Project, which is updating stops around the county. This letter gives updates on both projects and a general look ahead for upcoming capital projects.

3010/3020 Kerner Blvd Parking Lot

Background

3010/3020 Kerner Blvd is adjacent to the Marin Access Operations and Maintenance Facility, located at 3000 Kerner Blvd. Marin Access and includes the ADA mandated paratransit service and other services for older adults and people with disabilities. The District purchased 3010/3020 Kerner Blvd in San Rafael in July 2022 with the intention of making it into a parking facility for a portion of Marin Transit's fleet. Improvements underway for this site include adding a solar canopy over some of the parking, installation of an expandable backup battery system that is tied to the facility at 3000 Kerner, and installation of an EV charger for two electric paratransit vans. Additionally, the project will make the site ready for chargers at all remaining parking stalls. This includes conduit around the parking lot and an oversized switchgear which can handle increased future electrical loads.

Design of the parking facility began in December 2022 through a contract with BKF Engineers. The project was split into two phases: (1) demolition of the office buildings on the site and (2) construction of the parking facility. Demolition was bid out in June 2023, and the work was completed in April 2024. Design and permitting for the parking facility was completed in June 2024. Marin Transit brought on Roebbelen Consulting, Inc. to help do a constructability review of



the project and to provide construction management services. The project was put out to bid in September 2024 and your board awarded a construction contract to Ghilotti Bros. Inc. in December 2024.

Current Status

The construction contract for the Kerner Parking Lot started with a procurement phase for long lead time items and is now in active construction. The first notice to proceed (NTP) was submitted to the contractor on January 8, 2025, with the pre-construction meeting held on January 15th.

The solar canopy portion of the project was bid out as design-build and the first few months were spent finalizing the solar design. The canopy design is currently under review by the City of San Rafael, and once approved, the contractor will begin the procurement of steel for the canopy structure.

While awaiting final approval of the canopy from the City, the team has moved forward with additional demolition and excavation of the site, off hauling of excavated soil, and installing drainage and catch basins. The contractor has also begun trenching and laying electrical conduit for the solar, battery, electric vehicle chargers, and future electric vehicle chargers.

The majority of the construction of the parking lot and paving will be completed in October 2025 with the solar canopy being completed in December 2025. At this time, vehicles will be able to park at the site. Final project completion will then have to await arrival of the electrical switchgears. The new electrical features like, the solar, battery backup system, or vehicle chargers will be not operational until the switchgears arrive. The switchgears are a very long lead time item and will not be arriving until January 2026.

ADA Bus Stop Improvements

Background

This project will make improvements at 22 bus stops. These improvements include Americans with Disabilities Act (ADA) accessibility improvements at 14 stops, 13 new or replacement shelters, and the creation of three new stops; one within the Canal at E. Francisco Blvd and Medway Rd and the others are two paired stops near Marin Community Clinics in Novato.

Marin Transit started working on this project in 2018 following a 2017 Bus Stop Conditions Assessment where surveyors identified stops that needed improvement. Within that list of stops, staff prioritized improvements based on ridership and the need for ADA accessibility improvements. Conceptual plans were developed for those stops by the consultant team leading the conditions assessment.

In 2021, Marin Transit executed a task order to complete design work for the bus stop improvements through an on-call engineering contract with Mark Thomas and Company (Mark Thomas).

Park Engineering (recently acquired by Consor) was brought on in May 2024 to do a constructability review and to provide construction management services. Your board awarded a construction contract with Coastside Concrete (Coastside) on January 13th, 2025 for this project. Below is the list of stops which will be improved.

Table 1: Bus Stop Improvements

Stop ID	Stop Location	Direction	Jurisdiction	Primary Improvements
40673	San Marin Dr & San Carlos Way	WB	Novato	Replace Shelter
40726	Ignacio Blvd & Sunset Parkway	WB	Novato	Add Shelter
41328	Smith Ranch Rd & Yosemite Rd	EB	San Rafael	ADA Landing Pad, Add Shelter
40515	Sir Francis Drake Blvd & Alhambra Circle	WB	Fairfax	ADA Landing Pad, Add Bench, Red Curb
40519	Sir Francis Drake Blvd & Oak Manor Dr	WB	Fairfax	ADA Landing Pad, Add Bench, Red Curb
40472	Sir Francis Drake Blvd & San Anselmo Ave	EB	San Anselmo	ADA Landing Pad, Replace Shelter
40418	Fourth St & Santa Margarita Ave	WB	San Rafael	Repair sidewalk for ADA Landing, Red Curb
New Stop	Francisco Blvd E & Medway Rd	EB	Caltrans & San Rafael	New Sidewalk, Bus Pad, Crosswalk, Solar Light
40330	College Ave & Sir Francis Drake Blvd	EB	County of Marin	Replace Shelter, Red Curb
40150	Miller Ave & Camino Alto	WB	Mill Valley	Add Shelter
40153	Almonte Blvd & Rosemont Ave	SB	County of Marin	ADA Landing Pad
40184	Strawberry Frontage Rd & US 101 NB On Ramp	SB	Caltrans	ADA Landing Pad, Crosswalk
New Stop	Redwood Blvd & Hill Rd	WB	Novato	Add Shelter
41326	N Redwood Dr & Smith Ranch Rd	WB	San Rafael	ADA Landing Pad, Add Shelter
40580	Merrydale Rd & N San Pedro Rd	NB	San Rafael	ADA Landing Pad
40319	Sir Francis Drake Blvd & Bon Air Rd	WB	County of Marin	Add Shelter
40765	Alameda Del Prado & Hwy 101 SB	SB	Novato	ADA Landing Pad, Add Shelter
New Stop	Redwood Blvd & Landing Ct	EB	Novato	ADA Landing Pad, Add Shelter
41361	Sir Francis Drake Blvd & Bank St	SB	San Anselmo	ADA Landing Pad, Add Shelter, Red Curb
40279	Tamalpais Dr & Meadowsweet Dr	EB	Corte Madera	ADA Landing Pad, Add Shelter, Red Curb
41364	Hamilton Pkwy & Aberdeen Rd	NB	Novato	ADA Landing Pad
41365	Hamilton Pkwy & Aberdeen Rd	SB	Novato	ADA Landing Pad

Current Status

A Notice to Proceed (NTP) was submitted to Coastsides on January 27th, 2025. This NTP began the procurement phase of the contract, which gave the contractor sufficient time to purchase the shelters and amenities with long lead times. During this time, Coastsides is also working on submittals of product specifications and other technical data to ensure conformance with the construction contract. Per the contract, Coastsides had 120 working days for the procurement phase, which ends on July 18th, and 100



days for the construction phase, which would end on November 25th, 2025. This is the maximum allowed in the contract and the construction may be complete sooner.

The Capital Team and Operations Team will be working closely together to make sure that all our passengers are accommodated during construction and that our Operators are made aware of any impacts to bus stops. A temporary stop location has been identified at each existing stop location and stop notices will be posted both on our website and at stops two weeks before construction at the stop to notify passengers of alternate boarding locations. During construction, we can also put out digital alerts at the stops that will show in Google Maps and other real time information feeds.

Look Ahead

In addition to these active construction projects, Marin Transit Staff are in the process of scoping and designing several future construction projects.

For facility projects, staff are working on scoping renovation projects for 600 Rush Landing (Novato) and 3000 Kerner Blvd (San Rafael). Staff anticipates releasing procurements for design later this calendar year. At 600 Rush Landing, the project plan is to rehabilitate the pavement, increase the power for additional Battery Electric Buses, and renovate the building interior. While funding for design of these improvements has been identified, Marin Transit is actively seeking funds for construction. At the facility at 3000 Kerner, the project goal is to add a driver breakroom to accommodate drivers using the new adjacent parking facility at 3010-3020 Kerner.

Marin Transit staff are also working on renovations to the bus stop at Redwood Blvd and Grant Avenue. Repairs to the roof were completed this spring. Painting, adjustment of the passenger information displays, and replacement of weathered and/or deteriorating elements are planned for this project. Construction is estimated to being in Winter 2025.

The capital team is also working on several upcoming vehicle replacement projects. These purchases will be brought to your board for approval. As part of the Short Range Transit Plan (S RTP), an updated vehicle replacement plan and associated Zero Emission Bus Rollout plan will be brought to your Board in September. This includes an analysis on fuel efficiency by vehicle type and an update on how the District's six electric buses are performing.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

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

Anna Penoyar
Capital Projects Manager

Attachment A: Presentation



Capital Projects in Construction

JULY 7, 2025

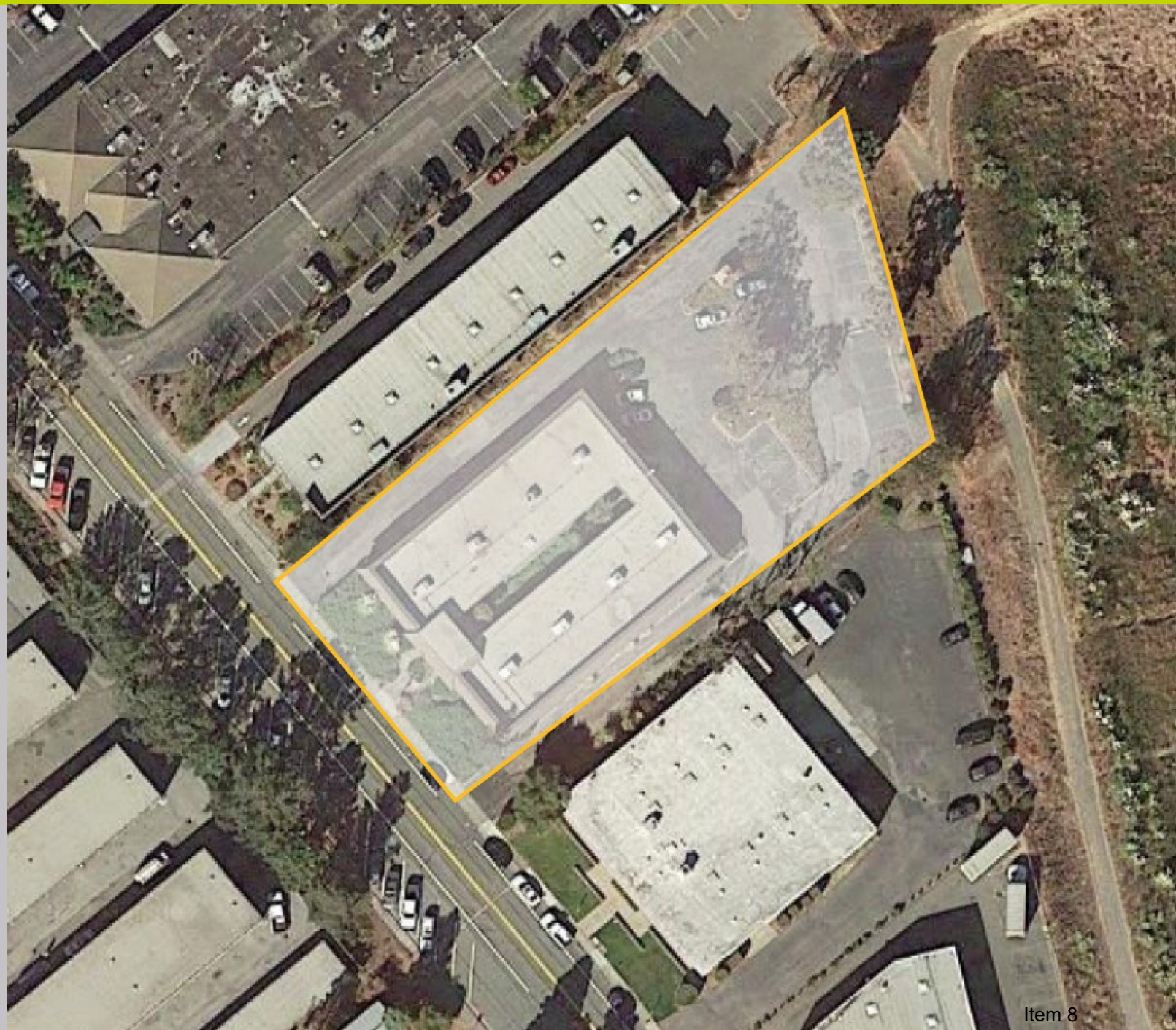
Agenda

- 01** 3010/3020 Kerner Blvd
- 02** Bus Stop Improvements
- 03** Upcoming Capital Projects

3010/3020 Kerner Blvd

Project History

- Purchased in July 2022
- Design Phase:
 - Initiated January 2023
- Demolition: April 2024
- Construction Award: December 2024



Project Overview

- Parking for up to 45 vehicles
- Solar Canopies on the northern side of lot
- Battery Back up System
- 2 EV Chargers
- Conduit for future charging
- Connected to 3000 Kerner in the back
- Fencing and Lighting

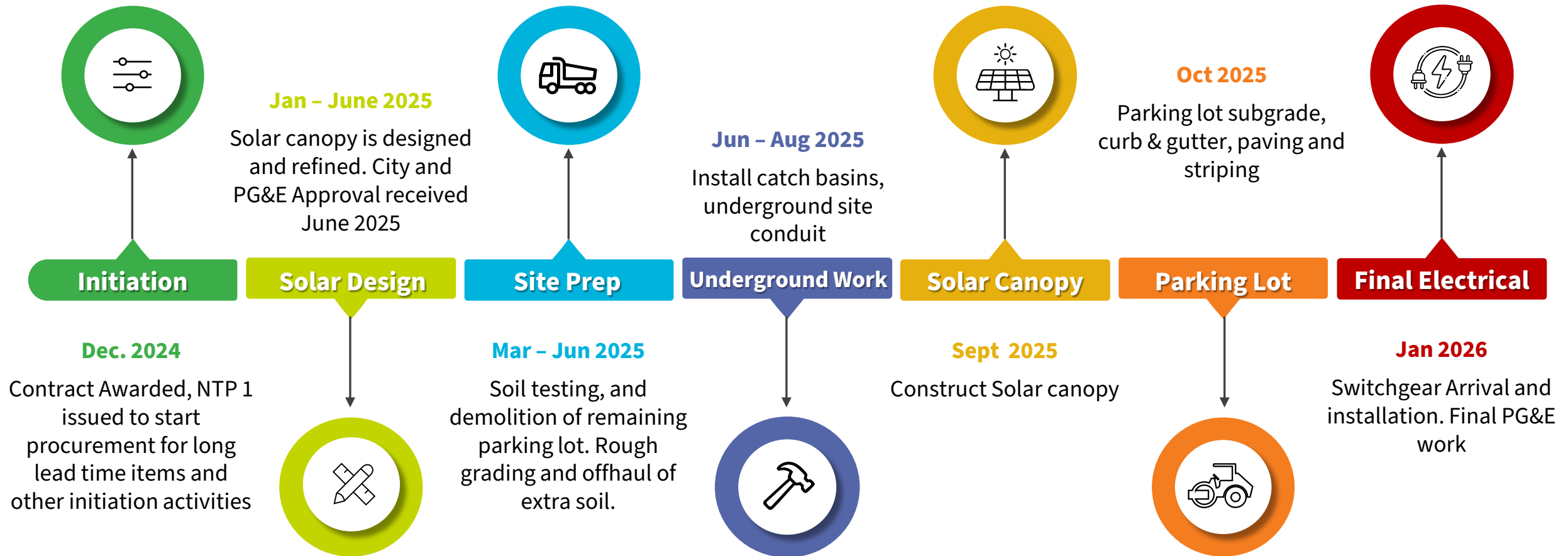


Project Challenges

- Geotechnical Environment
 - Bay mud, high water table
- Buy America requirements
- Switchgear availability
- Permitting and Utilities



Construction Timeline (estimate)





Project Updates

Project updates will be posted
on Marin Transit's website at:

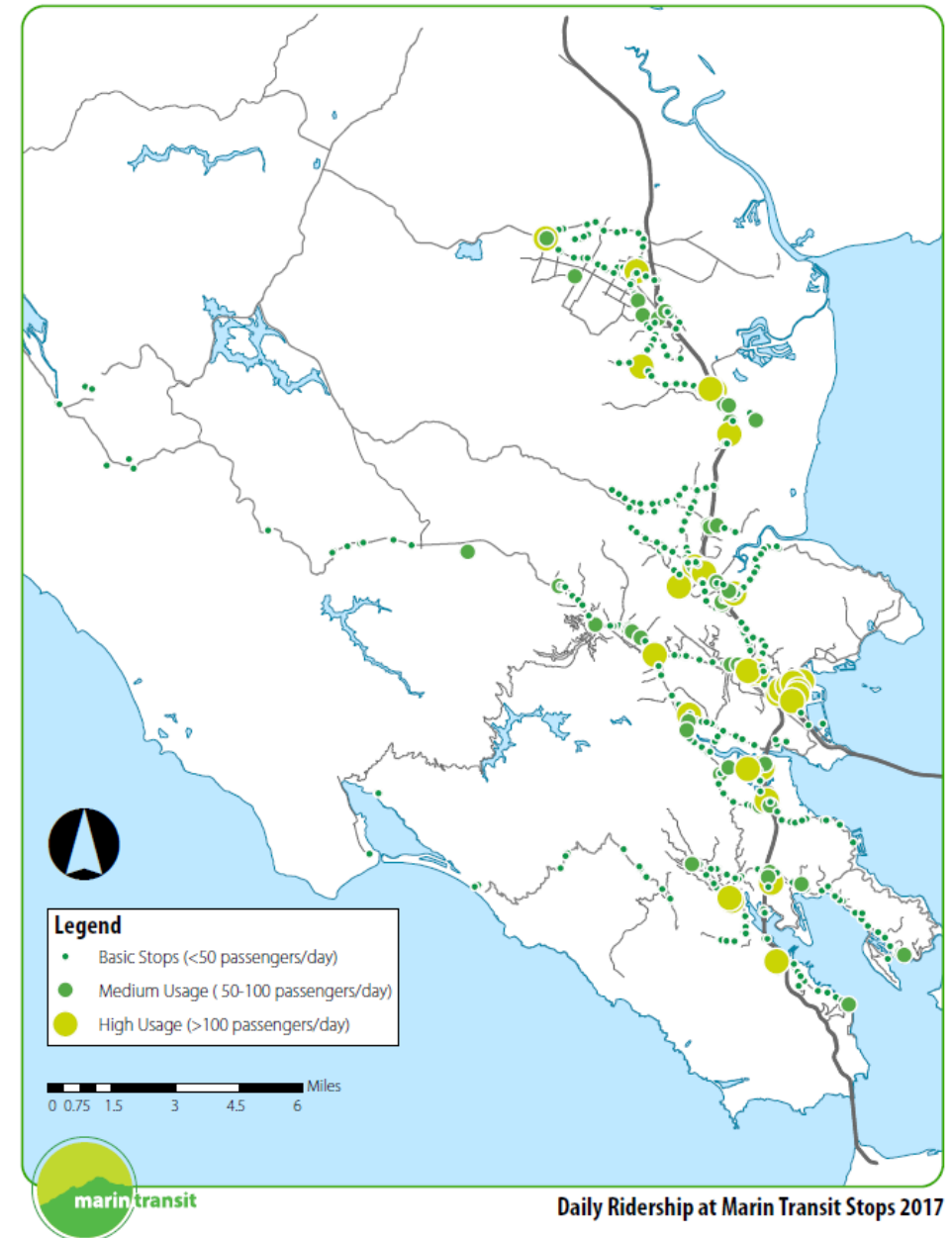
<https://marintransit.org/projects/kerner-boulevard-redevelopment-project>






Marin County Bus Stop Improvements

Project History

- 2017 – Bus Stop Conditions Assessment
- 2018 – Conceptual Plans
 - Accessibility
 - Ridership
- 2021 – Task Order for Full Design
- July 2023 – Final Jurisdictional Review initiated
- October 2024 – Final Approvals
- January 2025 – Construction Award



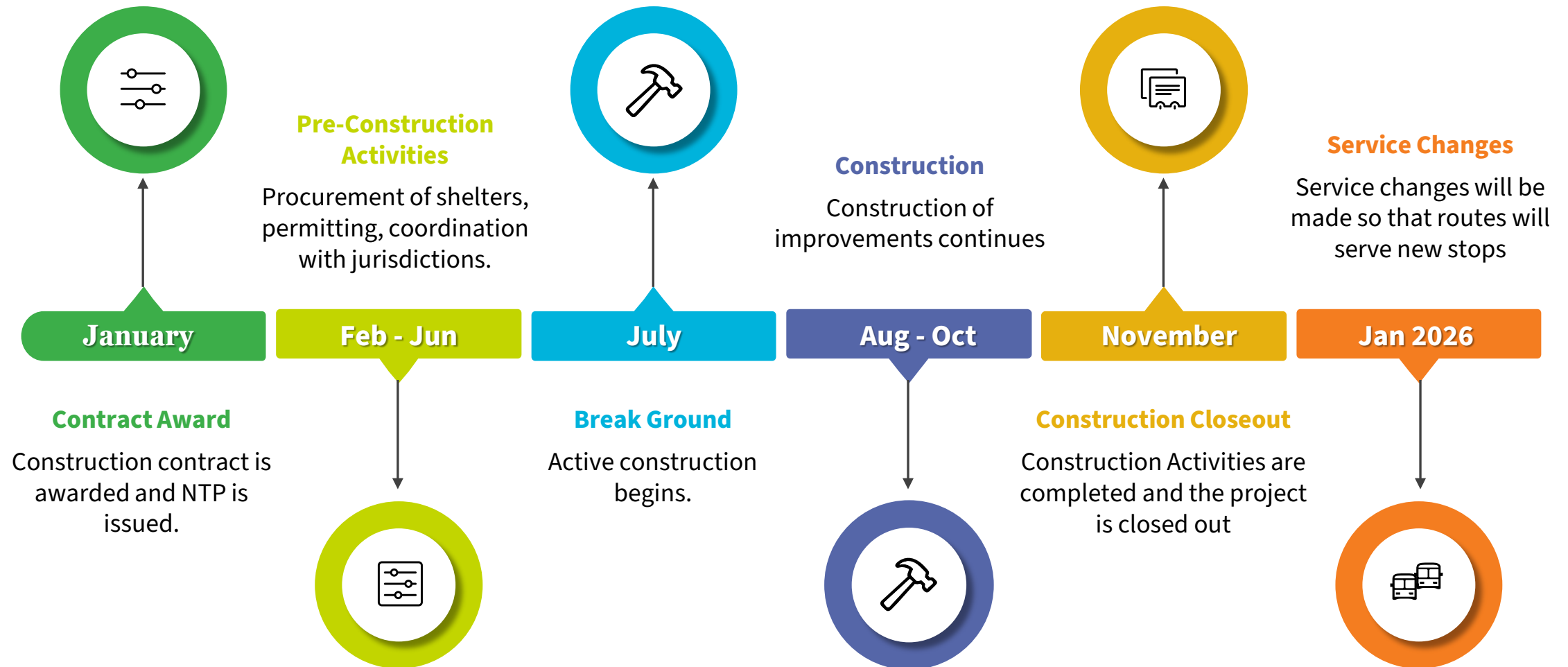
Project Overview

-  • ADA Improvements at 14 locations
-  • New or Replacement Shelters at 13 locations
-  • Three new bus stops!



Stop ID	Stop Location	Direction	Jurisdiction	
40673	San Marin Dr & San Carlos Way	WB	Novato	
40726	Ignacio Blvd & Sunset Parkway	WB	Novato	
41328	Smith Ranch Rd & Yosemite Rd	EB	San Rafael	
40515	Sir Francis Drake Blvd & Alhambra Circle	WB	Fairfax	
40519	Sir Francis Drake Blvd & Oak Manor Dr	WB	Fairfax	
40472	Sir Francis Drake Blvd & San Anselmo Ave	EB	San Anselmo	
40418	Fourth St & Santa Margarita Ave	WB	San Rafael	
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40153	Almonte Blvd & Rosemont Ave	SB	County of Marin	
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41361	Sir Francis Drake Blvd & Bank St	SB	San Anselmo	
40279	Tamalpais Dr & Meadowsweet Dr	EB	Corte Madera	
41364	Hamilton Pkwy & Aberdeen Rd	NB	Novato	
41365	Hamilton Pkwy & Aberdeen Rd	SB	Novato	Item 8 

Construction Timeline (estimate)



Project Updates

- Project Website:
<https://marintransit.org/projects/ada-bus-stop-improvements>
- Rider Alerts –
 - Posted on Marin Transit Website and Real Time Information Feeds
 - Posted at affected stops and temporary stops



Upcoming Capital Projects

Upcoming Capital Projects

- 600 Rush Landing Parking Lot and Building Renovations
 - Design in FY2025-26
- 3000 Kerner Blvd Breakroom
 - Design in FY2025-26
- Redwood and Grant Bus Stop
 - Design and Construction in FY2025-26
- Vehicle Replacements
- Updated Zero Emission Bus Rollout Plan

Thank you

CONTACT

Anna Penoyar

Capital Projects Manager

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City of San Rafael

July 7, 2025

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

Subject: Fixed Route Maintenance Facility Update

Dear Board Members:

Recommendation

Discussion item.

Background

Marin Transit has been working towards ownership of bus parking and maintenance facilities for over ten years. Between 2020 and 2022, Marin Transit successfully acquired three small sites and developed them to provide fixed route bus parking, paratransit maintenance, and paratransit parking. However, these sites do not provide sufficient space to accommodate parking the full bus fleet nor to maintain fixed route vehicles or install sufficient electric bus charging to fulfill state mandates and Marin County's sustainability goals.

Marin Transit's biggest remaining need is for a centralized fixed route facility for maintenance, additional bus parking, and charging of zero-emission buses. This facility would support continued investment in electric buses, improve operational efficiency, increase competition for contracted service, and reduce long term risk.

Marin Transit received a \$31.5 million Federal Transit Administration (FTA) Section 5339 grant in 2023 which provides funding towards the estimated \$44.5 million facility project and an investment of \$2.2 million in workforce development. In November 2024, Marin Transit purchased a 3.5 acre site at 1075 Francisco Blvd East in San Rafael. This board letter presents the current status of project scoping and outreach, the environmental review process and the project timeline.

Project Programming

Staff is currently working on a task order through the District's on-call engineering contract with Mark Thomas & Company that includes development of the project programming and draft site plan. The 3.5-acre site on Francisco Blvd. is smaller than the staff's initial project intent of a minimum of five acres, so the programming is constrained, and the final project will not include all the desired project components. Table 1 lists the desired project components and

what components are included in the constrained project. In developing the site plan alternatives, the team considered using multiple stories as a method to incorporate more project components and potential community serving enhancements. Unfortunately, poor soil quality and a small building footprint mean that the cost increases for the additional space are not linear; for the gained square footage, there is a disproportionately large increase in cost. In addition, space is lost to the necessary circulation elements – elevator and stairs – further decreasing the efficiency of building up. Finally, most uses are more appropriate for ground floor areas (maintenance bays, parts storage, bathrooms). As such, the team moved forward with a single-story design.

The team has determined that the constrained project can meet the minimum district needs and a draft site plan is included as Attachment A.

Table 1: Maintenance Facility Desired Components vs Site Constrained

Project Component	Desired	Site Constrained
Maintenance Bays	6	5
Bus Parking	79	49*
Staff Parking	73	57*
Offices	6-7 (As feasible)	4
Maintenance Breakroom and bathrooms	Yes	No, Combined with driver areas
Training/Conference Room	Yes	No
Driver Breakrooms and Bathrooms	Yes	Yes
Dispatch	Yes	No
Electric Bus Charging	Yes	Yes
Solar Component**	Power for Buses and Building	Power for Building only
Back up power system	Yes	Yes
On Site Childcare	Maybe	No

**Subject to final layout revisions and requirements*

***Solar power for supplementing building operation; does not provide adequate power for charging buses.*

Your board directed staff to complete “an evaluation of the potential for housing, retail or other supportive transportation uses in conjunction with the needs of the District’s transit use of the site”. Staff has been working to identify and evaluate these additional potential uses based on:

- Feasibility;
- Community Benefit;
- Economic Viability; and
- Impacts to Project Timeline.



Staff has met with community partners and the City of San Rafael to understand the community needs and has worked with consultants to complete technical evaluations of potential uses outside the District's core needs. Adding a large-scale housing or retail component to the site was determined not to be feasible, not to be economically viable, and likely to cause significant delays to the project. Similarly, including onsite childcare was determined not to be the best way to address the community and employee need. With input from City of San Rafael staff and community partners, Marin Transit staff has identified the following project elements or community needs that will be further evaluated and discussed:

1. Food vending opportunity – potential space to park a food truck
2. Private Vehicle EV Charging – Curb Side /Employee Parking Lot
3. Community Room
4. Car Share parking
5. Offsite expansion of childcare options and/or childcare vouchers.

The community will have an opportunity to weigh in on these potential elements at outreach events this summer. While not all these elements may be able to be accommodated on site, there may be opportunities through the project grant to help address them if they are community priorities. For example, while on-site childcare may not be compatible with the facility, the grant includes workforce development funding that can be used to support and license more “in-home” childcare providers. Additionally, the training room was removed from the project plan, but there may be opportunities to provide community meeting spaces in other District offices. Having a better understanding of community priorities will help staff develop proposals about how to use resources and modify the site plan.

Finally, Marin Transit has been engaged in an information collection phase on the workforce development and childcare components of the grant. We have been meeting with local partners and collecting best practices to inform how we approach those aspects of the grant. Since we do not anticipate these needs being met on-site, these elements of the grant will advance on their own timelines. We anticipate having more information to review with the Board later this year into early 2026.

Community Coordination and Communication Plan

Marin Transit has been working to develop a community engagement and communication plan for all project phases. Staff has been working with the City of San Rafael and with local community groups to understand how best to engage community stakeholders in the project development process. Staff brought the Draft Facility Engagement and Communication Scoping Plan to your Board in March and has since engaged Kimely Horn through our on-call planning contract to support the outreach effort and further develop the engagement and communication plan.

The Kimley-Horn team includes local outreach and community partners including Canal Alliance and Ricardo Huerta of the San Francisco Foundation. The scope includes not only in-person engagement, digital engagement, media/advertising, but also a robust community capacity building and community leadership component. Since the March Board update, the team also hosted a booth at the Nuestro Canal Nuestro Futuro event which was attended by hundreds of community members in early May and collected high quality input on the facility and the proposed complementary uses.

Key findings from that event were that the highest community priorities were as follows:

1. Frequent and reliable bus service;
2. Clean, well-lit bus stops; and
3. Sidewalk and lighting improvements.

There is a project website at www.marintransit.org/facility. On the webpage there is an opportunity to join a project updates email mailing list, find upcoming meetings and learn about upcoming contracting opportunities. The overview of the project outreach components and how it interfaces with the planned project timeline is shown in Table 2.

Table 2: Draft Project Outreach/Engagement Planned Timeline

Timeline	Phase	Technical Milestones	Outreach Milestones	Engagement Topics
2025				
July	Environmental	<ul style="list-style-type: none"> Enviro. Clearance NEPA/ CEQA/ Concept Design 	<ul style="list-style-type: none"> Marin Transit Board Coordination Mtg City SR Community Partner meetings Open House in Canal 7/23 	<ul style="list-style-type: none"> Proposed Potential Uses Initial Site Layout Information Collection on childcare and workforce development (survey, partner discussions)
August		<ul style="list-style-type: none"> Issue Draft CEQA document for Public Review 	<ul style="list-style-type: none"> CEQA Public Comment Period 	
September		<ul style="list-style-type: none"> Complete Final CEQA document FTA completes envtl review under NEPA 	<ul style="list-style-type: none"> Marin Transit Board 	
October		<ul style="list-style-type: none"> Staff recommendation to Board re proposed project 	<ul style="list-style-type: none"> Marin Transit Board Coordination Mtg City SR 	
November *	Design	<ul style="list-style-type: none"> Release design procurement 	<ul style="list-style-type: none"> Community Partner meetings 	<ul style="list-style-type: none"> Childcare and workforce development
December				
2026				
Winter		<ul style="list-style-type: none"> Concept Layout/Program Review & Validation 	<ul style="list-style-type: none"> Coordination Mtg City SR Seek community input 	<ul style="list-style-type: none"> Design Input Childcare and workforce development

Spring		<ul style="list-style-type: none"> 30% Design Review 	<ul style="list-style-type: none"> Coordination Mtg City SR Seek community input Community Partner Meetings 	<ul style="list-style-type: none"> Review of Design Elements
Summer		<ul style="list-style-type: none"> 60% Design Review 	<ul style="list-style-type: none"> Coordination Mtg City SR 	<ul style="list-style-type: none"> Childcare and workforce development
Fall		<ul style="list-style-type: none"> 90% Design Review 	<ul style="list-style-type: none"> Coordination Mtg City SR Seek community input 	<ul style="list-style-type: none"> Design Showcase

* All dates for planning purposes assuming Board approves project; subject to Board's discretion.

Upcoming major milestones for facility engagement are:

- Marin Transit is hosting a Community Open House in the Canal Neighborhood of San Rafael on July 23, 2025 at 6:00 pm. This will be an opportunity to share project status and preliminary conceptual layouts and hear from the community what their priorities are for the additional project elements: <https://marintransit.org/meetings-events/2025/marin-transit-community-open-house-canal-neighborhood>.
- Draft Detailed Facility Engagement Plan in late summer
- Design phase engagement in 2026

Environmental Review Process

As a sub-consultant under the District's on Call Engineering Contract with Mark Thomas, Circle Point has been supporting the project's environmental review process under the California Environmental Quality Act (CEQA) and the Federal Transit Administration's review of the project under the National Environmental Policy Act (NEPA).

The consultant team is preparing analyses of any potential new significant environmental impacts of the proposed project, supported by technical studies (including traffic, cultural resources, noise/vibration, geology, and hydrology). The draft CEQA document and technical studies are planned to be circulated for public review at the beginning of August.

After the public review period, staff anticipates finalizing the CEQA document and bringing a recommendation to your Board at the October 6, 2025 meeting. Staff expects FTA's NEPA review of the proposed project will be complete in this same timeframe.

Timeline and Next Steps

Marin Transit is planning to have the fixed route facility completed and ready for operations by 2030. An overview of the project timeline is shown in the Fact Sheet in Attachment B. Currently, staff is working to complete the facility project programming and environmental phase. Major upcoming milestones include:



July 23, 2025	Public Outreach Event
August 2025	Issue Draft CEQA document for Public Review
September 2025	Complete Final CEQA document
September 2025	Anticipated FTA completion of NEPA review
October 6, 2025	Board consideration of staff recommendation re proposed project
Fall 2025	If NEPA and CEQA are complete and project approved, Release Design Procurement

Fiscal/Staffing Impact

None.

Respectfully Submitted,

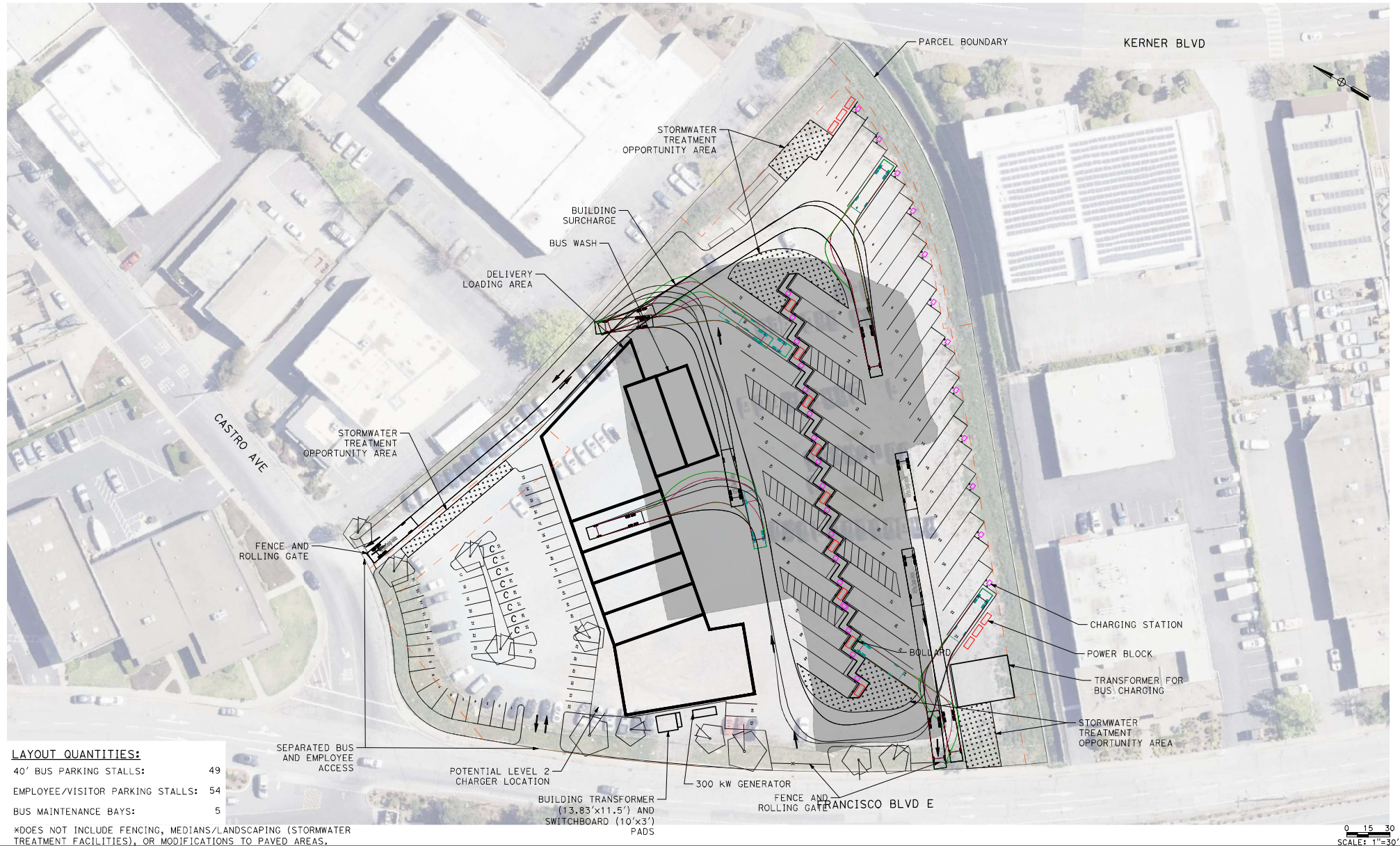
A handwritten signature in black ink that reads "Nancy E. Whelan".

Nancy Whelan
General Manager

Attachment A: Draft Site Plan

Attachment B: Fixed Route Maintenance Facility Fact Sheet

Attachment C: Fixed Route Maintenance Facility Update Presentation



Bus Maintenance & Storage Facility

April 2025

- Goals:**
- Reduce ongoing operational costs
 - Increase competition for future service operation contracts
 - Reduce long-term risks
 - Secure battery-electric bus charging

Site Acquisition: \$20.0 million
Design and Construction: \$24.4 million
Workforce Development: \$2.2 million
Total Project Cost: \$46.6 million

Summary

Marin Transit is Marin County's local transit agency, operating fixed route, paratransit, and mobility management services under contracts with three providers. Marin Transit provides 3.1 million passenger trips annually, with a fleet of 79 fixed route buses and 34 paratransit vehicles. Current ridership exceeds pre-pandemic ridership by 10%.

In November 2024, Marin Transit purchased a 3.5 acre site in San Rafael for potential development of a bus operations and maintenance facility. This facility will allow Marin Transit to consolidate bus operations from several contractor sites across the county and enhance our ability to competitively attract contractors.

Marin Transit received a \$31.5 million Federal Transit Administration (FTA) grant that provides funding toward the \$44.6 million project and an investment of \$2.2 million in workforce development.

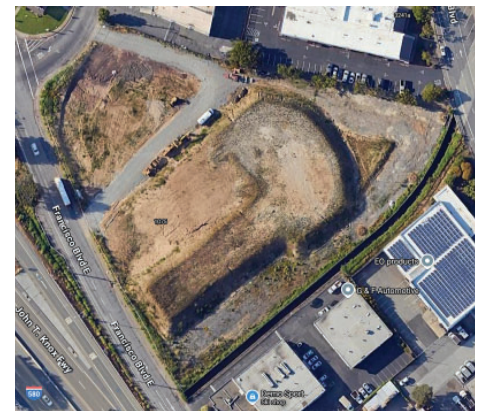
Site

The site being evaluated for the development of the operations and maintenance facility is at 1075 E. Francisco Blvd in San Rafael.

The site was selected for its:

- Central location to Marin Transit's operation
- Accessibility to US 101
- Land use compatibility
- Compatibility with the local circulation plan

The 3.5 acre property consists of vacant lot with access from two streets. Due to site constraints, certain operations functions will be located at other Marin Transit locations.



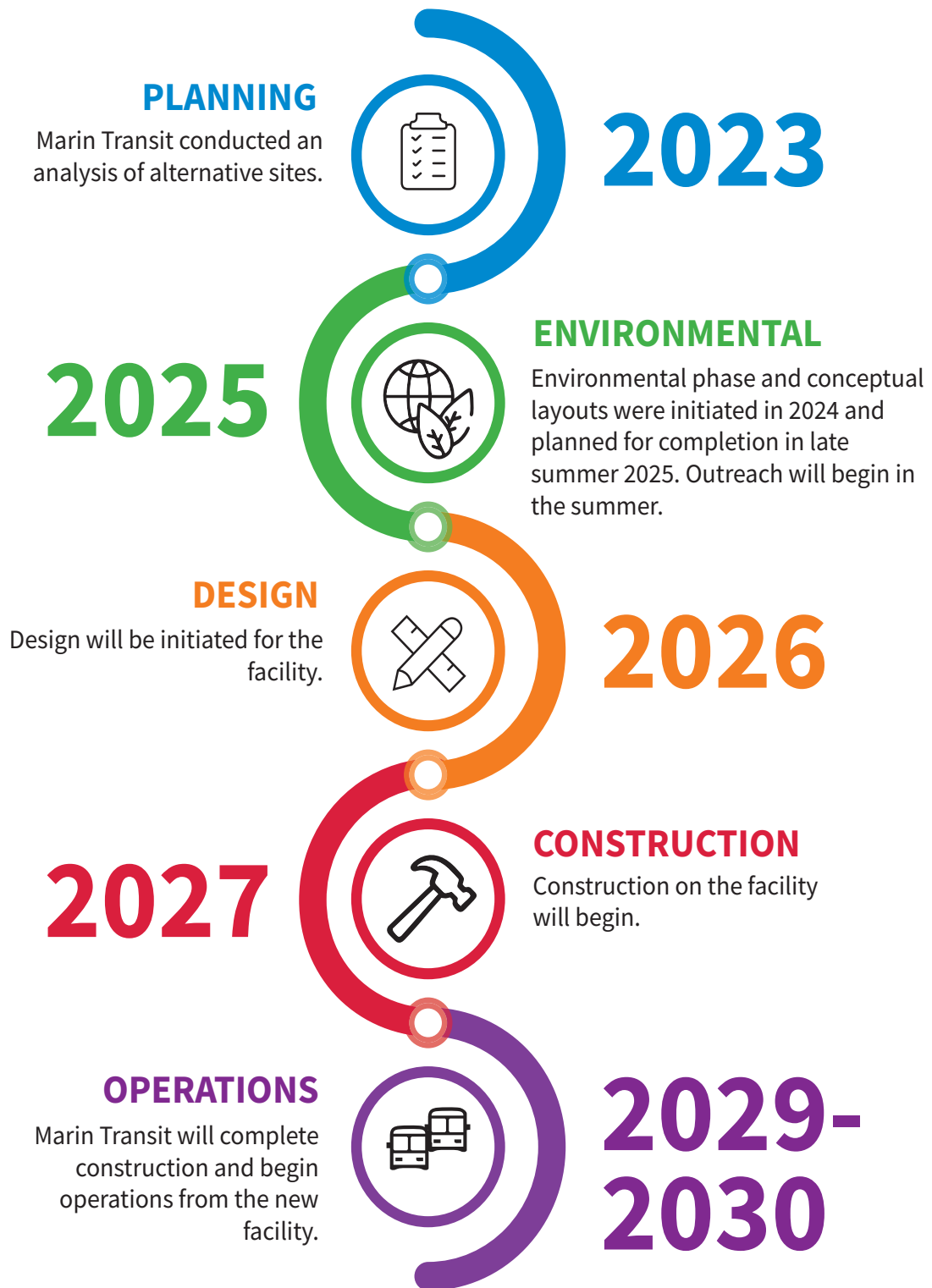
Site Aerial from Google Maps

Facility Needs

- Parking and charging infrastructure for 40-50 buses
- 3-5 bus maintenance bays
- Bus washer
- Parts supply storage
- Employee break room
- Office/administrative Space



Bus on a lift at Monterey-Salinas Transit



Stay Informed

Project updates will be provided on our website at: www.marintransit.org/facility

Parties interested in contracting opportunities related to the project are encouraged to check Marin Transit's purchasing and procurement page at www.marintransit.org/purchasing and register as a vendor.



Fixed Route Facility Update

JULY 7, 2025

Site Characteristics and Status

1075 E Francisco, San Rafael

Lot size: 3.5 acres

Budget: \$46.7 million

Goal: Fixed Route Bus
Maintenance and Parking
and Charging

Project
Phase: Environmental &
Programming



Project Programming

- Project is site constrained
 - Relocated Dispatch (3 Workstations)
 - Removed Conference/ Training Room & Lobby
 - Reduced number of Maintenance Bays
 - Combined Driver and Maintenance Break & Restrooms
 - Removed On-Site Childcare
- Poor soil conditions limits building height

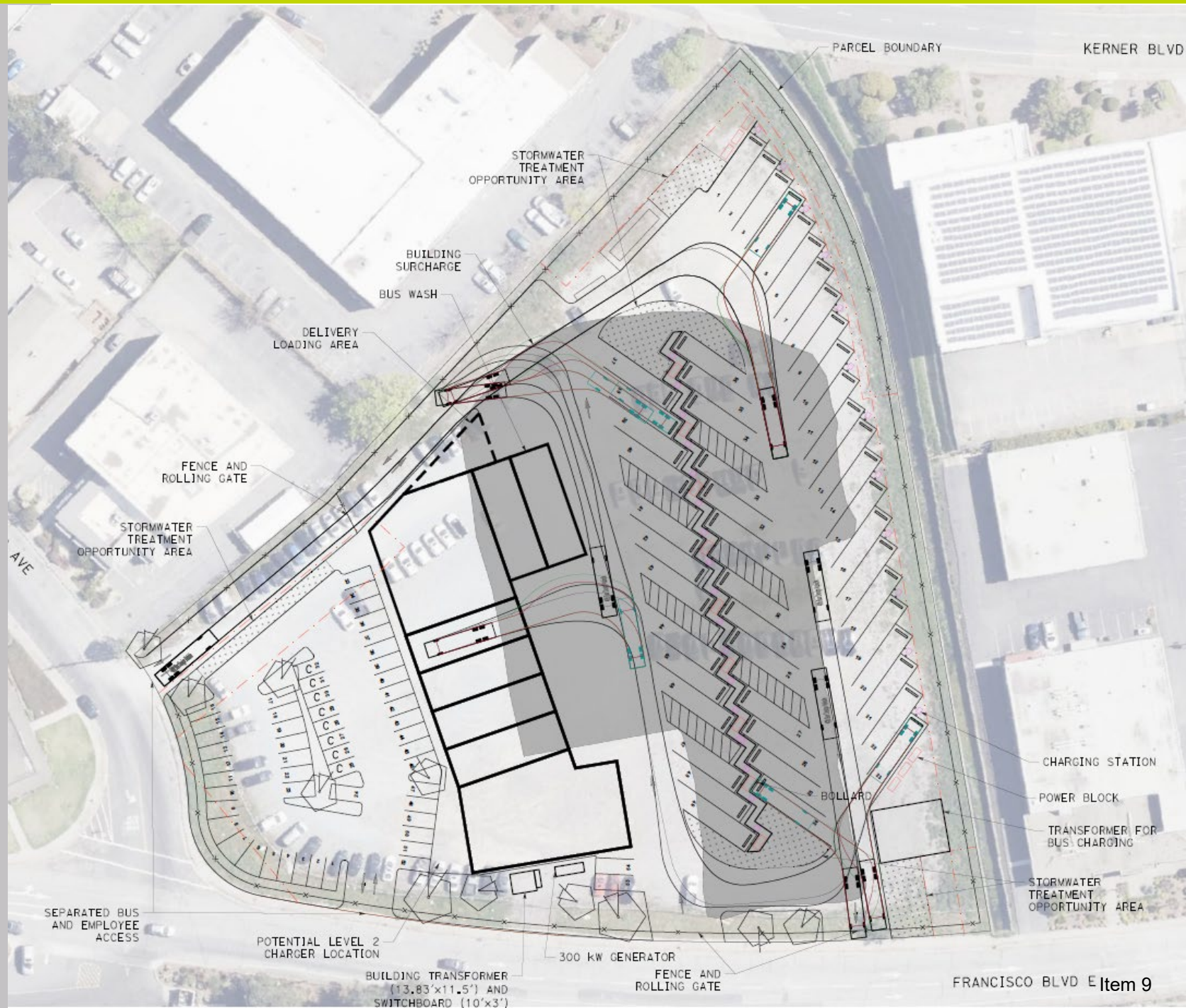


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Training/Conference Room	Yes	No
Driver Breakrooms and Bathrooms	Yes	Yes
Dispatch	Yes	No
Electric Bus Charging	Yes	Yes
Solar Component**	Power for Buses; Bldg	Power for Building only
Back up power system	Yes	Yes
On Site Childcare	Maybe	No

Other Project Components

- Grant includes workforce development and funding to support childcare
 - Currently in information collection phase
 - Working closely with several partners in Marin County to identify and assess best options for expanding these funds to maximize benefits
 - Community and driver engagement under development
- Additional project elements being considered:
 - Space to park a food truck (food vending)
 - Private Vehicle EV Charging
 - Community Room (on or off site)
 - Car Share Parking
 - Childcare support through offsite capacity building and/or vouchers

Draft Site Plan



Community Coordination and Input

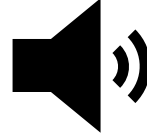
- Onboarded team to support in-person and digital engagement, media/advertising; incl. community capacity building and community leadership
- Hosted a booth at Nuestro Canal Nuestro Futuro
 - Attended by hundreds of community members
 - Collected input on the facility and proposed uses
- Key findings on community priorities:
 1. Frequent and reliable bus service;
 2. Clean, well-lit bus stops; and
 3. Sidewalk and lighting improvements



Isabel French Photography

Upcoming Event: Community Open House in Canal Neighborhood of San Rafael on July 23, 2025 at 6:00 pm

Environmental Review Process



- CEQA
 - Public Review August
 - Board Action Planned for October
- NEPA – Review by FTA

Major Studies Being Finalized:

- Traffic: bus and employee trips are not during peak periods
- Cultural Resources
- Noise/Vibration
- Geology/Hydrology

Timeline



Upcoming Milestones

July 23	Public Outreach Event
Early August	Issue Draft CEQA document for Public Review
Summer	Anticipated FTA NEPA review complete
End of August	End of public review on CEQA document
October 6	Board consideration of staff recommendation for proposed project
Fall 2025	Release Design Procurement, if CEQA & NEPA are complete and project is approved

Thank you

CONTACT

Nancy Whelan

General Manager

nwhelan@marintransit.org

