



Marin County Transit District Board of Directors

Monday, October 6, 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, October 5, 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
- All Marin Transit public meetings are conducted in accessible locations.
- Documents are available in accessible formats or additional languages by request. If you require translation or other accommodation, call (415) 226-0855 or 711. Requests must be received no less than five working days prior to the meeting.
- Si usted requiere una traducción u otra adaptación, llame al (415) 226-0855 or 711. Para acceder a estas instrucciones en español, [haga clic aquí](#).
- 如果您需要翻译或其他辅助服务，请致电(415) 226-0855 或711。如需查看这些说明的简体中文版本，[请点击此处](#)。
- Nếu bạn cần thông dịch hoặc các hỗ trợ khác, hãy gọi (415) 226-0855 hoặc 711. Để truy cập các hướng dẫn này bằng tiếng Việt, [hãy nhấp vào đây](#).

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

- 1. Consider approval of Directors request to participate remotely and utilize Just Cause or Emergency Circumstance per AB 2449**
- 2. Open Time for Public Expression**
(Limited to two minutes per speaker on items not on the District's agenda)
- 3. Board of Directors' Matters**
- 4. General Manager's Report**
 - a. General Manager's Oral Report
 - b. [Monthly Monitoring Report: July 2025](#)
- 5. Consent Calendar**
 - a. [Minutes for September 8, 2025 Board Meeting](#)
 - b. [Federal Legislative Report](#)
 - c. [Award Contract for Development of Official Bus Stop Guidelines and Priority Bus Stop Evaluation to Fehr & Peers](#)
 - d. [Change Order to Contract with Ghilotti Bros., Inc. for Construction of Improvements at 3010/3020 Kerner Blvd](#)

Recommended Action: Approve.

6. [Marin Transit MASCOTS Service Change Proposal](#)

Recommended Action: Discussion item.

Adjourn



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San Rafael, CA 94901
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marintransit.org

Board of Directors

Eric Lucan

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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

October 6, 2025

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

Subject: General Manager Report – Monthly Report: July 2025

Dear Board Members:

Recommendation

This is a recurring information item.

Summary

The attached monthly report provides an overview of Marin Transit operations for the monthly period ending July 31, 2025. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced strong systemwide ridership in July 2025. Total ridership was 7% higher than the previous year (July 2024) and 1% higher than pre-COVID (July 2019).

Matching the systemwide trend, fixed route ridership was strong this month, with ridership being 8% higher than the previous year (July 2024) and 11% higher than pre-COVID (July 2019).

Ridership on the Muir Woods Shuttle was roughly comparable to the prior year, coming in 1% lower than July 2024. However, due to reduced service levels, ridership on the Shuttle is still significantly lower (-56%) than pre-COVID (July 2019).

Marin Access ridership was moderate this month, with ridership being roughly equal (2% lower) to the previous year (July 2024).

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

Fiscal/Staffing Impact

None.



Respectfully Submitted,

A handwritten signature in black ink, reading "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

Month:		July 2025									
Category	Program							Total			
	Fixed-Route Local	Fixed-Route Community	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide				
Commendation	1	0	0	0	9	0	1	11			
Service Delivery Complaint	24	10	10	0	6	0	0	50			
Accessibility	0	0	0	0	0	0	0	0			
Driver Conduct Complaint	6	5	2	0	3	0	0	16			
Driving Complaint	7	3	3	0	1	0	0	14			
Early Trip	0	0	0	0	0	0	0	0			
Equipment Issue	1	0	1	0	0	0	0	2			
Farebox	0	0	0	0	0	0	0	0			
Late Trip	2	0	1	0	1	0	0	4			
Missed Connection	0	0	0	0	0	0	0	0			
Missed Trip	0	0	0	0	0	0	0	0			
No-Show	0	1	2	0	1	0	0	4			
Off-Route	0	0	0	0	0	0	0	0			
Pass-Up Complaint	8	1	1	0	0	0	0	10			
Service Structure Complaint	8	0	1	0	5	0	1	15			
Bus Stop Improvement Request	1	0	0	0	0	0	0	1			
Fares	0	0	0	0	1	0	0	1			
Other Complaint	2	0	0	0	2	0	1	5			
Scheduling Complaint	1	0	0	0	2	0	0	3			
Service Improvement Suggestion	4	0	1	0	0	0	0	5			
Safety Complaint	0	0	0	0	0	0	0	0			
Total Service Hours	10,655	3,460	1,370	0	2,333	0	17,818	17,818			
Commendations per 1,000 Hours	0.1	0.0	0.0	-	3.9	-	0.1	0.6			
Complaints per 1,000 Hours	3.0	2.9	8.0	-	4.7	-	0.1	3.6			
Total Passengers	213,349	30,346	10,830	0	4,244	2,271	273,079	273,079			
Commendations per 1,000 Passenger:	0.0	0.0	0.0	-	2.1	0.0	0.0	0.0			
Complaints per 1,000 Passengers	0.1	0.3	1.0	-	2.6	0.0	0.0	0.2			

Attachment A

Monthly Monitoring Report

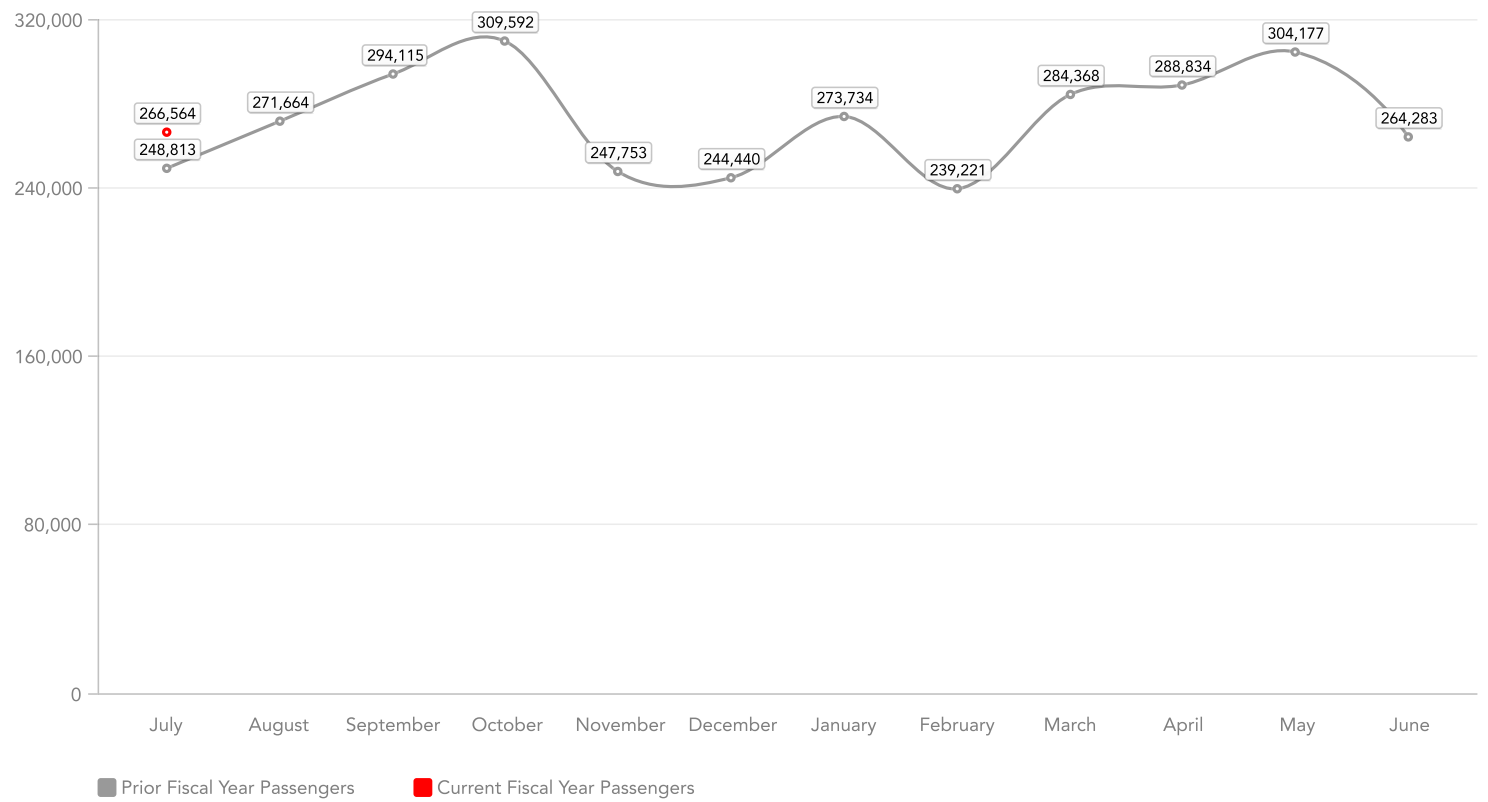
09/24/2025

FISCAL YEAR MONTH

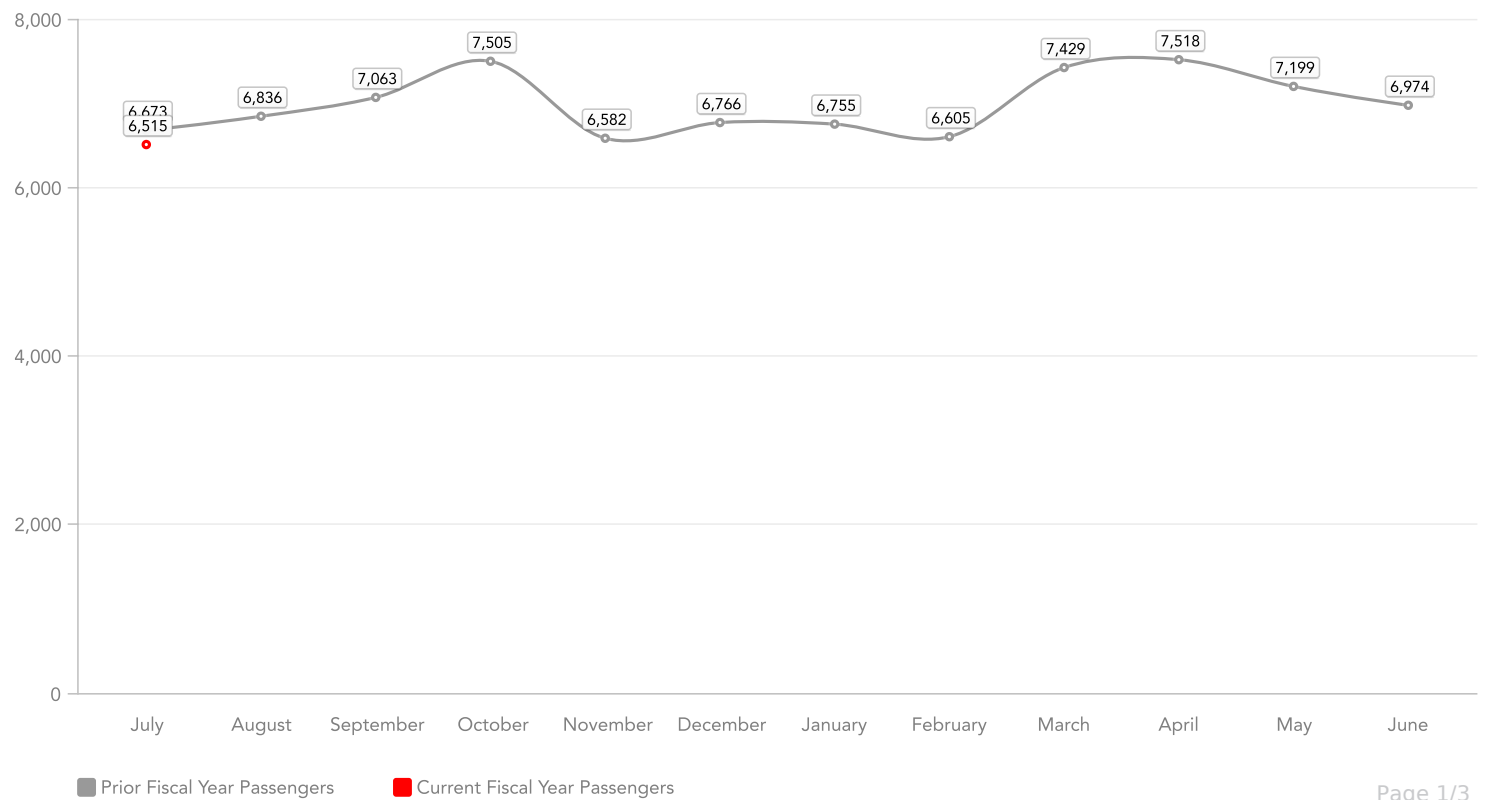
2026 All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

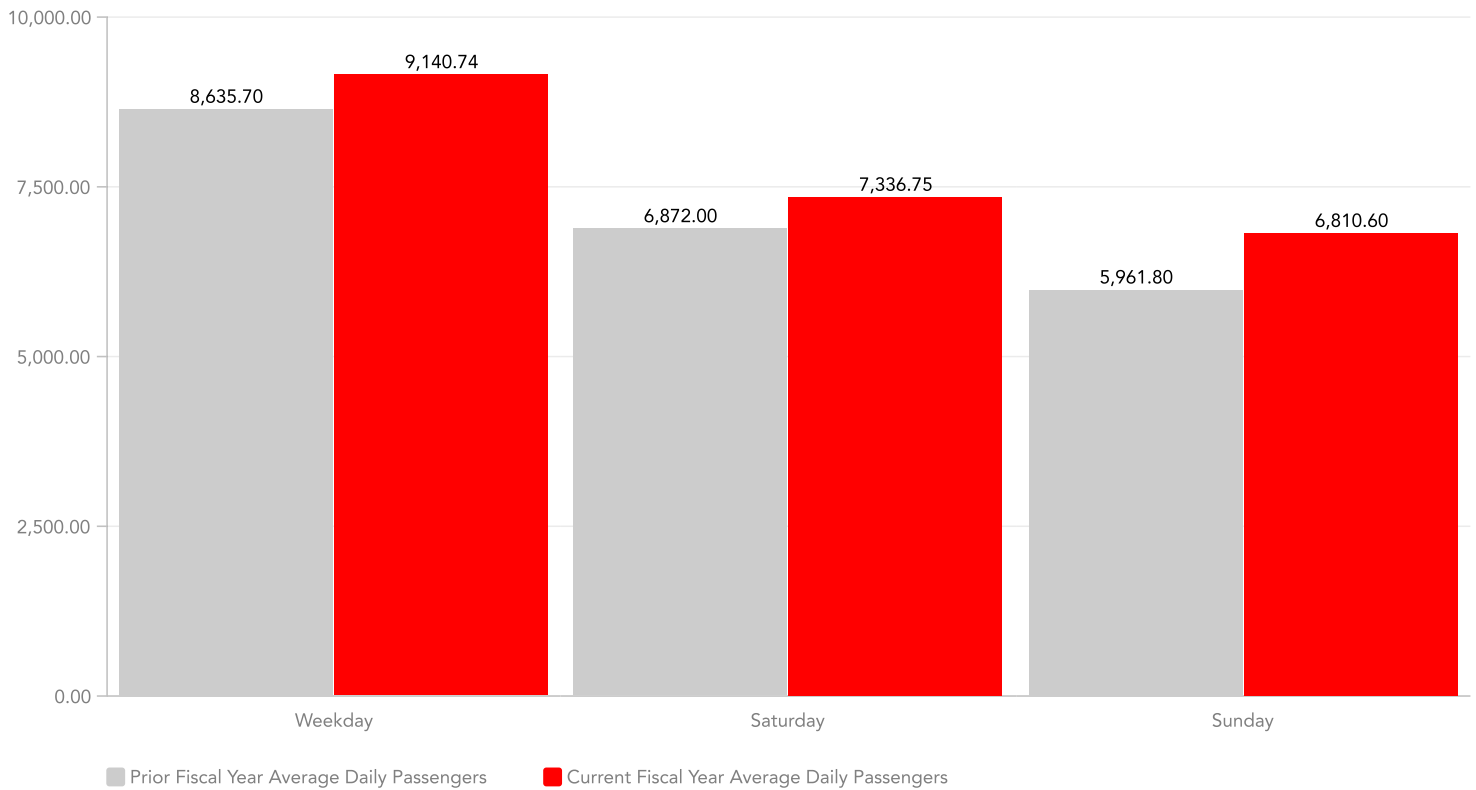


Monthly Comparison

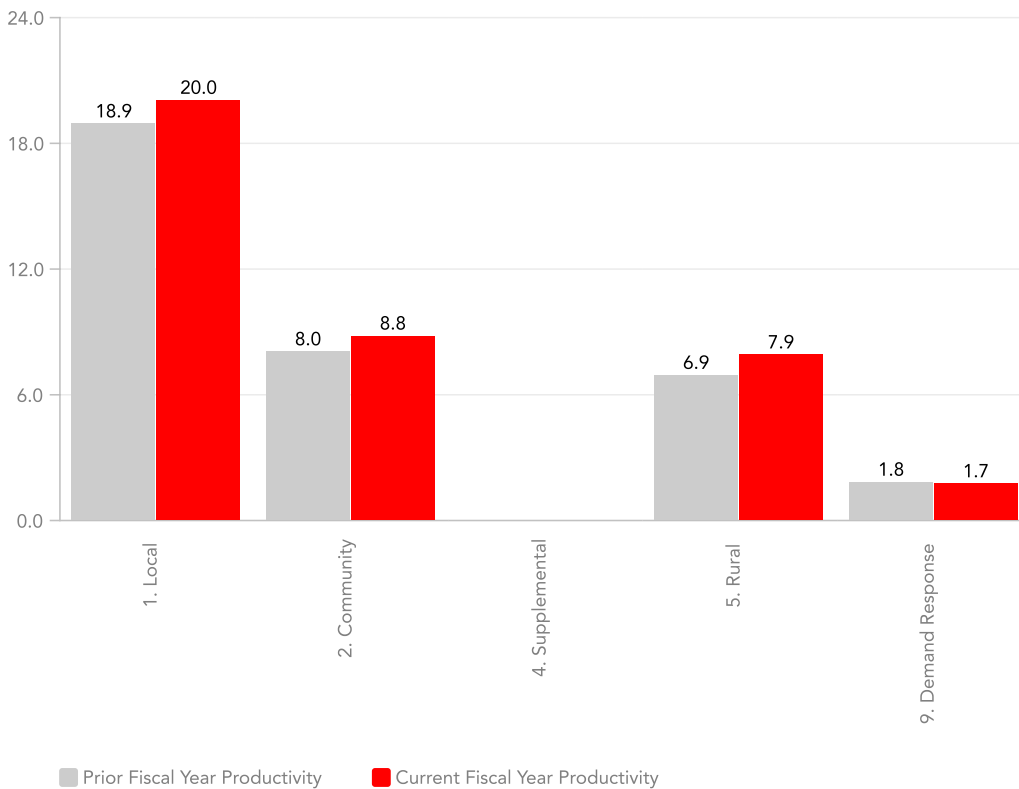
MONTH

Jul

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

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

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, September 8, 2025 at 9:30 A.M.

Roll Call

Present: **President Lucan, Vice President Sackett, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Colbert, Director Bushey, Director Llorens Gulati**

Absent: **None**

Director Llorens Gulati was in attendance as a non-voting member.

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](#)

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.

President Lucan called for public comment.

Miki Hidaka expressed appreciation for the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) and fleet electrification efforts. She commented that local hikers may not be aware of public transportation service in West Marin County.

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

President Lucan asked if any member of the Board wished to speak. Seeing none he called for the General Manager's report.

4. [General Manager's Report](#)
 - a. [General Manager's Oral Report](#)
 - b. [Monthly Monitoring Report: April 2025](#)

- i. [Item 4b – Staff Report](#)
- c. [Monthly Monitoring Report: May 2025](#)
 - i. [Item 4c – Staff Report](#)
- d. [Monthly Monitoring Report: June 2025](#)
 - i. [Item 4d – Staff Report](#)

General Manager Nancy Whelan reported on the District’s collaboration with Canal Alliance and the College of Marin on a new green-transit training and apprenticeship program. The program’s goal is to recruit, train, and place youth in transit-related jobs within the Marin County community. Ms. Whelan provided updates regarding the District’s school transportation programs, including recent route changes. She summarized staff’s participation in Transit Month 2025. Ms. Whelan reported on fixed route and demand response ridership from June 2025.

- 5. [Consent Calendar](#)
 - a. [Minutes for July 7, 2025 Board Meeting](#)
 - b. [Federal Legislative Report](#)
 - c. [Marin Transit Quarterly Performance Report for the Fourth Quarter of FY 2024/25](#)
 - d. [Marin Transit Safety Plan Annual Updates](#)
 - e. [Resolution 2025-08 Easement to Pacific Gas & Electric \(PG&E\) for Vehicle Charging Electrification at 3010/3020 Kerner Blvd.](#)
 - f. [Award Contract with TAG Canada for the Purchase of On-Vehicle Cash Fare Collection and Secure Vaulting Systems](#)

Recommended Action: Approve.

M/s: Vice President Sackett – Director Moulton-Peters

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

Noes: None

Absent: None

Abstain: None

- 6. [Marin County Transit District Zero Emission Bus Rollout Plan Update](#)

Staff Report

Capital Projects Manager Anna Penoyar summarized the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation. Ms. Penoyar listed updates to the Zero Emission Bus (ZEB) Rollout Plan since the last Board approval. Ms. Penoyar provided an overview of vehicles currently subject to the ICT regulation. She described the lifecycles of light, medium, and heavy duty vehicles. Ms. Penoyar explained the assumptions made and methodology used during the ZEB Rollout Plan's development. She listed planned vehicle purchases through 2040 and demonstrated how fixed route fleet composition will change through 2040. Ms. Penoyar summarized the infrastructure and utility plan for accommodating the future fleet. She explained the fixed route fleet electrification cost. She outlined the cost of fuel per mile and annual miles traveled for all vehicle types in FY 2023/24. Ms. Penoyar noted upcoming decision points for the ZEB Rollout Plan.

Director Moulton-Peters commented on Stanford Transportation's electric shuttle buses. She noted that she sent Ms. Penoyar a summary of Stanford Transportation's electrification efforts, including integration with the electric grid and a backup power source. She asked what Ms. Penoyar knew about Stanford Transportation's system and wondered if she was interested in touring their facility together.

Ms. Penoyar said she was interested in touring Stanford Transportation's facility.

Director Moulton-Peters suggested that staff learn from electrification efforts in Santa Clara County.

Vice President Sackett asked about the flexibility of Battery Electric Buses (BEBs).

Ms. Penoyar explained that BEBs are primarily used on flatter, shorter routes.

Vice President Sackett stated that as an MCE Board member, she could facilitate or participate in conversations regarding MCE, alongside other public transportation agencies in the MCE territory. Vice President Sackett suggested they could increase education and awareness, to advocate for the electric vehicle charging rate structure.

Director Llorens Gulati noted she is also an MCE Board member. She asked if hydrogen will be considered as a backup power source in the Canal, instead of diesel.

Ms. Penoyar stated that hydrogen power will be explored.

General Manager Nancy Whelan added that staff currently are unaware of any hydrogen power backup options, as bus manufacturers have put it on hold.

Director Rodoni asked if the infrastructure improvements in the Golden Gate Transit parking lot will benefit the District's charging rate.

Ms. Penoyar said they may not benefit the District; however, she will follow up with Golden Gate Transit.

President Lucan asked if the rate structure at 1075 Francisco Boulevard will match the rate structure at 600 Rush Landing Road.

Ms. Penoyar confirmed it will.

President Lucan wondered if they could partner with other agencies to advocate for lower charging rate structures for public agencies, as their current rate structure matches Tesla superchargers.

President Lucan called for public comment.

Krista Robinson commented on power optimization and the ability to charge vehicles during lower-cost times of the day. She added that analyses can be completed to optimize service based on vehicle battery sizes, route types, and weather. Ms. Robinson noted that other public transportation agencies are conducting analyses that aim to address challenges with replacing smaller vehicles. She recommended avoiding diesel as a backup power source.

Susan W. suggested that staff consider potential power outages while planning charging and backup charging systems.

Recommended Action: Adopt resolution 2025-07 which approves the updated Marin County Transit District Zero Emission Bus Rollout Plan and authorizes the General Manager to submit the plan to the California Air Resources Board in accordance with the Innovative Clean Transit Regulations.

M/s: Director Colbert – Vice President Sackett

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

Noes: None

Absent: None

Abstain: None

7. [Marin Sonoma Coordinated Transit Service Plan \(MASCOTS\) Update and Setting of Public Hearing](#)
[Staff Report](#)

Director of Planning Cathleen Sullivan provided background information regarding the Marin Sonoma Coordinated Transit Service Plan (MASCOTS). She presented the complete MASCOTS timeline as well as a timeline of MASCOTS efforts conducted by the District. Ms. Sullivan summarized MASCOTS public outreach as well as feedback received. She listed next steps for regional MASCOTS agencies as well as the District, noting an adjustment to Golden Gate Transit's schedule. She proposed an adjustment of the District's public hearing dates to October 15, 2025, and October 16, 2025.

Director Llorens Gulati expressed support for rescheduling the public hearings. She noted that on October 11, 2025, and October 19, 2025, there will be large events in the Canal. She asked if staff could attend those events and reschedule the public hearings to be later than proposed, to allow for additional feedback.

Ms. Sullivan responded that high-level and in-depth feedback had been received from Canal residents. A service change proposal will be released at the end of September 2025, for consideration at the Board of Directors meeting on October 6, 2025. The service change proposal will also be brought to Canal Alliance's Nuestro Canal, Nuestro Futuro event on October 4, 2025. There may be a focus group in October 2025 to collect additional in-depth feedback. Ms. Sullivan confirmed sufficient feedback regarding the service change proposal will be received.

Director Moulton-Peters suggested that public hearing locations should be based on ridership data, to maximize public input.

President Lucan called for public comment.

Urban Carmel commended the MASCOTS efforts. He highlighted components of a letter submitted to the District and Golden Gate Transit by the City of Mill Valley, noting that he believes Mill Valley has less access to public transportation compared to other areas in

Marin County. Mr. Carmel explained the public transportation needs of Mill Valley and proposed solutions.

Miki Hidaka suggested there should be a public hearing at the Marin City Library. She added that feedback should be collected from students and staff at Tamalpais High School.

Susan W. commented that Route 71 should operate later into the evening and not be reduced.

Anthony Nachor suggested that Route 71 service should be increased. He commented that staff should evaluate how to minimize the impacts of proposed service reductions, reconsider how to align service, and optimize transfers.

Director Llorens Gulati suggested that feedback should be collected from students in the Canal.

Recommended Action: Receive update on the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) and change public hearing dates to October 15 and 16.

M/s: Director Moulton-Peters – Director Colbert

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

Noes: None

Absent: None

Abstain: None

8. [Community Engagement Update](#)

[Staff Report](#)

Community Engagement Coordinator Raymundo Vidaure Jr. listed community engagement goals, strategies, and audiences. He outlined the types of community engagement efforts that occurred in FY 2024/25. He explained lessons that were learned about engagement in FY 2024/25 and listed anticipated campaigns for FY 2025/26.

Vice President Sackett asked if staff could provide members of the Board with information and resources to distribute at events that staff cannot attend.

General Manager Nancy Whelan confirmed they could.

Director Moulton-Peters commended Mr. Vidaure's presentation.

Director Llorens Gulati complimented the accessibility of the District's social media and suggested that community engagement efforts during the months of July and August should be restructured.

Director Colbert commended Mr. Vidaure's presentation.

President Lucan highlighted recent increases in ridership.

Recommended Action: Discussion item.

9. [Fixed Route Maintenance Facility Update](#)

[Staff Report](#)

General Manager Nancy Whelan presented the draft plan for the site at 1075 East Francisco Boulevard. She provided a preliminary concept rendering of the proposed fixed route maintenance facility at the site. Ms. Whelan summarized the framework and plan for community outreach regarding the proposed facility. She explained that potential facility uses will be evaluated in addition to the functional requirements of the proposed facility, to provide additional community benefits. She summarized feedback from community members regarding their priorities and preferred facility features. Ms. Whelan described how the District's grant from the Federal Transit Administration (FTA) impacts site usage. She listed potential community benefits that are being considered at the site and off-site. Ms. Whelan outlined grant-funded workforce training and childcare plans. She explained other community benefits that would arise from the proposed facility's construction and operation, including job creation and local sales tax revenue. Ms. Whelan provided an update on the project's timeline and upcoming milestones.

Director Bushey asked if the proposed facility could be used for disaster preparation.

Ms. Whelan confirmed it could be.

Director Bushey asked if the preliminary concept renderings of the proposed facility met staff's design expectations.

Ms. Whelan responded that the renderings were a starting point and will be brought to the community for feedback. She noted that art will be incorporated into the building's design.

Director Bushey asked if staff would consider modifying the building's design.

Ms. Whelan confirmed they could, as staff seek the most effective design possible.

Director Bushey suggested the design should be more welcoming.

Director Llorens Gulati asked if the construction of the proposed facility will utilize local resources.

Ms. Whelan stated that the utilization of local resources as well as apprenticeship programs will be encouraged.

Director Llorens Gulati noted that the utilization of local resources will have a significant impact.

President Lucan called for public comment.

Miki Hidaka expressed appreciation for staff's consideration of clean and well-lit bus stops in the proposed facility project plan. She requested additional shelters at bus stops. Ms. Hidaka commented that she is looking forward to contributing to the proposed facility project.

Director Llorens Gulati commended the community benefits of the proposed facility. She suggested that diesel should not be used as a backup power source for service. Director Llorens Gulati noted that there are many possibilities for the proposed facility's design. She added that staff should partner with the Canal Alliance while conducting public outreach, to increase feedback.

Director Moulton-Peters thanked Ms. Whelan for her presentation and the information provided regarding site usage. She added that additional facility design elements should be considered.

Ms. Whelan noted that there will be a virtual event regarding the proposed facility on September 24, 2025, at 5:00 PM.

Recommended Action: Discussion item.

[Convene in Closed Session](#)

The Board went into closed session.

[Report from Closed Session](#)

President Lucan stated there was nothing to report.

[Adjourn](#) President Lucan adjourned the meeting at 12:19 P.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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Board of Directors

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October 6, 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 report for September 2025 provides an appropriations update, legislative activity, federal funding opportunities, and federal agency actions and personnel changes.

Respectfully Submitted,

Nancy Whelan
General Manager

Attachment A: Federal Update September 2025

Federal Update

September 30, 2025

Fiscal Year 2026 Appropriations Update

While the House advanced several FY26 appropriations measures in September, including its Energy-Water Development bill on the floor and the Financial Services-General Government and Labor-HHS-Education bills in committee, the risk of a government shutdown on October 1 rose sharply after both chambers adjourned without a funding deal. On September 19, the House narrowly passed a continuing resolution (CR) ([H.R. 5371](#)) to extend funding through November 21 by a 217-212 vote, with one Democrat voting yes and two Republicans voting no. Senate Republican leadership quickly took up the measure, but nearly all Senate Democrats along with Senators Lisa Murkowski (R-AK) and Rand Paul (R-KY) voted to block its consideration. Senate Democratic leadership then proposed a shorter CR proposal through October 31 that included health care funding and other provisions, which Republicans rejected as partisan. On September 29, President Trump hosted congressional leaders at the White House but emerged without a breakthrough. The Senate has returned to session for further consideration of a continuing resolution, but there is little time to avoid a shutdown.

FY26 Appropriations Bill	House Subcommittee Allocation (in Billions)	Passed House Committee	Passed House	Passed Senate Committee	Passed Senate
Agriculture-Rural Development-FDA	\$25.523	June 23 by a 35-27 vote		July 10 by a 27-0 vote	August 1 by an 87-9 vote
Commerce-Justice-Science	\$76.824	September 10 by a 34-28 vote		July 17 by a 19-10 vote	
Defense	\$831.513	June 12 by a 36-27 vote	July 18 by a 219-202 vote	July 31 by a 26-3 vote	
Energy-Water Development	\$57.300	July 10 by a 35-27 vote	September 4 by a 214-213 vote		
Financial Services-General Government	\$23.198	September 3 by a 35-28 vote			
Homeland Security	\$66.361	June 24 by a 36-27 vote			

Interior-Environment	\$37.971	July 22 by a 33-28 vote		July 24 by a 26-2 vote	
Labor-HHS-Education	\$184.491	September 9 by a 35-28 vote		July 31 by a 26-3 vote	
Legislative Branch	\$6.700	June 26 by a 34-28 vote		July 10 by a 26-1 vote	August 1 by an 81-15 vote
MilCon-VA	\$152.091	June 10 by a 36-27 vote	June 25 by a 218-206 vote	July 26 by a 26-3 vote	August 1 by an 87-9 vote
State-Foreign Operations	\$46.218	July 23 by a 35-27 vote			
Transportation-HUD	\$89.910	July 17 by a 35-28 vote		July 24 by a 27-1 vote	

Trump Administration Appointments

President Trump announced new appointments to his administration including:

Department/Agency	Position	Appointee
Environmental Protection Agency	Principal Deputy Assistant Administrator, Office of Enforcement and Compliance Assurance	Craig Pritzlaff
Transportation	Under Secretary for Policy	Ryan McCormack
Treasury	Assistant Secretary for the Office of Economic Policy	Sriprakash Kothari

LEGISLATIVE ACTIVITY

Senate Confirms Trump Administration Nominees. On September 18, the Senate **confirmed** 48 nominations en bloc by a 51-47 vote, including:

- Katherine Scarlett, to lead the Council on Environmental Quality (CEQ);
- Jessica Kramer, to be Assistant Administrator of the Environmental Protection Agency for Water (EPA);
- Sean McMaster, to be the Administrator of the Federal Highway Administration (FHWA);
- Benjamin DeMarzo, to be Assistant Secretary of Housing and Urban Development for Congressional and Intergovernmental Affairs; and
- Jonathan Morrison, to be Administrator of the National Highway Traffic Safety Administration (NHTSA).

House Committee Approves Bipartisan Bill to Overhaul FEMA. On September 3, the House Transportation and Infrastructure Committee approved the *Fixing Emergency Management for Americans Act* (**H.R. 4669**) by a 57-3 vote. This bipartisan bill would restructure and reform the Federal Emergency Management Agency (FEMA), including by

restoring FEMA as an independent, Cabinet-level agency reporting directly to the President. The legislation aims to streamline disaster recovery, improve transparency, and speed aid to impacted communities. It would also simplify survivor applications, provide states with greater flexibility in recovery and mitigation, and create a task force to close out long-standing disaster declarations.

House Committee Approves Cybersecurity Reauthorization Bills. On September 3, the House Homeland Security Committee advanced two bipartisan bills to extend key Department of Homeland Security cybersecurity programs. The *Widespread Information Management for the Welfare of Infrastructure and Government (WIMWIG) Act* ([H.R. 5079](#)), led by Chairman Andrew Garbarino (R-NY), would reauthorize and update the *Cybersecurity Information Sharing Act of 2015* for the next decade. The *Protecting Information by Local Leaders for Agency Resilience (PILLAR) Act* ([H.R. 5078](#)), introduced by Representative Andy Ogles (R-TN), would reauthorize the DHS State and Local Cybersecurity Grant Program for ten years, supporting state and local governments in addressing cyber risks.

Bipartisan Disaster Tax Relief Bills Introduced. Lawmakers in both chambers introduced bipartisan proposals to extend and codify tax relief for disaster survivors. On September 15, Representatives Greg Steube (R-FL) and Mike Thompson (D-CA) as well as Senators Rick Scott (R-FL) and Adam Schiff (D-CA) introduced the *Federal Disaster Tax Relief Act of 2025* ([H.R. 5366/S. 2744](#)), which would allow tax relief for victims of federally declared disasters through 2026 and extend the exclusion of certain wildfire settlement payments through 2030. Separately, Representatives Doug LaMalfa (R-CA) and six bipartisan cosponsors introduced the *Protect Innocent Victims of Taxation After Fire Extension Act* ([H.R. 5225](#)), which would extend the wildfire tax exemption through 2032 and permit victims to claim the exemption in the year payments are received.

Bipartisan Bill Introduced to Strengthen Emergency Alert Systems. On September 4, Representatives Kevin Mullin (D-CA), Randy Weber (R-TX), and Nancy Pelosi (D-CA) introduced the *Resilient Emergency Alert Communications and Training (REACT) Act* ([H.R. 5154](#)), which would authorize \$30 million annually through 2035 for training, testing, and public education to improve the effectiveness of FEMA's Integrated Public Alert and Warning System. It would also direct FEMA to provide technical assistance, develop model alert templates, and publish annual reports on local alert exercises.

New Legislation Aims to Support Redesigned Bus Systems and Infrastructure. On September 9, Representative Maxwell Frost (D-FL) introduced the *Faster Buses Better Futures Act* ([H.R. 5230](#)), which would provide billions of dollars over five years to support bus network redesigns that aim to double ridership. The bill also funds new bus shelters, station accessibility upgrades, and transit-priority measures, while increasing Federal Transit Administration resources to administer the program.

Lawmaker Introduces E-Bike Safety Legislation. On September 10, Representative Josh Gottheimer (D-NJ) introduced the *SAFE Ride Act of 2025* ([H.R. 5265](#)), which would direct the U.S. Department of Transportation to establish a national electric bike safety program. The bill would provide grants to states that create e-bike safety plans, promote helmet use, collect

crash data, and support local law enforcement in enforcing age and safety requirements. The proposal follows a significant rise in e-bike injuries, with children ages 10-13 representing the largest share of cases.

FEDERAL FUNDING OPPORTUNITIES

FRA Releases NRPP NOFO. The Federal Railroad Administration (FRA) has published a [notice of funding opportunity](#) for \$5 billion through the new National Railroad Partnership Program (NRPP). The program provides funding for capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service, if an eligible applicant is involved. The FRA is reissuing the NOFO for FY 2024 and adding funding for the FY 2025 National Railroad Partnership Program. The FY 2024 NOFO was originally published last September as the Federal-State Partnership for Intercity Passenger Rail Grant Program. The NOFO also aims to repurpose \$2.4 billion previously allocated to the California High-Speed Rail project. Applications are due by January 7, 2026.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

White House Releases Unified Agenda Outlining Deregulatory Goals. The Office of Management and Budget has [published](#) the Trump Administration's spring Unified Agenda, its first of the second term. The document details plans to revise or roll back a wide range of regulations across federal agencies, including rules related to energy, environment, and consumer products.

US Army Corps of Engineers Reports Expedited Permits Under President Trump Executive Order. At a September 17 Senate Environment and Public Works Committee [oversight hearing](#), Assistant Secretary of the Army for Civil Works Adam Telle said the Corps has fast-tracked nearly 800 permits for projects affecting wetlands and waterways since January, following President Trump's [energy emergency executive order](#). Telle added that the Corps is temporarily applying the Supreme Court's 2023 *Sackett v. EPA* decision while EPA finalizes a new rule redefining "waters of the United States."

DOT to Propose Updates to Safety Standards for Automated Vehicles. On September 4, Transportation Secretary Sean Duffy [announced](#) that the National Highway Traffic Safety Administration (NHTSA) will begin three rulemakings to modernize Federal Motor Vehicle Safety Standards (FMVSS) for vehicles equipped with automated driving systems. DOT contends that current standards require equipment such as gear shift levers, windshield wipers, and defrosting systems, which may not apply to vehicles without manual controls. The rulemakings will cover FMVSS No. 102 (transmission controls), FMVSS Nos. 103 and 104 (windshield defrosting and wiping), and FMVSS No. 108 (lighting and reflective devices). The changes are part of DOT's Automated Vehicle Framework, which aims to remove outdated requirements, maintain key safety standards, and avoid a patchwork of state rules. The agency expects to publish the proposals in spring 2026 as part of its Unified Regulatory Agenda.

DOT Requests Nominations for Advisory Committee on Human Trafficking. DOT is [requesting nominations](#) to fill 15 positions on the Advisory Committee on Human Trafficking. The Advisory Committee must submit a triennial counter-trafficking report that relates to human trafficking violations involving commercial motor vehicles and includes recommendations for countering human trafficking and an assessment of best practices by transportation stakeholders. Nominations are due by October 14, 2025.

EPA Region 9 Administrator Steps Down. Josh Cook has stepped down from his role as Environmental Protection Agency (EPA) Region 9 Administrator after serving since March 18, 2025. A successor has not yet been announced. Region 9, headquartered in San Francisco, oversees environmental programs in Arizona, California, Hawaii, Nevada, the Pacific Islands, and tribal lands.

FRA Announces an Increase in Railroad Bridge Safety Inspections. The Federal Railroad Administration (FRA) has [announced](#) it will significantly boost railroad bridge safety oversight by expanding the number of inspectors trained to conduct field inspections, from fewer than 10 to over 160 inspectors, including both federal staff and state track inspectors. Starting in November, these newly trained inspectors will assess railroad bridges for structural integrity and enforce Bridge Safety Standards, with the authority to recommend civil penalties if critical defects are identified. The training will cover bridge fundamentals, types of construction materials, components of bridge management programs, and inspection protocols to ensure comprehensive, effective oversight of railroad bridge safety nationwide.

FRA Moves to Redirect California High-Speed Rail Funds to New Rail Program. On September 22, Transportation Secretary Sean Duffy [announced](#) that \$2.4 billion in federal funds originally awarded to the California High-Speed Rail project would be repurposed under FRA's new National Railroad Partnership Program. California officials, however, maintain the funding remains committed to the state project, citing an August agreement with the Department of Transportation that froze the money pending ongoing litigation.

FTA Seeks Nominations for TRACS. The Federal Transit Administration (FTA) is [seeking nominations](#) to fill 25 positions on the Transit Advisory Committee for Safety (TRACS), which provides the Secretary and the FTA Administrator with information, advice, and recommendations related to the safety of the Nation's public transportation systems. TRACS does not exercise program management responsibilities and makes no decisions directly affecting the programs on which it provides advice. Nominations are due by October 2, 2025.

FTA Publishes FY 2025 Full Year Apportionments. FTA has [published](#) the full-year apportionments and allocations for grant programs for FY 2025 and provides contract authority.

FTA Withdraws Environmental Justice Circular. FTA has [withdrawn](#) Circular 4703.1, which provides recipients of FTA financial assistance with guidance on how to integrate environmental justice principles into their programs and activities. It emphasizes avoiding disproportionately high and adverse effects on minority and low-income populations, ensuring

full and fair participation in transportation decision-making, and preventing denial of benefits to these communities. The withdrawal is applicable on September 15, 2025.

Interior Issues New Order on Scientific Standards and Data Access. Secretary of the Interior Doug Burgum [signed](#) a new order revising its scientific integrity policies, following President Trump's May 2025 executive order on "Restoring Gold Standard Science." The order directs Interior Department bureaus to ensure research is reproducible, peer-reviewed, and publicly available to the extent permitted by law. It also requires offices to review their current scientific integrity policies, begin a rulemaking process to improve access to scientific data, and establish procedures for reviewing discretionary grants and educational curricula for consistency with agency priorities. The policy will remain in effect until its provisions are formally incorporated into regulation.

##



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City of San Rafael

October 6, 2025

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

Subject: Award Contract for Development of Official Bus Stop Guidelines and Priority Bus Stop Evaluation to Fehr & Peers

Dear Board Members:

Recommendation

Authorize General Manager to sign and award a contract with Fehr & Peers for Development of Bus Stop Guidelines and Priority Bus Stop Evaluation with a total contract value not to exceed \$139,940.

Summary

Staff recommends that your Board authorize the General Manager to enter into an agreement with Fehr & Peers for the development of Marin Transit's Bus Stop Guidelines and evaluation of high-priority stops for future improvements.

This project will be executed in two phases. In the first phase, the consultant team will work with staff to develop the Bus Stop Guidelines. The guidelines will update the District's recommended amenity matrix, which defines the level of amenity at each stop, recommends stop types and placement, and provides guidance on infrastructure preferences. The guidelines will serve as a tool for internal and external stakeholders when improving bus stops, responding to bus stop requests, and participating in plan reviews. In the second phase, the consultant will work with staff to evaluate and recommend improvements at 50 high-priority bus stops.

Background

In recent years, regional bus service provided by Golden Gate Transit refocused solely along Highway 101, leading Marin Transit to be the primary operator at and the responsible agency for more stops within Marin County. To meet this responsibility, Marin Transit continues to pursue bus stop improvement projects and increase involvement in plan reviews from other agencies and local jurisdictions.

In 2013, Marin Transit developed in-house draft bus stop guidelines based heavily on National Association of City Transportation Officials (NACTO) guidance, which no longer meet agency needs. Updated and formalized bus stop guidelines will help staff provide clear guidance on bus stop requirements



to local jurisdictions and external stakeholders. The guidelines provide a clear vision for desired bus stop upgrades and how upgrades should be prioritized.

Procurement

On July 28, 2025, Marin Transit issued a Request for Proposals (RFP) for professional services to develop the official Bus Stop Guidelines and help in prioritizing and developing improvements for the 50 highest priority stops in the Marin Transit system. Proposals were due on August 18, 2025. The consultant proposals required demonstration of understanding for both project phases, experience in transit-oriented documentation and graphic design, and staff experience and knowledge of industry standards around bus-stop design and improvements.

The following technical factors were identified as evaluation criteria in the RFP:

Criteria	Max Points Available
Understanding and Approach to Bus Stop Guidelines and Bus Stop Prioritization Objectives	25
Capabilities and Experience	40
Graphics Examples	20
Cost Effectiveness	15
Total	100

Marin Transit received proposals from two consultant firms. Staff reviewed the proposals based on the criteria specified in the RFP and listed above. The review panel, made up of three representatives from Marin Transit, concluded that Fehr & Peers demonstrated a thorough understanding of successful delivery of the project, had experience with similar projects, provided exceptional graphic examples, and had a competitive price.

Fiscal/Staffing Impact

The maximum not-to-exceed contract cost is \$139,940, which is approximately 15% below Marin Transit's independent cost estimate. Costs associated with this professional services contract are included in the FY2025/26 Capital Budget in the Bus Stop Revitalization (BR) project. The project is funded through MTC's Regional Measure 3 (RM3).

Respectfully Submitted,

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

Genna Gores
Senior Capital Analyst

Attachment A: DRAFT Contract #1325 Fehr & Peers



MARIN COUNTY TRANSIT DISTRICT PROFESSIONAL SERVICES CONTRACT

THIS CONTRACT is made and entered into this 6th day of October, 2025, by and between the MARIN COUNTY TRANSIT DISTRICT, hereinafter referred to as "District" and FEHR & PEERS, hereinafter referred to as "Contractor."

RECITALS:

WHEREAS, District desires to retain a person or firm to provide the following service: Bus Stop Guidelines and Prioritization Services; and

WHEREAS, Contractor warrants that it is qualified and competent to render the aforesaid services;

NOW, THEREFORE, for and in consideration of the Contract made, and the payments to be made by District, the parties agree to the following:

1. SCOPE OF SERVICES:

Contractor agrees to provide all of the services described in **Exhibit A** attached hereto and by this reference made a part hereof. Contractor shall provide such services in accordance with the care, skill, and diligence ordinarily exercised by professionals providing similar services in the same or similar locale and under similar circumstances to that of Contractor under this Contract.

2. FURNISHED SERVICES:

The District agrees to:

- A. Guarantee access to and make provisions for the Contractor to enter upon public and private lands as required to perform their work.
- B. Make available all pertinent data and records for review.
- C. Provide general bid and Contract forms and special provisions format when needed.

3. FEES AND PAYMENT SCHEDULE:

The fees and payment schedule for furnishing services under this Contract shall be based on the rate schedule which is attached hereto as **Exhibit B** and by this reference incorporated herein. Said fees shall remain in effect for the entire term of the Contract. Contractor shall provide District with his/her/its Federal Tax I.D. number prior to submitting the first invoice.

4. MAXIMUM COST TO DISTRICT:

In no event will the cost to District for the services to be provided herein exceed the maximum sum of **\$139,940** including direct non-salary expenses. As set forth in section 14 of this Contract, should the funding source for this Contract be reduced, Contractor agrees that this maximum cost to District may be amended by written notice from District to reflect that reduction.

5. TIME OF CONTRACT:

This Contract shall commence on October 6, 2025, and shall terminate on October 5, 2026. This contract includes one (1) additional option year. Certificate(s) of Insurance must be current on day Contract commences and if scheduled to lapse prior to termination date, must be automatically updated before final payment may be made to Contractor. The final invoice must be submitted within 90 days of completion of the stated scope of services.

6. INSURANCE:

Commercial General Liability:

The Contractor shall maintain a commercial general liability insurance policy in the amount of \$1,000,000 (\$2,000,000 aggregate). The District shall be named as an additional insured on the commercial general liability policy.

Attachment A**Commercial Automobile Liability:**

Where the services to be provided under this Contract involve or require the use of any type of vehicle by Contractor, Contractor shall provide comprehensive business or commercial automobile liability coverage, including non-owned and hired automobile liability, in the amount of \$1,000,000.00.

Workers' Compensation:

The Contractor acknowledges the State of California requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of the Labor Code. If Contractor has employees, a copy of the certificate evidencing such insurance, a letter of self-insurance, or a copy of the Certificate of Consent to Self-Insure shall be provided to the District prior to commencement of work.

Errors and Omissions, Professional Liability or Malpractice Insurance.

Contractor may be required to carry errors and omissions, professional liability or malpractice insurance.

All policies shall remain in force through the life of this Contract and shall be payable on a "per occurrence" basis unless District specifically consents to a "claims made" basis. The insurer shall supply District adequate proof of insurance and/or a certificate of insurance evidencing coverages and limits prior to commencement of work. Should any of the required insurance policies in this Contract be cancelled or non-renewed, it is the Contractor's duty to notify the District immediately upon receipt of the notice of cancellation or non-renewal.

If Contractor does not carry the required insurance coverage and/or does not meet the required limits, the coverage limits and deductibles shall be set forth on a waiver, **Exhibit C**, attached hereto.

Failure to provide and maintain the insurance required by this Contract will constitute a material breach of this Contract. In addition to any other available remedies, District may suspend payment to the Contractor for any services provided during any time that insurance was not in effect and until such time as the Contractor provides adequate evidence that Contractor has obtained the required coverage.

7. ANTI DISCRIMINATION AND ANTI HARASSMENT:

Contractor and/or any subcontractor shall not unlawfully discriminate against or harass any individual including, but not limited to, any employee or volunteer of the Marin County Transit District based on race, color, religion, nationality, sex, sexual orientation, age or condition of disability. Contractor and/or any subcontractor understands and agrees that Contractor and/or any subcontractor is bound by and will comply with the anti discrimination and anti harassment mandates of all Federal, State and local statutes, regulations and ordinances.

8. SUBCONTRACTING:

The Contractor shall not subcontract nor assign any portion of the work required by this Contract without prior written approval of the District except for any subcontract work identified herein. If Contractor hires a subcontractor under this Contract, Contractor shall require subcontractor to provide and maintain insurance coverage(s) identical to what is required of Contractor under this Contract and shall require subcontractor to name Contractor and Marin County Transit District as an additional insured under this Contract for general liability. It shall be Contractor's responsibility to collect and maintain current evidence of insurance provided by its subcontractors and shall forward to the District evidence of same.

9. ASSIGNMENT:

The rights, responsibilities and duties under this Contract are personal to the Contractor and may not be transferred or assigned without the express prior written consent of the District.

10. LICENSING AND PERMITS:

The Contractor shall maintain the appropriate licenses throughout the life of this Contract. Contractor shall also obtain any and all permits which might be required by the work to be performed herein.

11. BOOKS OF RECORD AND AUDIT PROVISION:

Contractor shall maintain on a current basis complete books and records relating to this Contract. Such records shall include, but not be limited to, documents supporting all bids, all income and all expenditures. The books and records shall be original entry books with

Attachment A

a general ledger itemizing all debits and credits for the work on this Contract. In addition, Contractor shall maintain detailed payroll records including all subsistence, travel and field expenses, and canceled checks, receipts and invoices for all items. These documents and records shall be retained for at least five years from the completion of this Contract. Contractor will permit District to audit all books, accounts or records relating to this Contract or all books, accounts or records of any business entities controlled by Contractor who participated in this Contract in any way. Any audit may be conducted on Contractor's premises or, at District's option, Contractor shall provide all books and records within a maximum of fifteen (15) days upon receipt of written notice from District. Contractor shall refund any monies erroneously charged.

12. WORK PRODUCT/PRE-EXISTING WORK PRODUCT OF CONTRACTOR:

Any and all work product resulting from this Contract ("Work Product") is commissioned by the Marin County Transit District as a work for hire. The Marin County Transit District shall be considered, for all purposes, the author of the Work Product and shall have all rights of authorship to the work, including, but not limited to, the exclusive right to use, publish, reproduce, copy and make derivative use of, the Work Product or otherwise grant others limited rights to use the Work Product.

However, notwithstanding the foregoing, and any provision to the contrary herein, intellectual property owned or created by any third party other than Contractor, its subcontractors, or the Marin County Transit District ("Third-Party Content"), and inventions, improvements, discoveries, methodologies, models, formats, software, algorithms, processes, procedures, designs, specifications, findings, and other intellectual properties developed, gathered, compiled or produced by Contractor or its subcontractors prior to or independently of their performance of this Contract ("Background IP"), including such Third-Party Content or Background IP that Contractor or its subcontractors may employ in its performance of this Contract, or may incorporate into any part of the Work Product, shall not be the property of the Marin County Transit District. Contractor, or its subcontractors as applicable, shall retain all rights, titles, and interests, including but not limited to all ownership and intellectual property rights, in all such Background IP. Contractor and its subcontractors as applicable, grant the Marin County Transit District an irrevocable, non-exclusive, non-transferable, royalty-free license in perpetuity to use, reproduce, prepare derivative works based upon, distribute, disclose, derive from, perform, and display, such Background IP, but only as an inseparable part of, and only for the purpose intended by creation of, the Work Product. In the event the Work Product contains, or incorporates any Third-Party Content, or derivative work based on such Third-Party Content, or any compilation that includes such Third-Party Content, Contractor shall secure all licenses to any such Third-Party Content, but only as an inseparable part of the Work Product, where such licenses are necessary for the Marin County Transit District to utilize and enjoy Contractor's services and the Work Product for their intended purposes. Any use of Contractor's Work Product for any other project or purpose not authorized in writing by Contractor, any changes to the Work Product made by anyone other than Contractor, and any use of incomplete Work Product shall be at the Marin County Transit District's or any other user's sole risk, and Contractor shall bear no liability for any such unauthorized use, reuse, or modifications to the Work Product. The Marin County Transit District agrees to indemnify, defend and hold Contractor and its officers, agents and employees harmless, from any claims, losses, damages, costs, including without limitation attorneys' fees, arising out of any such use, reuse, or modifications to any of the Work Product not authorized by Contractor

13. TERMINATION:

- A. If the Contractor fails to provide in any manner the services required under this Contract or otherwise fails to comply with the terms of this Contract or violates any ordinance, regulation or other law which applies to its performance herein, the District may terminate this Contract by giving five (5) calendar days written notice to the party involved.
- B. The Contractor shall be excused for failure to perform services herein if such services are prevented by acts of God, strikes, labor disputes or other forces over which the Contractor has no control.
- C. Either party hereto may terminate this Contract for any reason by giving thirty (30) calendar days written notice to the other parties. Notice of termination shall be by written notice to the other parties and be sent by registered mail.
- D. In the event of termination not the fault of the Contractor, the Contractor shall be paid for services performed to the date of termination in accordance with the terms of this Contract so long as proof of required insurance is provided for the periods covered in the Contract or Amendment(s).

14. APPROPRIATIONS:

The District's performance and obligation to pay under this Contract is contingent upon an annual appropriation by the Marin County Transit District Board of Directors, the State of California or other third party. Should the funds not be appropriated, District may terminate this Contract with respect to those payments for which such funds are not appropriated. District will give Contractor thirty (30) days' written notice of such termination. District shall not be obligated to pay Contractor for services performed by Contractor after the termination date, but District shall pay Contractor for services performed prior to the termination date.

Where the funding source for this Contract is contingent upon an annual appropriation or grant from the Marin County Transit District Board of Directors, the State of California or other third party, District's performance and obligation to pay under this Contract is limited by the availability of those funds. Should the funding source for this Contract be eliminated or reduced, upon written notice

Attachment A

to Contractor, District may reduce the Maximum Cost to District identified in section 4 to reflect that elimination or reduction and Contractor's services shall be adjusted or reduced to reflect the reduced cost.

15. RELATIONSHIP BETWEEN THE PARTIES:

It is expressly understood that in the performance of the services herein, the Contractor, and the agents and employees thereof, shall act in an independent capacity and as an independent Contractor and not as officers, employees or agents of the District. Contractor shall be solely responsible to pay all required taxes, including but not limited to, all withholding social security, and workers' compensation.

16. AMENDMENT:

This Contract may be amended or modified only by written Contract of all parties.

17. ASSIGNMENT OF PERSONNEL:

The Contractor shall not substitute any personnel for those specifically named in its proposal unless personnel with substantially equal or better qualifications and experience are provided, acceptable to District, as is evidenced in writing.

18. JURISDICTION AND VENUE:

This Contract shall be construed in accordance with the laws of the State of California and the parties hereto agree that venue shall be in Marin County, California.

19. INDEMNIFICATION:

Contractor agrees to indemnify, defend, and hold District, its employees, and officers, harmless from any and all liabilities including, but not limited to, litigation costs and reasonable attorney's fees arising from any and all claims and losses to anyone who may be injured or damaged to the extent caused by Contractor's negligence, recklessness or willful misconduct in the performance of this Contract.

20. COMPLIANCE WITH APPLICABLE LAWS:

The Contractor shall comply with any and all Federal, State and local laws and resolutions: including, but not limited to the County of Marin Nuclear Free Zone and Living Wage Ordinance Copies of any of the above-referenced local laws and resolutions may be secured from the Contract Manager referenced in section 21. In addition, the following NOTICES may apply:

1. Pursuant to California Franchise Tax Board regulations, District will automatically withhold 7% from all payments made to vendors who are non-residents of California.
2. Contractor agrees to meet all applicable program access and physical accessibility requirements under State and Federal laws as may apply to services, programs or activities for the benefit of the public.
3. For Contracts involving any Federal Transit Administration grant funds, Exhibit D must be attached. Exhibit D provides all Federal Transit Administration Contract Provisions relevant to this Contract.
4. For Contracts involving any State or Federal grant funds, Exhibit E must be attached. Exhibit E shall consist of the printout results obtained by search of the System for Award Management at www.sam.gov.

Exhibit E - Debarment Certification

By signing and submitting this Contract, the Contractor is agreeing to abide by the debarment requirements as set out below.

- The certification in this clause is a material representation of fact relied upon by District.
- The Contractor shall provide immediate written notice to District if at any time the Contractor learns that its certification was erroneous or has become erroneous by reason of changed circumstances.
- Contractor certifies that none of its principals, affiliates, agents, representatives or contractors are excluded, disqualified or ineligible for the award of contracts by any Federal agency and Contractor further certifies to the best of its knowledge and belief, that it and its principals:
 - re not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal Department or Agency;
 - Have not been convicted within the preceding three-years of any of the offenses listed in 2 CFR 180.800(a) or had a civil judgment rendered against it for one of those offenses within that time period;

Attachment A

- Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses listed in 2 CFR 180.800(a);
- Have not had one or more public transactions (Federal, State, or Local) terminated within the preceding three-years for cause or default.
- The Contractor agrees by signing this Contract that it will not knowingly enter into any subcontract or covered transaction with a person who is proposed for debarment, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction.
- Any subcontractor will provide a debarment certification that includes the debarment clause as noted in preceding bullets above, without modification.

21. NOTICES:

This Contract shall be managed and administered on District's behalf by the Department Contract Manager named below. All invoices shall be submitted and approved by this Department and all notices shall be given to District at the following location:

Contract Manager:	Anna Penoyar, Capital Projects Manager
	Marin County Transit District
Dept./Location:	711 Grand Ave, Suite 110
	San Rafael, CA 94901
Telephone No.:	(415) 226-0867

Notices shall be given to Contractor at the following address:

Contractor:	Fehr & Peers
	345 California Street, Suite 450
Address:	San Francisco, CA
	94104
Telephone No.:	(415) 426-2522

22. ACKNOWLEDGEMENT OF EXHIBITS

Check applicable Exhibits

**CONTRACTOR'S
INITIALS**

EXHIBIT A.

<input checked="" type="checkbox"/>	Scope of Services	
<input checked="" type="checkbox"/>	Fees and Payment	
<input type="checkbox"/>	Insurance Reduction/Waiver	
<input type="checkbox"/>	Federal Transit Administration Contract Provisions	
<input type="checkbox"/>	Contractor's Debarment Certification	
<input type="checkbox"/>	Subcontractor's Debarment Certification	

EXHIBIT B.

EXHIBIT C.

EXHIBIT D.

EXHIBIT E.

EXHIBIT F.

Attachment A

IN WITNESS WHEREOF, the parties have executed this Contract on the date first above written.

CONTRACTOR

By: _____
Name: _____
Title: _____

**APPROVED BY
MARIN COUNTY TRANSIT DISTRICT:**

By: _____

=====

COUNTY COUNSEL REVIEW AND APPROVAL *(required if template content has been modified)*

County Counsel: _____ Date: _____

DRAFT

SCOPE OF SERVICES (required)

6. Work Plan & Schedule

Phase 1: Bus Stop Guidelines

Task 1. Project Management

The Fehr & Peers team will serve as the lead for overall project administration and coordination with Marin County Transit District (MCTD). As project manager, Geoff Rubendall will prioritize high-quality and detail-oriented project management throughout the duration of the project and lead the overall strategic direction, workload, and resource assignments of the technical team in direct coordination with Marin Transit staff. Fehr & Peers will schedule and lead the project kick-off meeting, lead bi-weekly check-ins with MCTD's project team for the duration of the project, preparing agendas, meeting materials, notes and action items as necessary.

TASK 1 DELIVERABLES

- Project kick-off meeting
- Regular check-ins (assumed bi-weekly)
- Meeting materials, including agendas and notes.

Task 2. Data Collection + Literature Review

Fehr & Peers staff will conduct streamlined literature and peer review of other transit agency bus stop practices, processes, and guidelines, focusing on the most recent guidelines available to home in industry best practices including finding the right balance between providing flexibility/range of design options and providing clear guidance to agency staff and local jurisdictions, as well as how to best integrate not only a variety of bus stop typologies into the design

guidance, but also street typologies, especially multimodal complete street corridors. This task will build from of our existing library of peer reviewed materials that includes Portland's TriMet, San Bernardino County's Omnitrans, Santa Clara County's VTA and AC Transit, as well as the results of our recently adopted Samtrans Bus Stop Design Guidelines. Fehr & Peers will review current applicable Marin Transit bus stop policies, procedures, and select agency documents to develop knowledge and local context.

TASK 2 DELIVERABLES

- Summary of findings from literature review and existing MCTD documents

Bus Stop Improvements in Marin County

Since 2017, Mark Thomas has been providing support to Marin Transit on over 34 bus stop improvements throughout Marin County, including widening existing concrete sidewalks for ADA-accessible bus stop pads, installation of new bus stop signs, shelters and benches, lighting improvements, electronic real-time information signs, and path of travel improvements, such as new sidewalks, pedestrian crossings, curb ramps and traffic signal modifications to connect the bus stops to existing pedestrian facilities.

Task 3. Stakeholder Engagement

Fehr & Peers will begin our engagement approach by coordinating with MCTD to develop a plan and timeline that balances engagement with Marin Transit riders, local jurisdictions, local organizations, and partner agencies.

Local Jurisdictions/Partner Agencies

Implementation of the Bus Stop guidelines will rely on the participation and buy-in from local jurisdictions and partner agencies within the Marin Transit service area. In addition to outreach via email correspondence, we propose one hour and half virtual meeting to present draft guidelines and gather feedback through an interactive medium from stakeholders.

Fehr & Peers will distribute drafts for comment and work with Marin Transit team to incorporate feedback into the final draft.

Marin Transit Riders

To daylight existing challenges with bus stop amenities, MCTD staff with host focus group meetings for riders. Fehr & Peers will work with MCTD staff to develop engagement materials that support this task. Materials will clearly present current conditions, illustrate potential amenity options, and help participants understand key trade-offs. The materials will feature clear, engaging graphics to make concepts accessible to all participants. In addition to material development, Fehr & Peers will participant in these meetings to observe and take notes.

TASK 3 DELIVERABLES

- Document tracking feedback from riders and local partners/jurisdictions + Project management tool to track and resolve stakeholder input and comments
- Development of a timeline for engagement, including what type of feedback will be requested
- Email correspondence between stakeholders to acquire feedback
- 1 virtual meetings with local jurisdictions or partner agencies plus follow-up communication (e.g. Marin Public Works Association meeting) (As lead)
- 1-2 meetings with Marin Transit Riders (As support)

South San Francisco Bus Stops: Context-Sensitive & Practical



Fehr & Peers partnered with Mark Thomas to design 12 new bus and shuttle stops in South San Francisco to support future service from Commute.org, Genentech, and SamTrans. This collaborative project required coordinating with multiple operators and city staff to ensure the designs aligned with agency standards and could be implemented in constrained rights-of-way. We designed the bus stops at far-side, in-lane positions paired with high-visibility crosswalks and ADA-compliant curb ramps to improve safety and accessibility. We worked with Tolar Manufacturing to prototype shelters to fit tight conditions and maintain clear pedestrian paths, with open canopies, seating, signage, and solar lighting. The practical, context-sensitive design guidance simplifies implementation for local jurisdictions.

Task 4. Facilitation & Strategic Guidance for Bus Stop Guidelines

Fehr & Peers will work closely with Marin Transit to facilitate focused discussions on specific sections of the Bus Stop Guidelines, including the amenities matrix, shelters, lighting, bus pads, stop placement, stop type, intersection designs, pedestrian infrastructure, and bike infrastructure. Our

role will be to design and lead productive discussions supported by well-structured research and outcomes from stakeholder engagement that advances the guidelines and builds consensus among staff to reach a final decision.

Prior to each session, Fehr & Peers will coordinate with Marin Transit's project team to confirm meeting objectives, prepare agendas, identify decision points, and compile background materials. Fehr & Peers will also draw from Mark Thomas' staff experience on bus stop improvement efforts to inform this work.

During the sessions, we will actively facilitate the conversation, keeping discussions focused, documenting decision points, and identifying any areas requiring additional analysis or follow-up.

TASK 4 DELIVERABLES

- Meeting agendas and materials (as applicable)
- Facilitation of up to 4–5 meetings or working sessions
- Summary notes that include action items from each discussion
- Final decisions around each topic area

Task 5. Development of Draft Bus Stop Guidelines

Fehr & Peers, in close coordination with Marin Transit staff, will develop the written content and technical standards for the guidelines using insights from Tasks 2–4. To align with Marin Transit's vision, Fehr & Peers will clearly identify where graphics, infographics, or tables should accompany the written content so these elements can be seamlessly integrated during Task 6. Tasks 5 and 6 will progress in parallel, allowing for iterative refinement of both content and layout to deliver a cohesive, visually compelling set of guidelines.

TASK 5 DELIVERABLES

- Draft of written content of bus stop guidelines, including indications of where graphics are needed
- Receive and incorporate 1–2 rounds of feedback from Marin Transit
- Finalized copy of written content

We know the Marin Transit Brand



Our ongoing role under Marin Transit's graphic design on-call contract gives us a unique advantage for tasks such as We supported Marin Transit's updated branding guidelines and have collaborated with the agency to design and implement print schedules at bus stops across the system. We bring deep understanding of Marin Transit's visual brand and rider information needs and standards for high-quality, accessible graphics. We know how to deliver a final product fully aligned with the agency's branding, accessible to a broad audience, and effective at communicating technical information through illustrations, diagrams, and photographs.

Task 6. Final Document Design & Formatting

Fehr & Peers will lead the design and formatting of the Bus Stop Guidelines to produce a visually compelling, user-friendly document that prioritizes graphics and clear visual communication over lengthy text blocks. The guidelines will be designed to function as a practical reference that stakeholders can easily navigate and apply in their own decision-making processes.

Working closely with Marin Transit staff, our design process will be iterative—allowing for up to two rounds of review to refine layout, iconography, and other visual elements. We will ensure all visual components integrate seamlessly with the written content developed in Task 5, using a consistent style across the entire document.

TASK 6 DELIVERABLES

- Draft formatted Bus Stop Guidelines with graphics
- Receive and incorporate 1–2 rounds of feedback from Marin Transit
- Finalize Bus Stop Guidelines

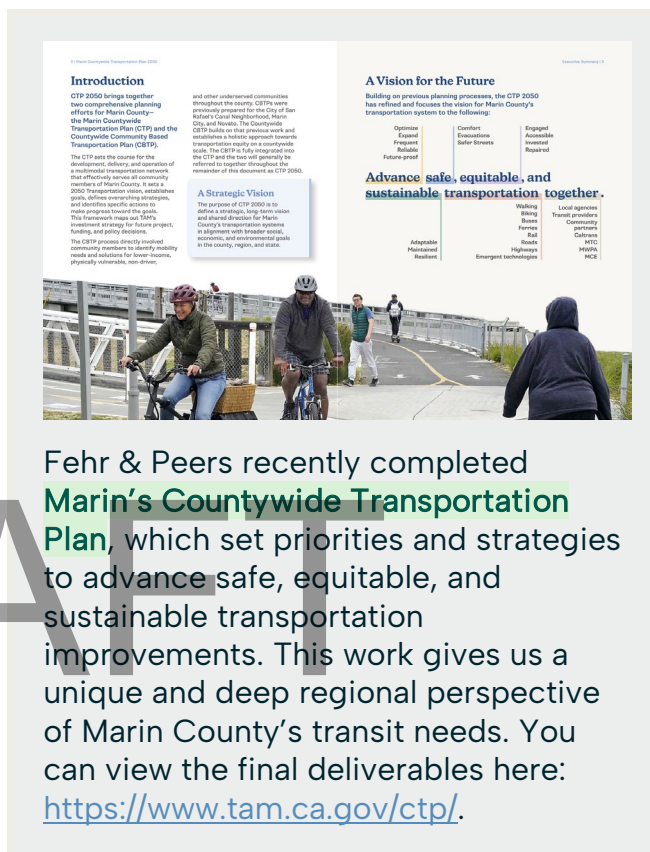
Phase 2: Priority Bus Stop Evaluation

Task 7. Priority Bus Stop Evaluation

Fehr & Peers will work alongside Marin Transit in evaluating and prioritizing improvements at 50 bus stops identified by staff, using the updated Bus Stop Inventory and the Bus Stop Guidelines developed in Phase 1.

Phase 2 will start with a kick-off meeting that will include time to review the list of 50 stops. Fehr & Peers will prioritize improvements through a geospatial analysis, utilizing data layers to be determined in collaboration with Marin Transit staff. These

may include ridership volumes, equity-focused geographies, locations with documented safety concerns and bus stop feedback from the focus groups and other contextual geospatial datasets. This approach will ensure that recommendations are both data-driven and responsive to community needs.



Fehr & Peers recently completed **Marin's Countywide Transportation Plan**, which set priorities and strategies to advance safe, equitable, and sustainable transportation improvements. This work gives us a unique and deep regional perspective of Marin County's transit needs. You can view the final deliverables here: <https://www.tam.ca.gov/ctp/>.

Fehr & Peers will identify improvements and the cost to update the prioritized stops in alignment with the guidelines developed in phase 1.

Each stop will be evaluated using a consistent template that includes:

- Basic stop information (e.g., Stop ID, location)
- Aerial or inventory imagery
- Recommended improvements based on the Bus Stop Guidelines
- ADA compliance status
- Planning-level cost estimates
- Additional notes or considerations

The evaluation will culminate in a report that includes a prioritized list of all 50 stops, with cutsheets designed with stop-level summaries and cost estimates to support implementation planning and funding pursuits for each stop location. Planning level cost estimates will use actual local construction cost data from similar projects Fehr & Peers and Mark Thomas have recently worked on, and other cost data from established vendors in the bay area who have worked with other bay area transit agencies. Fehr & Peers will present a draft cutsheet and report outline to Marin Transit staff, incorporate up to two rounds of feedback, and deliver a final report that is clear, actionable, and aligned with the agency's strategic objectives.

PHASE 2 DELIVERABLES

- Phase 2 kick-off meeting – Contractor will provide meeting agenda and lead the meeting. Will include time to review the list of 50 stops.
- Draft Report
- 1 meeting to present the draft and receive initial feedback
- 1 round of feedback from Marin Transit team
- Final Report

Optional Services

The following tasks include optional services our team has identified that would enhance the overall effectiveness of this effort.

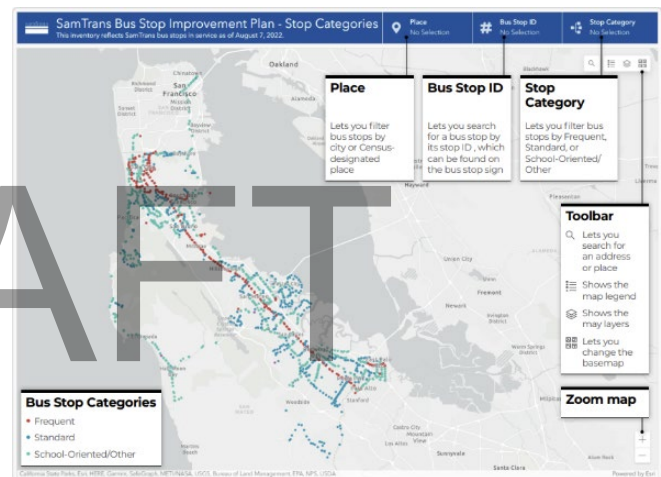
Detailed Cost Estimates & Concept Plans

Our base scope of work includes applying planning level unit costs to all 50 priority bus stop locations. Since each site has specific challenges, this optional effort would include site visits to bus stop location sites (e.g. top ten sites, all sites, etc.) to document current conditions, develop a conceptual layout plan, and work with Mark Thomas to develop a more detailed cost estimate to set MTCD up

for funding opportunities to upgrade some of these locations.

Bus Stop Dashboard

Fehr & Peers could develop an interactive online dashboard to support Phase 2 activities and streamline access to the updated bus stop inventory. Designed as a functional project tool, the dashboard will allow Marin Transit staff and stakeholders to easily visualize stop level data, aerial imagery, and relevant geospatial layers. These layers will be determined in coordination with Marin Transit and may include ridership metrics, equity areas, and safety related data.



SamTrans' bus stop dashboard, developed as part of the BSIP project.

The dashboard will also be used to incorporate QA/QC protocols to ensure all data used in the evaluation is accurate, current, and consistently formatted. Hosted by Fehr & Peers for the duration of the project, the dashboard can be transitioned to Marin Transit upon project completion for continued use and reference.

Schedule

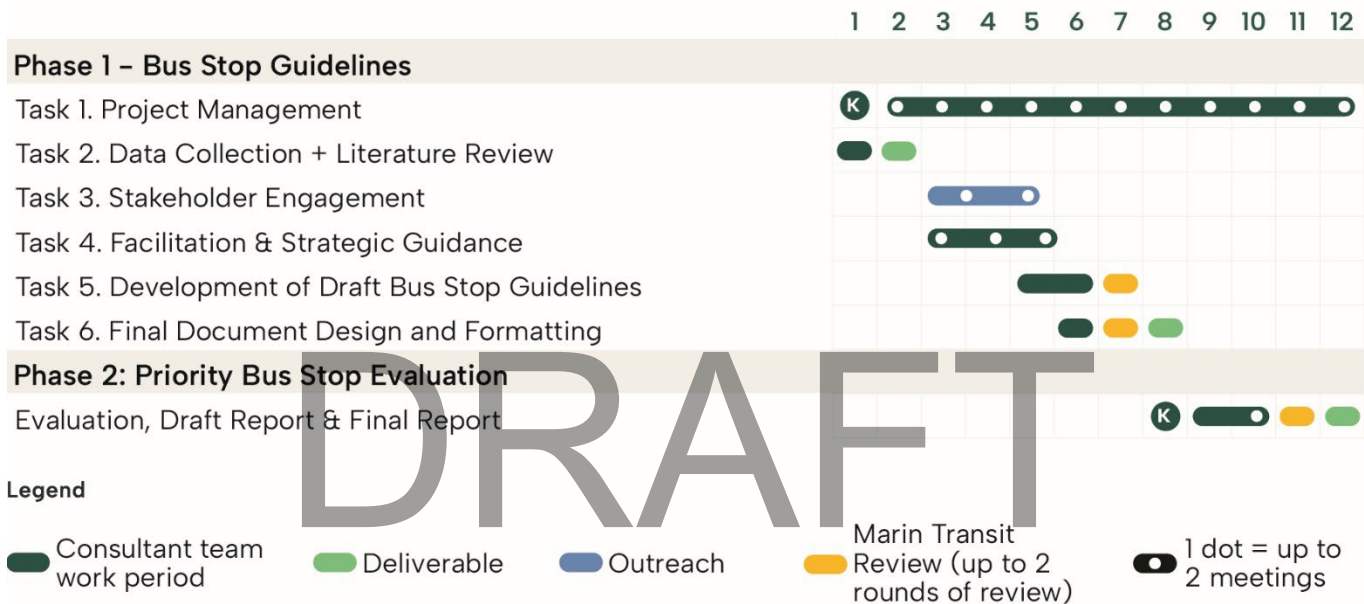
We propose a 12-month schedule for this effort. As a first step following contract award, we will collaborate with Marin Transit staff to further refine the schedule. Our

current timeline assumes a project kick-off in October, with stakeholder engagement beginning in the new year.

Following the kick-off, we anticipate spending one to two months reviewing relevant plans, policies, and documents, and refining the stakeholder engagement approach and project objectives. To accommodate holiday schedules, we've planned a three-month stakeholder engagement phase starting in January: one

month for planning and scheduling meetings and focus groups, followed by two months for conducting those engagements.

Stakeholder meetings will be staggered with strategic guidance sessions to ensure real-time incorporation of feedback. We expect the development of draft and final bus stop guidelines, along with the completion of Phase 1, to take approximately three months, while the entirety of Phase 2 will take up to 5 months.



Staff Hours by Task

	Daniel Jacobson	Geoff Rubendall	Alex Murray	Angelica Rocha	Cullen McCormick	Project Engineer	Project Coordinator	Dan Blomquist (Mark Thomas)	KEY STAFF HOURS	TOTAL STAFF HOURS
Phase 1 – Bus Stop Guidelines										
Task 1. Project Management		18	12				18		30	48
Task 2. Data Collection + Literature Review		2	24	16		4			42	46
Task 3. Stakeholder Engagement	2	2	32	40		4		8	76	88
Task 4. Facilitation & Strategic Guidance	1	8	40	20	4	16		40	73	129
Task 5. Development of Draft Bus Stop Guidelines	4	8	24	12	8	24		10	56	90
Task 6. Final Document Design and Formatting		1	16	5	16	12			38	50
Phase 1 Subtotal	7	39	148	93	28	60	18	58	315	451
Phase 2: Priority Bus Stop Evaluation										
Evaluation, Draft Report & Final Report	2	12	60	0	16	52	0	0	74	126
Phase 2 Subtotal	2	12	60	0	16	52	0	0	74	126
All Phases Total	9	51	208	93	28	112	18	58	389	577

EXHIBIT "B"

FEES AND PAYMENT SCHEDULE (required)

DISTRICT shall pay CONTRACTOR as follows:

- (1) CONTRACT RATES. DISTRICT shall pay CONTRACTOR based on the rate table below and billed in quarter hours. CONTRACTOR shall submit requests for payment via invoice net 30 days following provision of services.

TASKS REQUIRED	Principal in Charge Daniel Jacobson	Project Manager Geoff Rubendall	Lead Planner (DPM) Alex Murray	Senior Planner (Outreach Lead) Angelica Rocha	Visualization Lead Cullen McCormick	Project Engineer Dawn Malla	Project Coordinator TBD	Engineering Support Dan Blomquist (Mark Thomas)	TOTAL HOURS	TOTAL COST
Billing Rate*:	\$320.00	\$345.00	\$210.00	\$235.00	\$275.00	\$205.00	\$165.00	\$350.00		
1. Project Management		18	12				18		48	\$11,700.00
2. Data Collection & Literature Review		2	24	16		4			46	\$10,310.00
3. Stakeholder Engagement	2	2	32	40		4		8	88	\$21,070.00
4. Facilitation & Strategic Guidance	1	8	40	20	4	16		40	129	\$34,560.00
5. Development of Draft Bus Stop Guidelines	4	8	24	12	8	24		10	90	\$22,520.00
6. Final Document Design & Formatting		1	16	5	16	12			50	\$11,740.00
Phase 2: Priority Bus Stop Evaluation	2	12	60			52			126	\$28,040.00
TOTAL HOURS:	9	51	208	93	28	112	18	58	577	
TOTAL COST:	\$2,880.00	\$17,595.00	\$43,680.00	\$21,855.00	\$7,700.00	\$22,960.00	\$2,970.00	\$20,300.00		\$139,940.00

- (2) MILEAGE. DISTRICT shall not pay CONTRACTOR for travel by private, leased or hired vehicles as required by this Contract.
- (3) TRAVEL COSTS. DISTRICT shall not pay CONTRACTOR for meals, lodging, or other travel costs.
- (4) AUTHORIZATION REQUIRED. Services performed by CONTRACTOR and not authorized in this Contract shall not be paid for DISTRICT. Payment for additional services shall be made to CONTRACTOR by DISTRICT if, and only if, this Contract is amended by both parties in advance of performing additional services.
- (5) MAXIMUM CONTRACT AMOUNT. The maximum term of this Contract is one (1) base year plus one (1) additional option year. The maximum amount payable to Contractor under this Contract for this period shall not exceed \$139,940.
- (6) INVOICES. Invoice shall be remitted monthly to AP@marintransit.org and to Marin Transit's contract manager.

EXHIBIT "C"

INSURANCE REDUCTION/WAIVER (if applicable)

CONTRACTOR: _____

CONTRACT TITLE: _____

Contractor's professional liability insurance may be provided, in part, by self-insurance or large deductible as long as contractor provides: (1) evidence to the District that contractor has segregated amounts in a special insurance reserve fund meeting the contract's insurance requirements and restricted specifically to this project or (2) contractor's general insurance reserves are adequate to provide the necessary coverage and the Marin County Transit District may conclusively rely thereon.

This statement shall accompany all requests for a reduction/waiver of insurance requirements. Please check the box

if a waiver is requested or fill in the reduced coverage(s) where indicated below:

	<i>Check Where Applicable</i>	<i>Requested Limit Amount</i>	<i>CAO Use Only</i>
General Liability Insurance	<input type="checkbox"/>	\$	
Automobile Liability Insurance	<input type="checkbox"/>	\$	
Workers' Compensation Insurance	<input type="checkbox"/>		
Professional Liability Deductible	<input type="checkbox"/>	\$	

Please set forth the reasons for the requested reductions or waiver.

Attachment A

Contract Manager Signature:

Date:

DRAFT



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Maika Llorens Gulati

Alternate
City of San Rafael

October 6, 2025

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

Subject: Change Order to Contract with Ghilotti Bros., Inc. for Construction of Improvements at 3010/3020 Kerner Blvd

Dear Board Members:

Recommendation

Authorize General Manager to execute change order (CCO2) with Ghilotti Bros., Inc. for construction of improvements at 3010/3020 Kerner Blvd for an amount not to exceed \$261,511 and approve Budget Amendment 2026-02.

Summary

Staff recommend that your Board authorize the General Manager to execute a change order with Ghilotti Bros, LLC (Ghilotti) for the 3010/3020 Kerner Blvd Redevelopment not to exceed \$261,511 to account for additional work needed to complete the improvements.

Background

On December 2, 2024, your Board approved the agreements (#1286 and #1287) with Ghilotti Bros., Inc. to construct a new parking lot with solar canopy, backup battery storage, two electric vehicle chargers and provisions for future electric vehicle charging at Marin Transit's site at 3010/3020 Kerner Blvd in San Rafael.

To date, two change orders, one on each contract, have been executed (table 1).

The solar canopy portion of the project was bid as design-build, and the design process started soon after contract initiation. During this phase, staff decided to reduce the solar canopy size to preserve the ability to park as many vehicles as possible on the lot. The new solar design is cantilevered over the parking stalls, allowing maximum parking capacity at the site. The solar canopy design change resulted in a credit to Marin Transit. This Contract Change Order #1 on contract #1286 was executed by the General Manager on July 17, 2025.

A second change order was required for the battery energy storage system (BESS) (contract #1287). The originally specified BESS was no longer available at the time of procurement and the identified best alternative system has an increased amount of battery storage and an increased cost. This Contract



Change Order #1 on contract #1287 was executed by the General Manager on July 17, 2025.

Table 1: Contract Change Orders executed to date

CCO #	Description	Cost
1286 - CCO#1	Credit for Solar Canopy	(\$ 75,885)
1287 - CCO#1	Change of BESS	\$ 45,315
Total:		(\$30,570)

Proposed Change Order 2

Additional work has been identified to be included in contract #1286, which staff recommends including in one change order (CCO#2). The largest item is for unanticipated costs associated with the soil offhaul. Soil had to be removed from the site to be at the right finished grade. The soil that was under the former office building tested as Class II hazardous and additional costs were incurred to dispose of the soil at a facility that accepts this soil type. The proposed change order also includes additional survey work required as a result of the solar canopy design change, removal of an underground drainage system that was not included in the plans, and the replacement of storm drains that were deemed non-functional once fully visible.

Table 2: Proposed items to be included in Change Order 2 (1286 - CCO#2)

Item	Description	Cost
1	Additional Soil Offhaul	\$192,362
2	Surveying for new solar canopy design	\$ 4,092
3	Quantity Adjustments for Unforeseen work (Removal of storm drainpipe, additional excavation, additional curb removal, additional pipe, replacement of drain inlets)	\$65,057
Total:		\$261,511

All work has been reviewed and verified by Marin Transit staff and Marin Transit's contracted Construction Manager.

Fiscal/Staffing Impact

The net increase to construction including executed change orders and the proposed change order is \$230,941. This results from the net credit from the previously executed change orders of \$30,570 and the cost of the proposed change order of \$261,511.

Table 3: Contract Change Orders Executed and Proposed

CCO #	Description	Cost
1286 - CCO#1	Credit for Solar Canopy	(\$ 75,885)
1287 - CCO#1	Change of BESS	\$ 45,315



1286 – CCO#2	Proposed Change Order 2 – Soil offhaul, surveying, and quantity adjustments.	\$261,511
Total:		\$230,941

Budget Amendment 2026-02 moves \$400,000 in budgeted Capital Expenses from the Paratransit Electric to fund additional project expenses. Marin Transit has \$400,000 within the Paratransit Electric Project (PE) for electrification expenses. This is funded with a State Low Carbon Transit Operations Program (LCTOP) grant and the electrification expenses for the 3010/3020 Kenrer project are eligible. Bus project to the 3010/3020 Kerner project along with the associated LCTOP revenues. There is no increase to the Capital Budget. The increased budget on the project will cover the proposed change order, as well as creating a roughly \$169,000 contingency.

The project funding plan includes \$2.1 million in Federal Transit Administration (FTA) Section 5307 funding allocated by the Metropolitan Transportation Commission (MTC) for the Zero Emission Bus infrastructure. The new project total in State Low Carbon Transit Operations Program (LCTOP) funds increases to \$1.9 million with the budget amendment. The remaining funding is provided by Measure AA local sales tax and local property tax funding.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Anna Penoyar", written in a cursive style.

Anna Penoyar
Capital Projects Manager

Attachment A: 2026-02 Budget Amendment

2026-02 Budget Amendment

Move \$400,000 in budget and associated revenue from EV Paratransit Project to 3010/3020 Kerner Improvement project for electrification.

Function	Project	Project Code	GL	Original	Change	Final
Capital	Purchase Two Electric Paratransit Vehicles	PE	5230101 Vehicles	\$662,023	-400,000	\$262,023
		PE	4119904 LCTOP	\$667,023	-400,000	\$267,023
	Facility – 3010/3020 Kerner Improvements	FH	5230104 Facilities	\$2,705,510	+400,000	\$3,105,510
		FH	4119904 LCTOP	\$1,392,465	+400,000	\$1,792,465
Total Net Change for 2026-02					\$0	



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October 6, 2025

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

Subject: Marin Transit MASCOTS Service Change Proposal

Dear Board Members:

Recommendation

Discussion item.

Summary

Staff has developed a service plan for Marin Transit local service in response to the regional changes recommended through the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) effort for Golden Gate Bridge, Highway, and Transportation District (GGBHTD), and Sonoma Marin Area Rail Transit (SMART). The Marin Transit service changes are focused on improving connections for local passengers transferring to regional service and offering new local connections. Routes impacted by these changes are concentrated in Southern Marin. Routes 17, 22, 29, 36, and 71 are proposed to have routing changes. Some additional routes are proposed to have schedule changes.

Background

MASCOTS is a cooperative effort of the 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.

Your Board originally 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 provided updates monthly on the progress of the effort through the first half of 2025. Your Board received

additional updates on MASCOTS in July and September:

<https://marintransit.org/meetings-events/2025/july-2025-board-directors-meeting> and <https://marintransit.org/meetings-events/2025/september-2025->



[board-directors-meeting](#). For more background information on the effort, please reference these Board items or <https://mascotsplan.org>.

In response to the proposed changes in regional bus and rail service changes currently being advanced by GGBHTD and SMART, staff has developed a service plan that improves connections and transfer options for riders. These changes to local bus service are primarily focused on routes in Southern Marin where the most significant changes to regional GGBHTD bus routes will occur.

Discussion

The participating agencies conducted robust outreach in summer 2025. Attachment A provides a high-level summary of the original MASCOTS recommendations that were taken into public outreach in summer 2025. A summary of outreach activities and results is included as Attachment B. The most prominent requests for changes to the MASCOTS proposal that came out of public outreach are as follows:

- Preserve some late-night service in Sonoma County
- Improve connections between services
- Requests not to remove all Golden Gate Transit service from southern Marin bus pads and preserve some direct all-day services from Southern Marin communities into SF

GGBHTD has made changes to its proposal in response to public outreach, as described below. The implications for local service are shown in italics next to each route.

Regional Bus and Rail Changes

Regional bus changes proposed by GGBHTD include the following:

Route 101: No change to original proposal: increase service frequency and truncate the route in Novato.

This change will improve local transfer opportunities in Novato and San Rafael but does not otherwise impact changes to local routes.

Route 130: Change the northern terminus of the route from the San Rafael Transit Center to Strawberry. A stop would be added at the Manzanita Park and Ride and service frequency would increase from every 60 minutes to every 30 minutes.

These changes will impact local service in the following ways:

- *Service between the San Rafael Transit Center and the Tiburon Wye bus pads will be removed from the route. This will reduce the ability to have a one seat ride from Lucky, Paradise and Tiburon Wye bus pads to destinations south including San Francisco and Sausalito.*
- *A new transfer location will be available at Strawberry, offering direct service to San Francisco from this location for the first time since pre-pandemic.*

Route 132: Increase the span of service by adding additional trips weekdays.

This change will have a minor impact on local service by slightly increasing service from the Southern Marin bus pads to San Francisco and offering additional transfer opportunities for riders at these bus pad locations.

Route 150: This route would be cancelled.



Similar to Route 130, these changes will impact local service in the following ways:

- *Service between the San Rafael Transit Center and the Tiburon Wye bus pads will be removed from the route. This will reduce the ability to have a one seat ride from Lucky, Paradise and Tiburon Wye bus pads to San Francisco.*

Regional rail changes proposed by SMART include the following:

No change to original MASCOTS proposal: the existing rail alignment and stations will not change but weekday and weekend service frequencies and span of service will increase. This increased service level will offer additional opportunities for transfer connections. With the loss of Route 101 service north of Novato, it is expected that slightly more riders will transfer between SMART and Marin Transit service in Novato to access destinations in Marin County currently served by Route 101.

Local Marin Transit Bus Changes

In response to the regional changes mentioned above, feedback from the public outreach process, and the goals of the MASCOTS, proposed changes to the local Marin Transit network are focused on the following goals:

- Increase legibility of the network along Highway 101 by removing duplicative services, optimizing frequency spacing between routes serving the same stops, and operating consistent stop patterns across all routes.
- Preserve one seat rides in Southern Marin between Sausalito, the Highway 101 bus pads, and the San Rafael Transit Center.
- Increase connections to regional rail (SMART) and regional bus and ferry (GGBHTD) service including San Marin SMART, the San Rafael Transit Center, Larkspur Landing, Strawberry Village, the Marin City Hub, and Sausalito Ferry.

These goals are achieved without significantly increasing hours, requiring new vehicles, nor shifting vehicles between the existing contractors. Further, a strong effort was made to keep the distribution of service between the District's two fixed route contractors (GGBHTD and Marin Airporter) relatively consistent with current levels.

Table 1 summarizes the proposed local changes that were developed to respond to MASCOTS regional changes, and to achieve the goals outlined above working within the existing funding and contractor restrictions. The table includes a summary of the change and the identified coordination needed to support passengers looking to transfer to/from regional services.

In addition to the proposed changes detailed in Table 1, staff also evaluated service that was currently underperforming and should be considered for adjustments or cancellation. This is a routine action the District does during each service change to ensure resources are being used the most efficient manner. Table 2 highlights these additional changes that are proposed as part of this service change package.

Table 1: MASCOTS Local Service Plan Summary

Route	Proposed Change	Regional Coordination
17	<ul style="list-style-type: none"> Move southern terminus from Sausalito Ferry to Marin City Add back Lucky bus pad to all trips Move SRTC pulse timing from :00/:30 to :15/:45 Span of service adjustments (see Table 2) 	<ul style="list-style-type: none"> Time connections to 130 in Marin City
22	<ul style="list-style-type: none"> Remove Strawberry service from southbound alignment to improve efficiency Additional service adjustments (see Table 2) 	<ul style="list-style-type: none"> Non-timed connections to 130 at either Seminary or Marin City
26 (new)	<ul style="list-style-type: none"> New route replacing Route 36 New route would operate: SRTC – Canal (clockwise) - Andersen Dr - Larkspur Landing - Lucky bus pad - Paradise bus pad - Strawberry. Weekday: 30 min peak/60 min off peak frequency, weekend: 60 min frequency. Route would not operate on the pulse at SRTC and be timed to connect to Route 130 in Strawberry 	<ul style="list-style-type: none"> Timed connections to 219 in Strawberry Timed connections to 130 in Strawberry New connections to Larkspur Ferry and Larkspur SMART
36	<ul style="list-style-type: none"> Cancel and replace it with New Route 26 	
71	<ul style="list-style-type: none"> Move southern terminus from Marin City to Sausalito Ferry Move northern terminus from Redwood/Olive to San Marin SMART Reroute service north of Rowland to use Redwood Blvd (add Marin Community Clinics stop) to get into Downtown Novato Extend 30 min peak frequency from 7 pm to 9 pm Increase layover in Novato to improve on-time performance 	<ul style="list-style-type: none"> New connections to SMART at San Marin station New connection to Sausalito Ferry Coordinate Sausalito service along Bridgeway with Route 130
219	<ul style="list-style-type: none"> Adjust schedules based on new Route 26 and GGBHTD 130 Additional service adjustments (see Table 2) 	<ul style="list-style-type: none"> Timed connections to new 26/130 in Strawberry Consider Tiburon ferry connections

Table 2: Other Proposed Local Changes

Route	Weekday Adjustments	Weekend Adjustments
17	<ul style="list-style-type: none"> The last northbound trip would arrive SRTC at 10:10 pm instead of 11:25 pm. The last southbound trip would depart SRTC at 8:15 pm instead of 9:30 pm. 	<ul style="list-style-type: none"> Saturday, the last northbound trip would arrive SRTC at 10:10 pm instead of 11:25 pm. Sunday, the last northbound trip would arrive SRTC at 10:10 pm instead of 10:25 pm. Saturday, the last southbound trip would depart SRTC at 8:15 pm instead of 9:30 pm. Sunday, the last southbound trip would depart SRTC at 8:15 pm instead of 8:30 pm.
22	<ul style="list-style-type: none"> Southbound trip to the College of Marin departing SRTC at 6:30 am would be cancelled Northbound trip from the College of Marin arriving at SRTC at 7:25 am would be cancelled. 	
29	<ul style="list-style-type: none"> <i>Cancel current route. Replace with Supplemental Route 629</i> 	
49		<ul style="list-style-type: none"> Southbound trip arriving SRTC at 11:10 pm would be cancelled
57	<ul style="list-style-type: none"> Northbound trip from Hamilton arriving at San Marin SMART at 1:55 pm would be cancelled. 	
71		<ul style="list-style-type: none"> Last southbound trip departing SRTC at 12:00 am instead of 12:30 am.
219	<ul style="list-style-type: none"> Adjust span of service and frequency to align with new transfer connections in Strawberry. Eastbound service span adjusted to 7:30 am to 7:30 pm. Current span is 6:20 am to 8:00 pm Westbound service span adjusted to 7:10 am to 8:10 pm. Current span is 6:40 am to 8:20 pm 	<ul style="list-style-type: none"> Adjust span of service and frequency to align with new transfer connections in Strawberry. Westbound service span adjusted to 8:10 am to 8:10 pm. Current span is 7:40 am to 7:40 pm
629 (new)	<ul style="list-style-type: none"> Add new Supplemental route to serve Hall MS and Redwood HS 	

Next Steps

Marin Transit anticipates that GGBHTD will be making their revised MASCOTS service proposal public around the publication of this Board letter. This Marin Transit local service change proposal is hereby released to the public for review and comment.

The following public outreach will be conducted in the coming month to solicit input on the proposal:



- Updated website: www.marintransit.org/mascots including comment form
- Two public hearings; (1) October 15, 2025 at Al Boro Community Center (Pickleweed) in the Canal and (2) October 16, 2025 at the Marin City Library.
- Facebook live co-hosted with Canal Alliance, offering virtual and in person participation options on October 22, 2025
- Bus stop/station, and in vehicle outreach to educate riders and solicit feedback
- Focus groups, including a student focus group
- Informational posts shared via the District's e-newsletter and social media platforms

Public comments will be accepted from October 1, 2025 through October 31, 2025. A summary of all public comments will be compiled and reviewed by staff in advance of your Board meeting on November 3, 2025. At that time, it is anticipated that any potential adjustments to the service proposal in response to public input and a Title VI report will be presented at the November meeting. A final service proposal will be presented for your Board's consideration and approval on December 1, 2025.

Fiscal/Staffing Impact

Due to future financial uncertainties and a potential need to evaluate service cuts in the next ten-year cycle of the Short Range Transit Plan (SRTP), the MASCOTS service change proposal was developed to be revenue hour neutral and not increase annual operating costs above currently projected levels. The proposed service change is also not expected to increase or decrease overall service levels. As much as feasible, staff kept service hours and vehicles balanced between the two District's two contractors (Marin Airporter and GGBHTD). To achieve this, some routes will need to be shifted between contractors. As a result of this shift, Marin Airporter will operate approximately 2,500 more hours and GGBHTD will operate 2,500 fewer hours. This is small percentage (2%) of the total fixed route hours and will have a minimal fiscal impact. The final fiscal impact of the service change proposal will be presented prior to your Board's approval.

Respectfully Submitted,

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

Robert Betts
Director of Operations & Service Development

Attachment A: Summary of MASCOTS Original Recommendations

Attachment B: Public Outreach and Participation Summary

Attachment C: Presentation

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.

6. **Regional Paratransit:** No changes

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 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.



Summary of MASCOTS Public Outreach – focus on Marin County

Summer 2025



Public Outreach Overview

- Online Survey (740 responses)
- Distribution to agency and partner organization mailing lists
- Social media marketing
- Project website
- Poster / Flyer Distribution
 - Bus stops in Southern Marin
 - San Rafael Transit Center
- In-bus posters on Golden Gate Transit
- Advertisements and coverage in media
- Two Pop-up Events: San Rafael, Marin City
- Six Community Meetings
 - 7/22 – Marin City Library (~50 attendees)
 - 7/23 – Al Boro Comm. Center in Canal (~40 attendees)
 - 7/30 – Petaluma SMART (~40 attendees)
 - 8/18 – Santa Rosa (~30 attendees)
 - 8/20 – Two virtual meetings (~20 attendees)
- Golden Gate Public Hearing 8/21

Feedback Overview

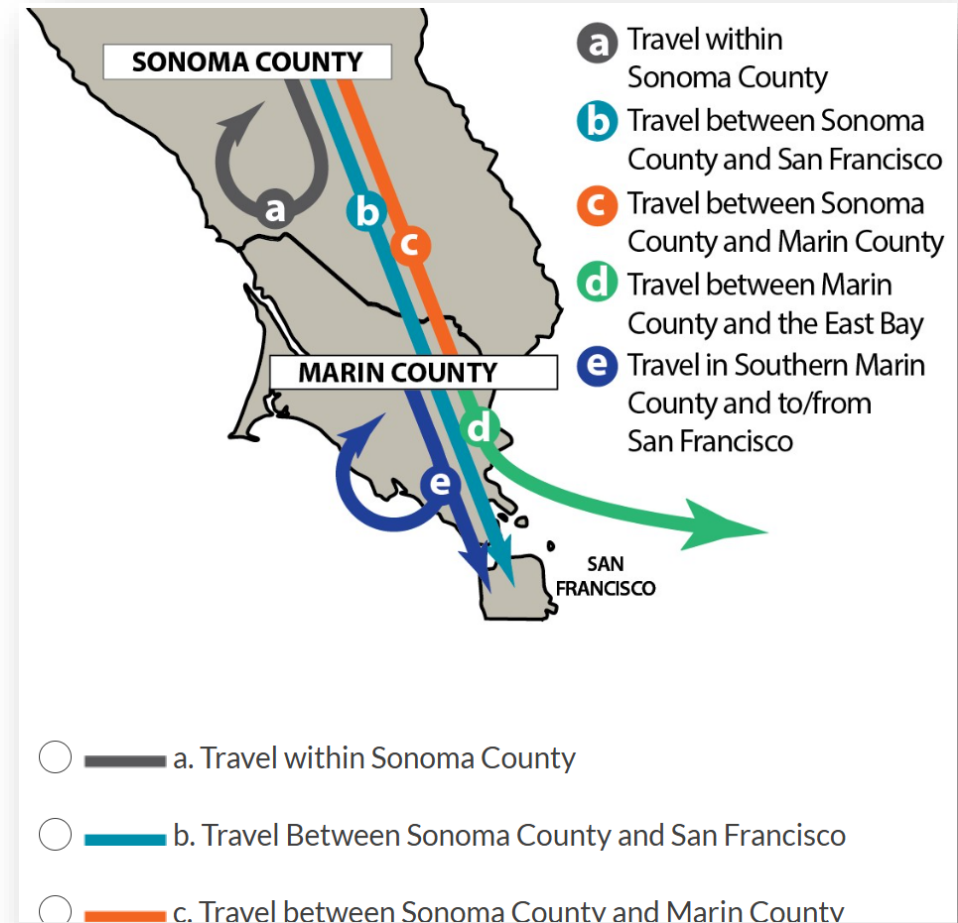
- Feedback has been largely supportive, concerns include:
 - Late night service in Sonoma County
 - Connections between services
 - Concerns around removal of service from southern Marin bus pads and direct all-day services from Southern Marin communities



Tell us what you think!
Share your feedback on MASCOTS' proposed service changes and help improve your transit service.

Survey Introduction

- Survey conducted online; respondents could select sections to provide responses
- Goal was to achieve as much input as possible: survey promoted by transit agencies, through pop-ups, social media, e-blasts, bus stop flyers, and public open houses
- 740 completed surveys (719 in English, 21 in Spanish)
- 10 individuals were selected at random from the optional contact information for a \$50 MASCOTS-branded Visa gift card



Survey Overall Findings

- General support for MASCOTS exists based on survey responses, including better and more frequent SMART service
- Respondents are most concerned about connections, ease of transfers, possible loss of service, and lack of late-night service
- Based on comments about costs and fares, many may not understand that MASCOTS will generally result in lower travel costs
- Strong demand for more frequent service
- Concerns about cutting late-night and weekend service, and direct routes, despite low ridership
- Concerns about SMART evening schedule and transfer coordination

Survey: Marin to Sonoma Travel

- The majority of respondents (72%) indicated that expanded SMART service replacing the 101 bus will meet their travel needs.
- Two-thirds of respondents (67%) indicated SMART span of service would be sufficient to meet their travel needs.
- Key concerns among the remainder were:
 - Last SMART train leaves too early
 - Desire to maintain late-night service and direct 101 bus coverage

Survey: Marin-East Bay Travel

- Question regarding elimination of Route 580 in East San Rafael, and whether Marin Transit Route 23 would meet travel needs
- Low response rate
- Over half indicated that Route 23 will meet travel needs

Survey: Southern Marin and Marin-SF Travel

- Most respondents were GGT riders of Route 101, 130, 150
- Nearly two-thirds of respondents (63%) said elimination of Route 130 and 150 from freeway bus pads will not affect their ability to use public transit to meet their travel needs.
 - Several people shared their opposition to losing direct service and concerns about being required to transfer, asking for transfers to be seamless.
- Asked whether Route 101 should stop in Marin City or remain direct from SRTC to SF: over half indicated Route 101 should remain direct, 25% supported a stop in Marin City (the remainder indicated N/A)
- Preferred southern Marin transfer locations: SRTC (Other locations equally supported (e.g. Marin City, Larkspur and Sausalito ferry terminals, bus pads, etc.)
 - Most people indicated transfer experience is good or excellent. Among others, concerns include: long transfer times, uncomfortable/unsafe bus stops, and need for better coordination

Survey: Other Desires/Challenges in Southern Marin

Key themes included the following. Examples of comments under each of these themes are included below:

- **Equity and affordability**

- “Fares are too high without student discounts.”
- “Need free or low-cost shuttle programs.”
- “Transit is prohibitively expensive compared to carpooling.”

- **Local infrastructure**

- “Need sidewalks, bike lanes, and safer walking conditions to pads.”

- “Marin City and Almonte stops are unsafe for pedestrians.”
- “Improve parking at SMART stations.”

- **Coverage gaps**

- “Mill Valley residents lack adequate direct routes to SF.”
- “East Marin (Paradise/Tiburon) underserved without direct routes.”
- “More evening service needed for social activities and work.”

Summary of Other Comments Received for Marin Co.

- Request for Spencer Avenue Stop for Route 101
- Route 101 and Route 130 Stop at Lucky/Paradise/ Tiburon Wye / Seminary / Manzanita
- Keep Route 17 to Sausalito
- Other themes (non-Marin County)
 - Double Tracking SMART
 - More SMART Late Night
 - Run Late Night 101 to Sonoma County



Marin Transit MASCOTS Service Change Proposal

MARIN TRANSIT BOARD

Marin Sonoma Coordinated Transit Service Plan (MASCOTS) Background

- Collaborative comprehensive analysis of transit services in Highway 101 corridor

Goals

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



Agenda

- 01** Proposed Regional Changes (GGBHTD & SMART)
- 02** Proposed Local Changes (Marin Transit)
- 03** Timeline



Regional Changes

Proposed MASCOTS Regional Changes

- **GGBHTD**

- Route 101 will increase service frequency and no longer operate north of Novato
- Route 130 will increase service frequency and no longer serve destinations north of Mill Valley/Tiburon (last stop Strawberry Village)
- Route 150 will be cancelled
- Route 580 will no longer service E. Francisco Blvd in San Rafael

- **SMART**

- Increased span and frequency on weekday and weekends



Local Changes

Proposed MASCOTS Local Changes

- **Route 17**
 - No longer serve Sausalito (Bridgeway), end route in Marin City
- **Route 22**
 - No longer serve Strawberry Village
- **Route 36**
 - *Cancel.* Replace with a new Route 26 servicing SRTC-Canal-Larkspur Landing-Strawberry
- **Route 71**
 - Extend northern terminus to San Marin SMART
 - Extend southern terminus to Sausalito Ferry



Proposed MASCOTS Local Change Summary

- **Provide new connections to regional service in Southern Marin**
 - Route 17 – Route 130 (Marin City)
 - Route 26 & 219 – Route 130 (Strawberry)
 - Route 26 – Larkspur Ferry / Larkspur SMART
 - Route 71 – Sausalito Ferry
- **Increase legibility of the network along Highway 101**
- **Preserve one-seat rides to/from Sausalito, 101 Bus Pads, and San Rafael**
- **Increase other regional connections**
 - Route 71 -Extend northern terminus to San Marin SMART
 - Route 71 - Extend southern terminus to Sausalito Ferry

Proposed Route 17 Alignment Changes

Map to be inserted for final Board presentation

Proposed Route 22 Alignment Changes

Map to be inserted for final Board presentation

Proposed Route 26 Alignment

Map to be inserted for final Board presentation

Proposed Route 71 Alignment Changes

Map to be inserted for final Board presentation

Other Local Changes Proposed*

- **Route Cancellation Due to Low Ridership**
 - Cancel Route 29, Replace with new Supplemental Route 629
- **Span of Service Adjustments Due to Low Ridership**
 - Route 17 (*weekday service would end 75 min earlier, weekend 15 min earlier*)
 - Route 71 (*weekend service would end 30 min earlier*)
 - Route 219 (*weekday and weekend service would start/end up to 50 min later/earlier*)
- **Select Trip Cancellations Due to Low Ridership**
 - Route 22 (*cancel two weekday trips*)
 - Route 49 (*cancel one weekend trip*)
 - Route 57 (*cancel one weekday trip*)



MASCOTS Timeline



Marin Transit Timeline



Thank you

CONTACT

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