



Marin County Transit District Board of Directors

Monday, November 3, 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, November 2, 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: August 2025](#)

5. Consent Calendar

- a. [Minutes for October 6, 2025 Board Meeting](#)
- b. [General Manager Contract Awards](#)
- c. [2026 Marin County Transit District Board Meeting Calendar](#)

Recommended Action: Approve.

6. [Request for Additional Full Time Staff to Support the Travel Navigator Program](#)

Recommended Action: Approve the addition of one full-time analyst level position to support the Travel Navigator Program and Budget Amendment 2026-03.

7. [Update on the Marin Transit MASCOTS Service Change Proposal](#)

Recommended Action: Discussion item.

Adjourn



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November 3, 2025

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

Subject: General Manager Report – Monthly Report: August 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 August 31, 2025. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced moderate systemwide ridership in August 2025. Total ridership was 2% higher than the previous year (August 2024) and 1% lower than pre-COVID (August 2019).

Matching the systemwide trend, fixed route ridership was moderate this month, with ridership being 2% higher than the previous year (August 2024) and 8% higher than pre-COVID (August 2019).

Ridership on the Muir Woods Shuttle was low compared to the prior year, coming in 7% lower than August 2024. However, due to reduced service levels, ridership on the Shuttle is still significantly lower (-61%) than pre-COVID (August 2019).

Yellow Bus ridership was strong this month, with ridership 6% higher than the previous year (August 2024) and 6% lower than pre-COVID (August 2019).

Marin Access ridership was steady this month, with ridership being roughly equal (2% lower) to the previous year (August 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: August 2025								
Category	Program							Total
	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	
Commendation	4	1	1	0	9	0	0	15
Service Delivery Complaint	42	6	5	0	0	0	0	53
Accessibility	2	1	0	0	0	0	0	3
Driver Conduct Complaint	16	2	1	0	0	0	0	19
Driving Complaint	10	0	0	0	0	0	0	10
Early Trip	1	0	0	0	0	0	0	1
Equipment Issue	2	0	1	0	0	0	0	3
Farebox	0	0	0	0	0	0	0	0
Late Trip	3	0	1	0	0	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	3	0	1	0	0	0	0	4
Off-Route	1	0	0	0	0	0	0	1
Pass-Up Complaint	4	3	1	0	0	0	0	8
Service Structure Complaint	11	1	7	0	4	0	0	23
Bus Stop Improvement Request	2	0	0	0	0	0	0	2
Fares	0	0	0	0	0	0	0	0
Other Complaint	3	0	0	0	1	0	0	4
Scheduling Complaint	4	0	3	0	3	0	0	10
Service Improvement Suggestion	2	1	4	0	0	0	0	7
Safety Complaint	0	0	0	0	0	0	0	0
Total Service Hours	10,450	3,376	1,354	85	2,356	0	17,621	17,621
Commendations per 1,000 Hours	0.4	0.3	0.7	0.0	3.8	-	0.0	0.9
Complaints per 1,000 Hours	5.1	2.1	8.9	0.0	1.7	-	0.0	4.3
Total Passengers	214,876	34,167	10,780	2,963	3,863	2,843	283,179	283,179
Commendations per 1,000 Passenger:	0.0	0.0	0.1	0.0	2.3	-	0.0	0.1
Complaints per 1,000 Passengers	0.2	0.2	1.1	0.0	1.0	-	0.0	0.3

Attachment A

Monthly Monitoring Report

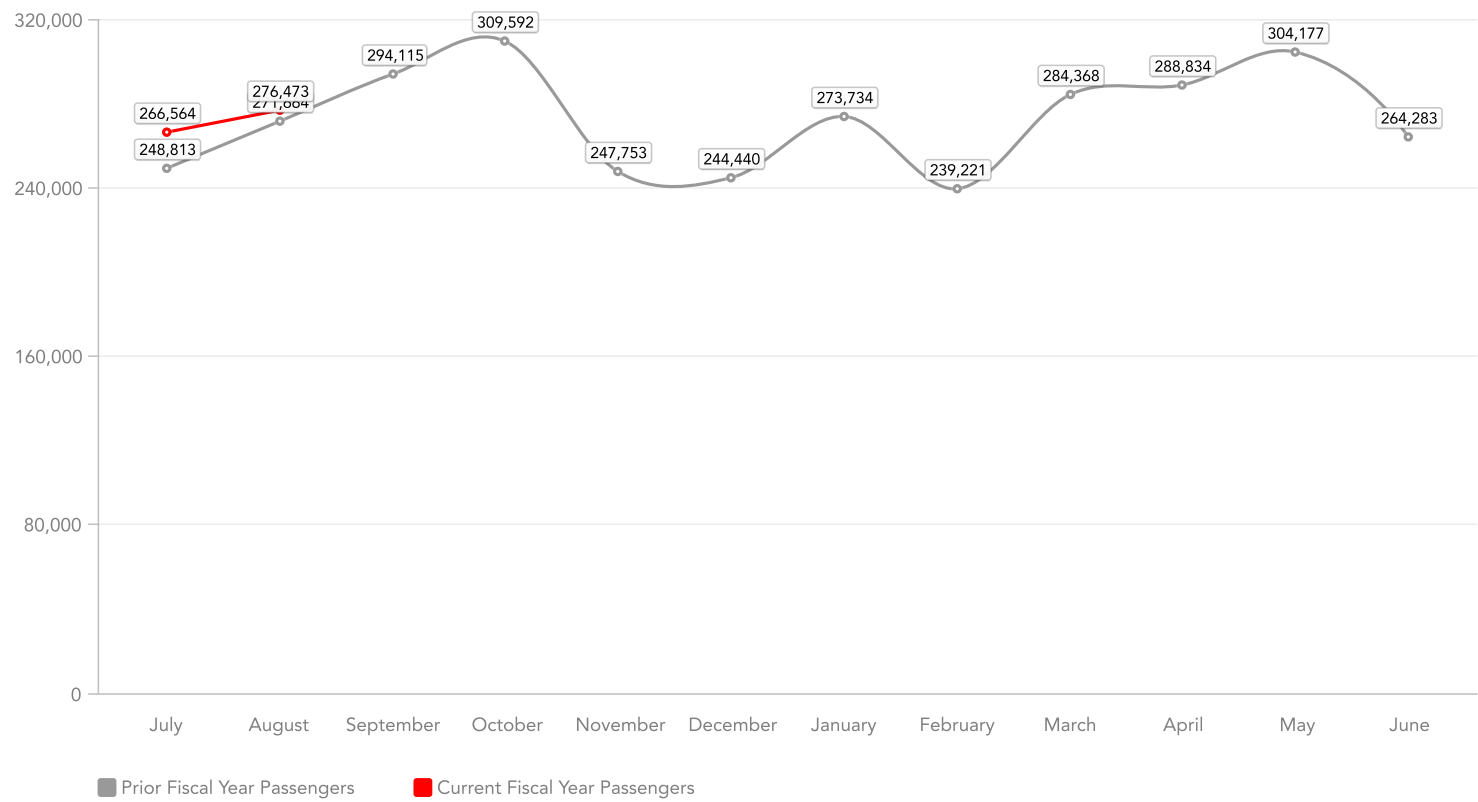
10/24/2025

FISCAL YEAR MONTH

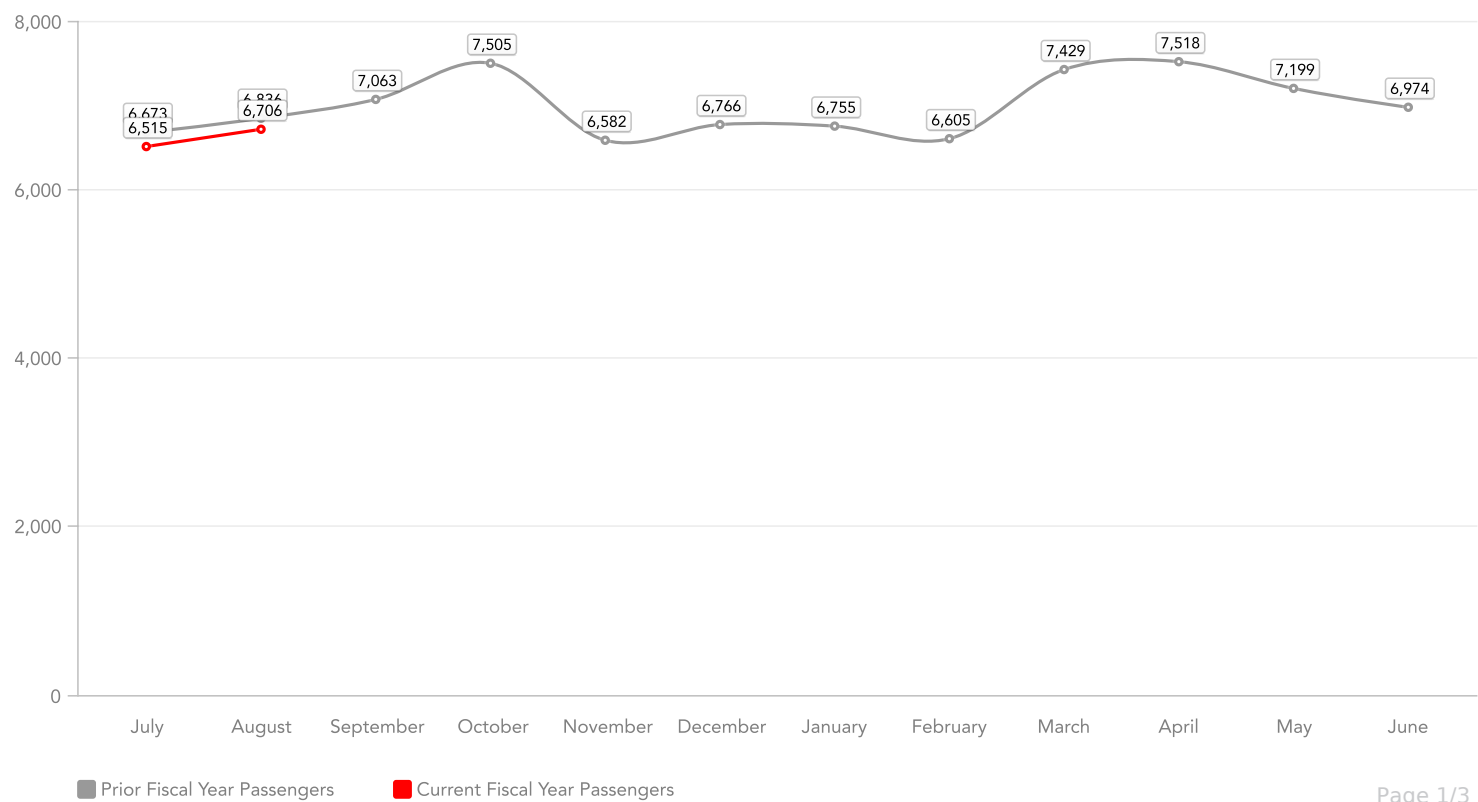
2026 All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

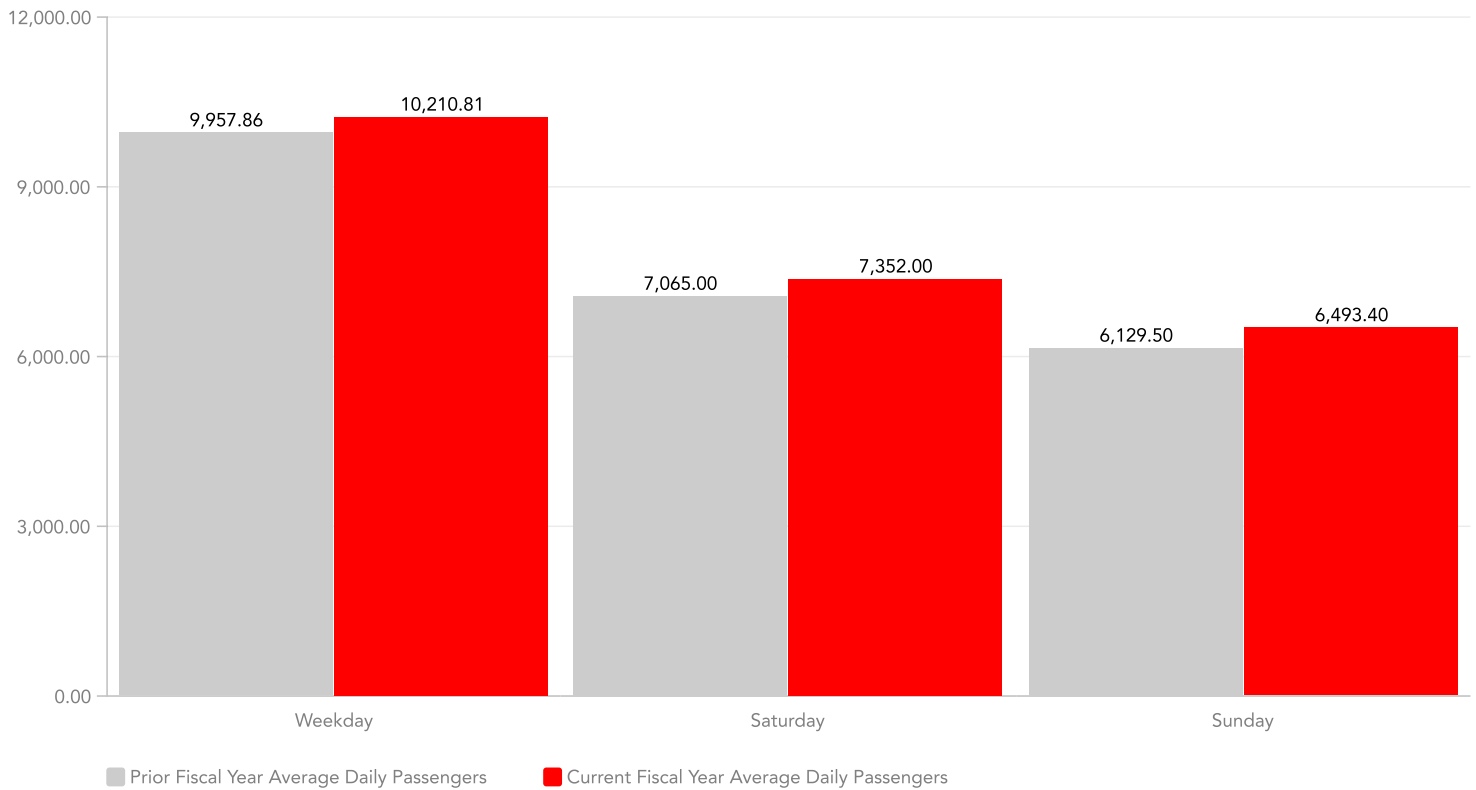


Monthly Comparison

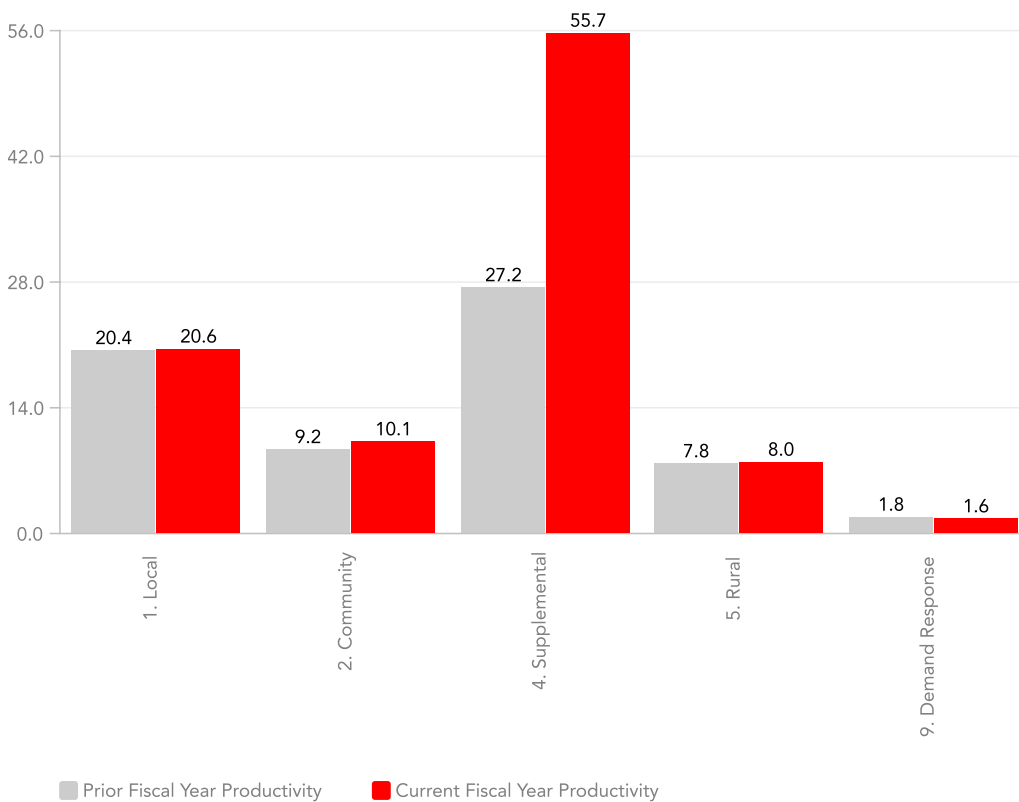
MONTH

Aug

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

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

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, October 6, 2025 at 9:30 A.M.

Roll Call

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

Absent: Director Moulton-Peters, Director Bushey, Director Llorens Gulati,

Board President Lucan opened the meeting at 9:30 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 six from members of the public via email and the District's online public comment form. The comments were shared with the Board before the Board meeting.

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: July 2025](#)
 - i. [Item 4b – Staff Report](#)

General Manager Nancy Whelan reported that due to the Federal Government shutdown, Muir Woods Shuttle service was suspended. Ms. Whelan summarized events that occurred during Transit Month in September 2025. She listed recent and upcoming outreach events. Ms. Whelan reported on fixed route and demand response ridership from 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.

M/s: Director Colbert – Vice President Sackett

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

Noes: None

Absent: Director Moulton-Peters, Director Bushey, Director Llorens Gulati

Abstain: None

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

[Staff Report](#)

{Director Moulton-Peters present at 9:51 AM}

Director of Operations & Service Development Robert Betts provided background information regarding the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) and listed the goals of the MASCOTS efforts. Mr. Betts summarized service changes proposed by the Golden Gate Bridge Highway and Transportation District (GGBHTD) and Sonoma-Marín Area Rail Transit (SMART). Mr. Betts explained the proposed changes to local fixed-route service. He listed next steps for regional MASCOTS agencies as well as the District.

Vice President Sackett asked for additional information regarding the goal of increasing legibility of the network along Highway 101.

Mr. Betts responded that all routes going in the same direction on Highway 101 would stop at the same locations to increase legibility.

Vice President Sackett asked about the context of Route 17's evening loop around Larkspur. She asked about the impact of eliminating that segment of Route 17.

Mr. Betts stated that around seven years prior, the loop was implemented primarily to transport service workers between Larkspur Landing, Downtown San Rafael, and the Canal in the evening. Since then, the SMART train began providing evening service between Larkspur and San Rafael.

Vice President Sackett asked if the MASCOTS changes would impact paratransit service.

Mr. Betts stated that paratransit service area would not be impacted.

General Manager Nancy Whelan confirmed that the parties involved in MASCOTS had agreed to preserve the paratransit service area.

Mr. Betts added that paratransit service hours would be reduced in Mill Valley to match the proposed reduction of Route 17's service hours. With the proposed extension of Route 71's service area, select paratransit service hours would increase.

President Lucan asked if Capital improvements would be planned in conjunction with the proposed extension of Route 71.

Mr. Betts confirmed staff would work with SMART to implement Capital improvements.

Director Moulton-Peters commended MASCOTS' efforts.

Director Rodoni expressed appreciation for the larger size of the printed materials provided at the meeting. He suggested staff provide other community members with similar materials when conducting outreach.

Director Colbert commended the graphics provided with the MASCOTS presentation.

President Lucan called for public comment.

Anthony Nachor provided suggestions and feedback regarding Route 71. He said that he hoped there would be sufficient bus service to the Strawberry Village shopping center.

Recommended Action: Discussion item.

Adjourn President Lucan adjourned the meeting at 10:06 A.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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November 3, 2025

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

Subject: General Manager Contract Awards

Dear Board Members:

Recommendation

Information only. One (1) contract, in the amount of \$50,000, was awarded by the General Manager during the month of October 2025.

Summary

On February 5, 2024, the Marin Transit Board of Directors approved a recommendation modifying the procurement policy to increase the General Manager's approval authority to contracts valued at or less than \$150,000. Since that time, staff have been providing routine information to the Board and the public whenever the General Manager approves contracts within their authority. Please note this update shall serve as the final update regarding these specific procurements.

Contracts Awarded between \$50,000 and \$150,000

The General Manager awarded Contract #1326, in the amount of \$50,000, to Krauthamer and Associates, LLC, as a result of a Request for Quotes solicitation. These services will assist Marin Transit in its search for a successor to the current General Manager. The contract term is for one (1) year beginning on October 7, 2025, and ending on October 6, 2026.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Javier Peraza
Senior Procurement & Contracts Analyst



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Marin County Transit District

Board Meeting Dates for 2026

Board meetings are typically held at Marin County's Civic Center. To accommodate planned construction at Civic Center, meetings in January, February, March, and April 2026 will be held at 1600 Los Gamos Drive, Room 335, in San Rafael. Starting in May 2026, meetings will return to Civic Center, in the Marin County Board of Supervisors' Chambers, Room 330.

Board meetings are usually at 9:30 AM on the first Monday of the month, however alternate dates and times may be selected due to holidays and room availability. Schedule adjustments are shown in bold.

Date	Time	Location
January 5	9:30 AM – 11:30 AM	Zoom & 1600 Los Gamos Drive
February 2	9:30 AM – 11:30 AM	Zoom & 1600 Los Gamos Drive
March 2	9:30 AM – 11:30 AM	Zoom & 1600 Los Gamos Drive
April 6	9:30 AM – 11:30 AM	Zoom & 1600 Los Gamos Drive
May 4	9:30 AM – 11:30 AM	Zoom & Civic Center
June 1	9:30 AM – 11:30 AM	Zoom & Civic Center
July 13	9:30 AM – 11:30 AM	Zoom & Civic Center
August 3	9:30 AM – 11:30 AM	Zoom & Civic Center
September 14	9:30 AM – 11:30 AM	Zoom & Civic Center
October 5	9:30 AM – 11:30 AM	Zoom & Civic Center
November 2	9:30 AM – 11:30 AM	Zoom & Civic Center
December 7	9:30 AM – 11:30 AM	Zoom & Civic Center



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November 3, 2025

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

Subject: Request for Additional Full Time Staff to Support the Travel Navigator Program

Dear Board Members:

Recommendation

Approve the addition of one full-time analyst level position to support the Travel Navigator Program and Budget Amendment 2026-03.

Summary

The Travel Navigator program is staffed by Transdev with ongoing support, training, and oversight by Marin Transit staff. Ongoing challenges to maintain staffing for the Travel Navigator function have resulted in poor customer service and a rise in customer complaints. Staff has considered options to improve delivery of Travel Navigator services and is recommending the addition of one full-time Program Enrollment Coordinator position at Marin Transit. The Transdev contract payments would be reduced to account for the reduction in Travel Navigator services from the Transdev contract.

Background

Marin Transit operates with a lean staff managing a \$50 million annual operating budget, a 100+ transit fleet, capital projects, and special transportation programs for students, older adults, and people with disabilities. As programs have grown, the need for additional staff positions has increased. Specific near-term needs have been identified for the Travel Navigator program.

Marin Transit has a long history of providing Mobility Management Services for the County's older adults and people with disabilities. The purpose of these services is to provide cost effective and improved alternatives to paratransit. The suite of services includes the new Mobility Wallet, volunteer driver, enrollment/eligibility, program referral, travel training, and financial assistance via the Marin Access Fare Assistance program.

Marin Transit contracts with Transdev to provide these services under the Marin Access umbrella. The programs are funded with Measure AA, Measure B, and FTA Section 5310 grants.



Discussion

Travel Navigator

The Marin Access Travel Navigator program started in 2010 and provides an innovative one-stop resource for older adults and people with disabilities to learn about programs and mobility options. Travel navigators also register new riders and complete the eligibility process. The Travel Navigator function requires deep understanding of the array of Marin Access and Marin Transit programs and services available to older adults and people with disabilities and the ability to consult with and assist customers in identifying transit/travel options that will meet their needs. The program is staffed by Transdev with ongoing support, training, and oversight by Marin Transit staff. Transdev has experienced ongoing challenges maintaining staffing for the Travel Navigator function. Recent staff turnover occurred during the implementation of planned program changes to Marin Access; the Transdev team has struggled to recover and provide adequate staffing to support the needs of existing and potential customers since July.

Lack of adequate staffing and loss of institutional knowledge has led to increased and ongoing complaints from customers and community partners. The rate of complaints has spiked in recent months and resulted in frustration and delays in receiving access to transportation services and support needed. Staff have attempted to support Transdev and assume some duties of the Travel Navigator team when our staff schedules allow for it, but the hiring process and timeline has continued to be a challenge for the Transdev team.

Marin Transit staff has considered various options for improving the delivery of Travel Navigator program over the past five years, including separate contracts for Travel Navigators and demand response services, combining contracts (as currently in place with Transdev), and providing more service in-house. Based on the challenges created by contractor staff turnover in critical, complex roles, staff recommends that program management and the most complex and sensitive tasks be brought in-house. Specifically, program eligibility review and determinations, elevated customer service support for Marin Access, Mobility Wallet management and oversight, and low-income fare management activities would be provided in-house. Transdev would continue to staff the call center and perform initial intake of applications for Marin Access.

Staff proposes to add one full-time Program Enrollment Coordinator at the Analyst level. The Transdev contract payments would be reduced to account for the reduction in Travel Navigator services from the contract. In addition to being responsible for the enrollment activities listed above, the Program Enrollment Coordinator position would serve as the ADA coordinator, oversee the staff training and monitor performance of the Marin Access call center, and serve as Marin Transit's coordinator for Marin Access services. The position will report to the Planning Department and will coordinate with the Operations Department staff. The position will be housed in the Marin Transit offices.

Establishment of an in-house Enrollment Coordinator position is expected to:

- Improve staff retention for those doing critical functions, like ADA eligibility determination, fare assistance determination, and referral to complementary programs;
- Improve messaging and customer service;



- Consolidate Marin Access management functions in-house, while providing adequate staffing to support contract / program needs

Future Staffing Needs

Staff will monitor the impact of adding the Enrollment Coordinator position on human resources and administrative functions. With 21 employees across five classifications, the volume and complexity of HR-related work has grown substantially over the past eleven years, as overall staffing significantly increased.

Currently, the Director of Administrative Services oversees all HR responsibilities—including recruitment, onboarding, benefits administration, compliance reporting, and employee relations—alongside broader operational and program management duties. Increasing staffing to 22 full-time employees represents a critical threshold in managing the HR workload along with the organization's growing requirements for other administrative services. Staff may need to return to the Board with a recommendation for additional administrative support.

Fiscal/Staffing Impact

Staff requests the Board's approval of one full-time equivalent (FTE) position to the currently authorized staffing level of 21.5 positions, bringing the total staffing to 22.5 authorized positions.

On April 7, 2025, the Marin Transit Board of Directors approved Amendment #2 (Contract #1305) to Marin Transit's agreement with Transdev. The amendment exercised the first option year of the contract and allowed the District to remove the Travel Navigator reimbursement from the fixed fee and pay for these services directly. Removal of the Travel Navigator services from the Transdev contract is estimated to reduce the annual fixed fee amount by approximately \$171,000.

Based on an analyst level position the salary, benefits and overhead costs are estimated to be \$200,000 per year. With the savings from the Transdev contract the net costs for the position are \$29,000 per year.

Staff propose to begin the recruitment and hiring process for the Program Enrollment Coordinator in the next two months. Staff will continue to assess the need for additional Administrative Services support over the next few months and will return to your Board with a recommendation once a final determination of need is completed. To account for hiring the Program Enrollment Coordinator this fiscal year, staff recommends adopting budget amendment #2026-03 which adds the fully burdened salary for the position for six months and reduces the purchased transportation costs for a net budget increase in FY 2025/26 of \$14,500.

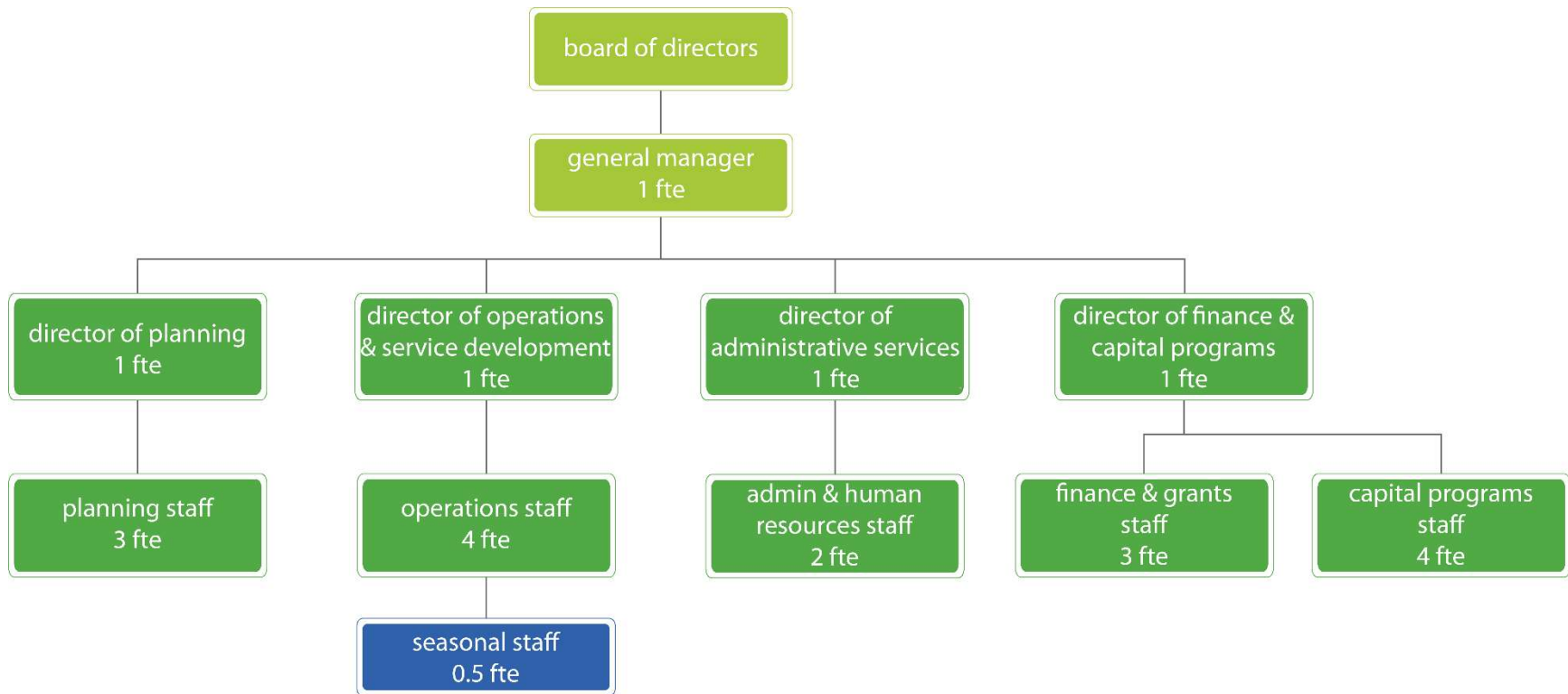
Respectfully Submitted,

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

Nancy Whelan
General Manager

Attachment A: Current FY25/26 Organization Chart

Attachment B: 2026-03 Budget Amendment



Marin Transit Organization Chart FY 25/26

2026-03 Budget Amendment

Add a Program Enrollment Coordinator (analyst level) staff position, effective January 1, 2026. Budget increased for six months

Function	Project	Program Code	GL	Original	Change	Final
Operation5 060301	Add One Analyst Staff member for six months of FY2025/26	ADM	5010200 Salaries	\$2,658,607	+55,000	\$2,713,607
		ADM	502000 Benefits	\$1,566,132	+30,000	\$1,596,132
		ADM	5049901 Office Supplies	\$15,000	+\$2000	\$17,000
		ADM	5049902 Small Furn/Equipment	\$10,500	+1,500	\$12,000
		ADM	5049903 Software	\$110,000	+3,000	\$113,000
		ADM	5060301 Insurance	\$193,000	+2,500	\$195,500
		ADM	5049906 Computers	\$24,000	+6,000	\$30,000
		MMP	5080101 Purchased Transportation	\$140,000	-85,500	\$3,105,510
Total Net Change for 2026-03					\$14,500	



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November 3, 2025

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

Subject: Update on the Marin Transit MASCOTS Service Change Proposal

Dear Board Members:

Recommendation

Discussion item.

Summary

Staff developed, and presented at your October Board meeting, a service change proposal for Marin Transit local service in response to the regional changes recommended through the Marin Sonoma Coordinated Transit Service Plan (MASCOTS). Since the release of that proposal, outreach efforts have focused on receiving feedback and evaluating potential impacts of the proposal from an operational standpoint. This item is an update for your Board on these efforts.

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>



[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 currently being advanced by GGBHTD and SMART, staff 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. This proposal was presented at the October 6, 2025 Board meeting (<https://marintransit.org/meetings-events/2025/october-2025-board-directors-meeting>) and a summary of the proposed regional and local changes can be found in Attachment A.

Discussion

Public Engagement

Staff has conducted extensive outreach and community engagement to educate riders and stakeholders about the proposal and gather feedback. Outreach related to the MASCOTS effort took place in summer 2025 and was focused on informing riders about the project and collecting feedback on the recommendations for the regional network, as well as collecting high-level feedback on changes to Marin Transit routes.

More recent efforts, led by the Marin Transit team, have centered on collecting input on a fully defined service change proposal for Marin Transit. Staff employed a variety of outreach tactics, including informational postings on vehicles and at bus stops, as well as digital engagement through the District's e-newsletter, website, and social media platforms. Direct rider outreach included two public hearings, a Facebook Live event in partnership with Canal Alliance, intercept surveys conducted onboard Route 17 and at affected stops, a focus group, a meeting of Southern Marin elected officials hosted by Director Moulton-Peters, and rider interviews conducted by phone or Zoom. Staff also coordinated with community partners and school transportation coordinators to share information and solicit feedback from riders. A comprehensive summary of these community engagement efforts is provided in Attachment B.

Public Comment

Public comment on the draft proposal has been collected over the past month and will continue to be accepted through October 31, 2025. A summary of all public comments received as of October 24, 2025, is included in Attachment C. A final summary of comments received through October 31 will be compiled and shared along with the final proposal in advance of your December 1, 2025 Board meeting.

As of October 24, 2025, the District received nearly 40 comments related to the service change proposal. Of these comments, 37 were related to the proposal and two referenced other areas of improvement for local service. While many who attended the outreach events were supportive of the changes and did not provide formal comments, the majority of the comments received highlighted concerns with Route 17 ending in Marin City instead of Sausalito and the cancellation of Route 36. The feedback on Route 17 is consistent with concerns received during the initial round of outreach done with the MASCOTS recommendations over the summer. Staff are currently analyzing data and evaluating potential options and changes in response to these comments and will bring a final service change proposal back for your Board to consider adopting at the December 1, 2025 Board meeting.



Title VI Equity Analysis

The proposed service change constitutes a major service change, requiring a Title VI service equity analysis to determine if there will be a disparate impact or disproportionate burden on minorities or low-income riders, respectively. The Title VI service equity analysis is included as Attachment D to this letter. The analysis was conducted in accordance with the Federal Transit Administration's Title VI policies, as well as Marin Transit's adopted disparate impact and disproportionate burden policies. It shows that the proposed change will not create a disparate impact on minority riders, nor would it create a disproportionate burden on low-income riders.

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 (S RTP), 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 "R Betts".

Robert Betts

Director of Operations & Service Development

Attachment A: Service Change Proposal Summary

Attachment B: Summary of Community Engagement Efforts

Attachment C: Summary of Comments Received to Date

Attachment D: Title VI Equity Analysis

Summary of MASCOTS Regional Service 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.

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	- 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)	Time connections to 130 in Marin City
22	- Remove Strawberry service from southbound alignment to improve efficiency - Additional service adjustments (see Table 2)	Non-timed connections to 130 at either Seminary or Marin City
26 (new)	- 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	- Timed connections to 219 in Strawberry - Timed connections to 130 in Strawberry - New connections to Larkspur Ferry and Larkspur SMART
36	Cancel and replace it with New Route 26	
71	- 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	- New connections to SMART at San Marin station - New connection to Sausalito Ferry - Coordinate Sausalito service along Bridgeway with Route 130
219	- Adjust schedules based on new Route 26 and GGBHTD 130 - Additional service adjustments (see Table 2)	- Timed connections to new 26/130 in Strawberry - Consider Tiburon ferry connections

Table 2: Other Proposed Local Changes

Route	Weekday Adjustments	Weekend Adjustments
17	- 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.	- 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	- 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	<i>Cancel current route. Replace with Supplemental Route 629</i>	
49		Southbound trip arriving SRTC at 11:10 pm would be cancelled
57	Northbound trip from Hamilton arriving at San Marin SMART at 1:55 pm would be cancelled.	
71		Last southbound trip departing SRTC at 12:00 am instead of 12:30 am.
219	- 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	- 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)	Add new Supplemental route to serve Hall MS and Redwood HS	

Attachment B: Summary of Community Engagement Efforts in October 2025

Activity	Target Audience	Detail	Interactions	Date Completed
Nuestro Canal Nuestro Futuro Community Fair	Riders and community members that reside in the Canal neighborhood	Staff hosted a table at the Nuestro Canal Nuestro Futuro Community Fair. During the fair staff were available to share information about the service change proposal and accept comments from community members and riders. Information and staff were available to support both English and Spanish speakers.	37	October 4, 2025
Marin Mobility Consortium Meeting	Community partners and other stakeholders	Staff presented the MASCOTS service change proposal to the Marin Mobility Consortium. During the presentation, attendees learned about the proposed service changes and had the opportunity to provide feedback.	15	October 8, 2025
Intercept Surveys at Canal Neighborhood Bus Stops	Riders that reside in or otherwise visit the Canal neighborhood	Staff performed outreach at bus stops in the Canal Neighborhood to inform riders and community members of the service change proposal and share information about community events and ways to provide their feedback.	1	October 9, 2025
Intercept Surveys at Southern Marin Bus Stops	Riders that reside in or otherwise visit Southern Marin	Staff performed outreach at bus stops in Southern Marin to inform riders and community members of the service change proposal and share information about community events and ways to provide their feedback.	0	October 10, 2025
Intercept Surveys on Route 17	Route 17 riders and TAM High Students	Staff performed outreach on Route 17 during the morning and afternoon when TAM High students generally use the service. The intent was to inform students about the service change proposal and collect their feedback.	10	Week of October 13 and Week of October 22
Public Hearing in Canal Neighborhood	Riders and community members	Staff hosted a community open house at Al Boro Community Center (commonly known as Pickleweed) in the Canal neighborhood to share information about the service change proposal. This event served as a public hearing regarding the service change proposal. During the event, staff shared a video with information about the service change proposal, large format maps that detailed the proposed changes, and were available to discuss the proposed changes and accept feedback. Attendees were provided with food, activities for children, and opportunities to learn about other Marin Transit and Marin Access programs and services as well as other District initiatives such as the proposed zero emission bus operations and maintenance facility. A video shared at the event is posted on the Marin Transit website and has been shared via Marin Transit social media pages to allow for additional opportunities for rider education and feedback.	13	October 15, 2025

Activity	Target Audience	Detail	Interactions	Date Completed
Public Hearing in Marin City	Riders and community members	Staff hosted a community open house at the Marin City Library in Marin City to share information about the service change proposal. This event served as a public hearing regarding the service change proposal. During the event, staff shared a video with information about the service change proposal, large format maps that detailed the proposed changes, and were available to discuss the proposed changes and accept feedback. Attendees were provided with food, activities for children, and opportunities to learn about other Marin Transit and Marin Access programs and services as well as other District initiatives such as the proposed zero emission bus operations and maintenance facility. A video shared at the event is posted on the Marin Transit website and has been shared via Marin Transit social media pages to allow for additional opportunities for rider education and feedback.	11	October 16, 2025
Marin Paratransit Coordinating Council Meeting	Riders, community partners, and community members	Staff presented the MASCOTS service change proposal to the Marin Paratransit Coordinating Council. During the presentation, attendees learned about the proposed service changes and had the opportunity to provide feedback.	26	October 20, 2025
Facebook Live Event	Riders that reside in the Canal neighborhood	Staff hosted a Facebook Live event in partnership with the Canal Alliance. Attendees had the opportunity to learn about the proposed service changes, ask questions, and share their input. A recording of the event will be posted to the Canal Alliance Facebook page through the end of the comment period and has been shared via Marin Transit social media pages to allow for additional opportunities for rider education and feedback.	507 Live Views 2,000 Views 26 likes/hearts 22 Comments through October 24, 2025	October 22, 2025
Focus Group	Riders of impacted routes	Staff will host a virtual focus group for interested riders to collect feedback on the service change proposal. Participants were selected from a pool of riders that expressed interest in participating in a focus group in the past or as a result of outreach related to this effort. All participants will receive compensation in the form of \$50 of value to use with Clipper on transit fares.	6 Riders Confirmed as of 10/24/2025	October 27, 2025
Rider Interviews	Riders that were interested in but not able to attend the focus group	Staff will host individual interviews by phone or Zoom for interested riders to collect feedback on the service change proposal. Participants were selected from a pool of riders that expressed interest in participating in a focus group in the past or as a result of outreach related to this effort that could not attend the focus group planned for October 27, 2025. All participants will receive compensation in the form of \$50 of value to use with Clipper on transit fares.	Scheduling in progress	Week of October 27, 2025

Activity	Target Audience	Detail	Interactions	Date Completed
E-Newsletter Features	Riders and recipients of Marin Transit e-newsletters	A news item was shared via the Marin Transit monthly e-newsletter to provide information about the service change proposal and detail information about community events and methods for providing comment.	~5,500 recipients	October 2025
Marin Transit News Item	Riders, community members, and visitors of the Marin Transit website	A news item was posted to the Marin Transit website to provide information about the service change proposal and detail information about community events and methods for providing comment.	276 Views as of 10/24/2025	October 2025
Stop Notice	Riders	Stop notices were posted at impacted bus stops with a primary focus on stops in the Canal neighborhood and Southern Marin. Notices were posted in dual language format (English & Spanish) and provided information about community events and methods for providing comment.	-	Posted throughout October
In Vehicle Notice	Riders	Ad rails were posted in all Marin Transit vehicles in dual language format (English & Spanish) and provided information about community events and methods for providing comment.	-	Posted throughout October
Social Media Posts	Riders, community members, and visitors of the Marin Transit social media platforms	Social media posts were shared across various social media platforms including Instagram, Facebook, and Nextdoor. Posts provided information about the service change proposal, community events, and opportunities to provide comments. All social media posts are shared in English and Spanish.	14,992 Impressions Across All Posts as of 10/24/2025	Ongoing throughout October
Community Partner Engagement	Community partners	Information was shared by email with community partners about the service change proposal with detailed information about community events and methods for providing comments. Staff requested that community partners share this information with their staff, clients, and broader networks.	Emails sent to 9 School Coordinators and 50+ staff at Community Partner Agencies	Ongoing throughout October

Attachment C: Summary of Comments Received Through October 24, 2025

Comment Received ¹	Comment Received Via	Language ²
Hello there! As part of the proposed changes under the MASCOTS plan, I would like to see dedicated stops at SMART Hamilton from both Routes 49 and 57. SMART Hamilton already has dedicated bus lanes and a platform to facilitate my suggestion. I imagine the agency would be concerned with compounding delays as a result of adding a new stop at SMART Hamilton. Perhaps the south/northbound stops at Hamilton Pkwy / Aberdeen Rd could be removed in order to compensate for my suggestion. If the agency hasn't done so already, I think it'd be useful to share ridership data at the scale of individual stops in order to better understand their individual functionality. I suggest this because I personally don't recall anyone getting on/off either Route 49/57 at Hamilton Pkwy / Aberdeen Rd, but perhaps I am missing some data. Thank you for sharing this form!	Online Comment Form	English
add a weekday 7:15 bus on route 49 so that Sinaloa middle School students can bus to school. The 7:45 bus arrives too late and the 6:45 bus arrives too early. I am forced to drive my son to school in the opposite direction of my commute and the distance is too far to walk.	Online Comment Form	English
17 is the only transit that I can take for work from Sausalito to Mill Valley. It is very convenient. Please do not end the service in Marin County	Online Comment Form	English
Route 71 is intended to serve Hwy 101 corridor from San Marin SMART Station to Sausalito with efficiency and increased frequency. I do not agree #71 should be re-routed along Redwood Blvd in Novato, rather it should continue to serve Vintage Oaks Shopping Center by utilizing the Rowland Blvd on-ramp and off-ramp Bus Stops and then continue on Hwy 101. Alternatively, the Marin Community Clinics on Redwood Blvd could be served by re-routing Route 57 bus from South Novato Blvd to Redwood Blvd. South Novato Blvd will continue to be adequately served by existing Route 49.	Online Comment Form	English
I usually use the 17 to connect to Route 101 or Sausalito Ferry service into SF. Moving the clockface scheduling from :00/:30 to :15/:45 could negatively impact my commute if the transfers don't work seamlessly. For Lucky Drive stop, I don't remember it ever getting much use on the 17 when it existed, as the walk from there to Larkspur Ferry is too long. I'd rather transfer to the new 26 bus. As for the 219, I frequently want to use the 219 and the Tiburon ferry to get to SF, but there are no timed connections! Implementing those would help make up for the loss of the 17 to Sausalito Ferry and 17 to 150 connections for me.	Online Comment Form	English
For Route 22, since it is one of the main routes for College of Marin student transportation, it would be a good idea to consult with the College of Marin before changing routes.	Online Comment Form	Spanish

¹ In some instances, comments have been amended to remove identifying information.

² Comments submitted in Spanish have been translated to English to support review by staff and other interested parties.

Comment Received ¹	Comment Received Via	Language ²
Please take into account and apply the new route well so that users know and recognize from which day it starts and please continue holding community meetings so that this message reaches everyone in the community that will be affected and so that they can also make a comment.	Online Comment Form	Spanish
Do not remove Route 36.	Online Comment Form	Spanish
It is very important to maintain this route because many people always board it. It is very useful for the majority of us who do not have cars and without this route 17 it would affect us very much.	Online Comment Form	Spanish
Route 71 to Novato from San Rafael.	Online Comment Form	Spanish
All the changes look bad because many people use it	Online Comment Form	Spanish
Will this Route 26 be synchronized with the SMART train? I come from Hamilton Novato in the morning and take the 6 AM train. Maybe I can go all the way to the Larkspur train station instead of getting off in San Rafael. I work at the Strawberry Recreation District, and the 36 is my bus to get to work.	Online Comment Form	Spanish
If they could put it on earlier, at 5:00.	Online Comment Form	Spanish
For the most part, I agree with Marin Transit staff's updated service change proposals to MASCOTS. I like using Strawberry Village more as a transfer stop for Marin Transit and Golden Gate Transit routes. I do have some specific routing questions and want to point out some presumed errors on the "Proposed Changes to Routes" maps. Route 17: Since #17 will no longer serve Strawberry Village, I presume the Proposed Map is incorrectly showing north and southbound Stops at Tiburon Wye Bus Pads. Route 26: Since #26 will serve connections to Larkspur Ferry and Larkspur SMART, where are the Stops? Will the #26 route use Larkspur Landing Circle or simply travel along Sir Francis Drake Boulevard? In either case, where will the northbound and southbound Stops be located? Route 26: The "Proposed Changes to Routes" maps appear to incorrectly show Stops on the southbound off-ramp and northbound on-ramp at Tiburon Wye. Also, I presume the southbound #26 will Stop at the eastbound Tiburon Blvd Stop. Route 26: The proposed Stops at Strawberry Village are very confusing. Please provide details. Route 71: The proposed Stops at Rowland Blvd. are confusing, since #71 will now be traveling along Redwood Blvd. to get into Downtown Novato. For example, where are the nearest Stops to Vintage Oaks in both the northbound and southbound directions?	Email	English

Comment Received ¹	Comment Received Via	Language ²
Having the 71 go down Redwood Road and putting a stop near the Marin Community Clinics there is a great idea. I've always thought the MCC there is at a ridiculous location due to no bus service there; poor people are required to have a car or be able to walk a long ways from the nearest bus stop at the Grant and Redwood station even in inclement weather conditions.	Email	English
Rider supports the discontinuation of Route 29 and the adjustments to Route 17, 22, and 71, but is concerned about the elimination of Route 36. Route 36 is an essential service for commuting between the Canal, San Rafael, and Southern Marin. Elimination of Route 26 will cause burden and more crowding on Route 35. Route 26 will not meet people's travel needs as it is not timed to the San Rafael Transit Center pulse and it operates hourly outside of peak hours.	Phone	English
Good afternoon, First, thank you to everyone at Marin Transit for the wonderful service to so many of our region's best parks. You are also the only transit agency in the Bay Area with a Transit to Parks page on your website, which is fantastic to see. There are two services that I believe could provide better service to parks. First, Line 61 is an absolute standout line for service to both outer parts of Mt Tam and Muir Woods. However, getting to Line 61 from San Francisco, the East Bay, or even other parts of the county. The line departs at irregular intervals, with different irregular intervals on weekend hours. It's unclear at least publicly what leads to the very irregular service pattern, but at least on weekends there are no bell schedules to meet, yet neither weekday nor weekend service meet any Golden Gate Transit bus or Golden Gate Ferry arrival. I have not examined the route timing closely, but with the coming changes to the Marin Transit network with MASCOTS, it would potentially make sense to align the departures with Golden Gate Transit 130 buses, as riders transferring from elsewhere in Marin County would be able to take the 4-per-hour Line 71. If bell schedules on weekdays require irregular departure times, weekday buses can still be designed for good transfers. Thank you again for the fantastic work on getting folks around Marin County. I'm excited for MASCOTS and for the future of coordinated transit in the Bay Area.	Email	English
I do not have another way to get to school besides using the 17 in the morning. - TAM High Student	Intercept Survey on Route 17	English
I rely on the route 17 to get to school because my parents have to take my younger sister to school. It would be a really long walk to get to Marin City Hub to take the bus. - TAM High Student	Intercept Survey on Route 17	English
I use this service to get to work everyday. I am a transit enthusiast so I am interested in understanding the changes more.	Intercept Survey on Route 17	English

Comment Received ¹	Comment Received Via	Language ²
I use this bus to get to work in Sausalito. I know that I can find other ways to travel, but the change that may affect others concerns me. Thank you for telling us about these proposed changes.	Intercept Survey on Route 17	English
I use this bus to get to work in Sausalito. I commute from SF early in the morning so these changes would impact me greatly.	Intercept Survey on Route 17	English
Rider suggested the proposed extended Route 71 service in Novato should serve stops previously served by Golden Gate Transit's Route 58. Rider added that he was happy Route 71 was proposed to serve a bus stop near the Marin Community Clinic in Novato. He suggested that Route 71 service in Sausalito should provide faster service from Novato to Sausalito. He added that he hopes there will be sufficient service to the Strawberry Village shopping center.	Marin Transit Board Meeting	English
I use this bus to get to school and back home. This is my only way. Please don't make this change. - TAM High Student	Intercept Survey on Route 17	English
I use this bus to get back and forth. My only way to get to school and work. - TAM High Student	Intercept Survey on Route 17	English
Only way to get back and forth to school may parents work. - TAM High Student	Intercept Survey on Route 17	English
I use this bus to go to work. I come from Mill Valley and would no longer have a bus to catch.	Intercept Survey on Route 17	Spanish
Proposed Route 26 could use more frequency every 30 mins Increase the frequency of service for the 35 between the Canal and the SRTC Time the 22 to end at Strawberry Hub for better connections Try to combine service maps with SMART / GGT to have them all in the same place.	Public Hearing	English
Rider noted that they do not use Rt 49 due to lack of service frequency; rider uses Rt 71 and Rt 35 because they operate more frequently.	Public Hearing	English
Services to the Canal keep on expanding Services for seniors in Larkspur 29 was great to reach ferry, hospital, Trader Joe's, and the two shopping centers during the few hours that run (school hours) now being discontinued 17/22 only connection for people in tam junction and mill valley—Sausalito- services to the strawberry area keeps on being closed since 2010 We have worked and lived here for over half a century contributing- since the 1960s to The welfare of people who are being benefited with services paid by the taxpayer who are losing them Think about seniors living under poverty line	Email	English

Comment Received ¹	Comment Received Via	Language ²
I use this bus to get to work in Sausalito. I commute from Novato so I have to transfer at marin city. If the 17 is cancelled that would be bad if there were no replacement.	Intercept Survey on Route 17	Spanish
Thank you for the information, but it seems to me that there aren't many people here who take the 36 bus. Perhaps the 36 bus drivers themselves could hand out a small flyer with a QR code for this survey. User feedback is essential to doing what's right. And thank you very much for considering the community's opinion. Thank you for all your work.	Facebook Live Event	Spanish
I don't like this change. The 36 is better for everyone.	Facebook Live Event	Spanish
How was the decision to change the route made? Since route 36 will be longer, will the frequency of the service remain the same?	Facebook Live Event	Spanish
Hello, I think this route is fine as it has been for those of us who use it.	Facebook Live Event	Spanish
Route 36 is fine in every way, we don't need any changes!! I know we're not talking about route 29, but I would like the route that goes to Corte Madera to also be able to return at least to the San Rafael transit center. Thank you very much for taking the time to take comments, I love the service. I meant to say I love the service!! Route 71 seems very good to me... thank you	Facebook Live Event	Spanish
Hello, I think that if the routes are faster to get to your destination, that's perfect.	Facebook Live Event	Spanish
The change. It will be for all the buses?	Facebook Live Event	Spanish
Thank you very much!	Facebook Live Event	Spanish



Title VI Service Equity Analysis

April 2026 Marin Transit Service Change

Implemented as part of Marin-Sonoma Coordinated Transit Service Plan (MASCOTS)

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Background

The Marin Sonoma Coordinated Transit Service Plan (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. The MASCOTS study made several recommendations on how to improve and streamline transit service across the participating agencies. This analysis looks at the equity impacts of Marin Transit's proposed implementation of the MASCOTS plan.

Proposed Changes to Marin Transit Fixed-Route Services

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

In addition to the proposed changes detailed in Table 1, staff also evaluated service that is 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 in 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	- 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)	Time connections to 130 in Marin City
22	- Remove Strawberry service from southbound alignment to improve efficiency - Additional service adjustments (see Table 2)	Non-timed connections to 130 at either Seminary or Marin City
26 (new)	- 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	- Timed connections to 219 in Strawberry - Timed connections to 130 in Strawberry - New connections to Larkspur Ferry and Larkspur SMART
36	Cancel and replace it with New Route 26	
71	- 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	- New connections to SMART at San Marin station - New connection to Sausalito Ferry - Coordinate Sausalito service along Bridgeway with Route 130
219	- Adjust schedules based on new Route 26 and GGBHTD 130 - Additional service adjustments (see Table 2)	- Timed connections to new 26/130 in Strawberry - Consider Tiburon ferry connections

Table 2: Other Proposed Local Changes

Route	Weekday Adjustments	Weekend Adjustments
17	- 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.	- 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	- 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	<i>Cancel current route. Replace with Supplemental Route 629</i>	
49		Southbound trip arriving SRTC at 11:10 pm would be cancelled
57	Northbound trip from Hamilton arriving at San Marin SMART at 1:55 pm would be cancelled.	
71		Last southbound trip departing SRTC at 12:00 am instead of 12:30 am.
219	- 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	- 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)	Add new Supplemental route to serve Hall MS and Redwood HS	

Title VI Requirements

FTA Requirements

Whenever a fixed route service provider¹ enacts a Major Service Change, the Federal Transit Administration (FTA) requires a Service Equity Analysis to be conducted to ensure that the proposed changes do not have a Disparate Impact on minority populations or a Disproportionate Burden on low-income populations. This is in accordance with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin, as well as Executive Order 12898, which adds the requirement to check for a Disproportionate Burden on low-income populations. This report complies with FTA requirements for data analysis as defined in FTA Circular 4702.1B, and also includes a description of the public outreach conducted in compliance with FTA requirements and the Marin County Transit District Public Participation Plan (see Attachment B).

Marin Transit's Title VI Program

The Marin County Transit District Title VI Program, updated in June 2020, defines the District's thresholds for what is considered a Major Service Change and what is considered a Disparate Impact or a Disproportionate Burden. It also defines the District's Public Participation Plan. These policies are summarized here; the full Title VI program, with greater detail on these requirements, can be found on the District's website: <https://marintransit.org/titlevi>.

Major Service Change

With some exceptions, Marin Transit defines a Major Service Change as meeting one of four criteria:

1. The addition of a new route
2. New service on streets not previously used by any route
3. An aggregate change of 30 percent or more of the revenue hours for a particular route
4. Changing 40 percent or more of a route's path

Note that the above list is a summary and does not include all details of the Major Service Change policy. See here for the complete policy: https://marintransit.org/sites/default/files/inline-files/Appendix%20H_Title%20VI%20Update_FINAL.pdf.

Criterion 1 applies to the proposed new Route 26, and criteria 3 and 4 apply to the proposed cancellation of routes 29 and 36. Furthermore, the changes in termini for routes 17 and 71 come close to triggering these criteria as well. The full service change package will be considered as a whole for the purposes of this analysis.

Disparate Impact and Disproportionate Burden

The FTA defines Disparate Impact as a situation where minority populations bear a greater impact associated with a service change than would be expected based on their underlying share of the service population. For example, if minority populations make up 30% of the service population, but

¹ Applies to service providers running more than 50 peak hour buses in urbanized areas with more than 200,000 people.

analysis indicates that they will bear 60% of the impact associated with a service change, then a Disparate Impact may occur. Similarly, a Disproportionate Burden is when the same occurs for low-income populations.

No service change can ever perfectly spread its impacts evenly across the population. As such, the FTA requires fixed route transit providers adopt a threshold over which the difference in impact on minority or low-income populations is considered disparate or disproportionate, respectively. Marin Transit's Disparate Impact and Disproportionate Burden policy defines this threshold as **20 percent** for both populations. In other words, if minority populations make up 30 percent of the service population, then 50 percent of the impacts being on minority populations is the point at which the impact would be considered disparate. The same is true for low-income populations.

For more details on this policy, see the District's Title VI program (linked above).

Public Participation

The Marin Transit's Public Participation Plan provides a framework of options and strategies to guide a comprehensive and strategic approach to public participation. For Major Service Changes, the only set requirements are that the Board of Directors will hold a public hearing, that translation services be available to the public upon request, and that written comment in advance be available to the public. However, the plan also provides an extensive suite of other public participation strategies that the agency may use as appropriate. See the District's Title VI program (linked above) for more details.

In accordance with the District's Public Participation Plan, a public hearing was held at the Al Boro Community Center (50 Canal St, San Rafael) on Wednesday, October 15th, 2025, at 6:00 pm. To go above and beyond the requirement, the District held a second public hearing at the Marin City Library (164 Donahue St, Marin City) on Thursday, October 16th, 2025, at 5:00 pm. Spanish translation was provided; translation services for other languages were not requested. In addition, Marin Transit performed extensive public outreach with community groups, at bus stops, and on-board buses in service. Staff will provide all public comment to the Board of Directors prior to considering adoption of these changes.

Attachment B included with this report documents all public participation activities the District engaged in to solicit feedback on the proposed service changes and Attachment C documents the public comments received as of 10/27/25.

Title VI Service Equity Analysis

Methodology

To assess the impact of the proposed service changes on Title VI populations, this analysis considers the residential population living within a quarter-mile of Marin Transit bus stops both before and after the proposed changes, including total population, minority population², and low-income population³.

² Total population and minority population come from American Community Survey table B03002.

³ Low-income population comes from American Community Survey table C17002.

The analysis uses 2023 5-Year American Community Survey Census data at the block group level. This analysis looks at the Marin Transit system as a whole to determine if the proposed changes represents a disproportionate burden in the context of the full system.

To estimate the level of service that these populations would have access to under the current and proposed networks, Table 3 goes route-by-route and calculates these populations for each route. Some Marin Transit routes have multiple variations; for example, some trips on Route 17 serve Strawberry Village, but most trips do not. For the purposes of this analysis, each unique variation of each route is treated as a separate route.

The populations are then multiplied by the number of bus trips per weekday, i.e. the number of times a bus would go by those stops on a typical weekday, to calculate the number of “population trips”. Table 4 then calculates the difference in service levels, as measured by population trips, between the existing and proposed networks, for the total population, minority population, and low-income population.

Table 3: Population Trip Calculations by Route

Route	Variant	Existing Network							Proposed Network						
		Population			Weekday Trips	Population Trips			Population			Weekday Trips	Population Trips		
		Total	Minority	Low Income		Total	Minority	Low Income	Total	Minority	Low Income		Total	Minority	Low Income
17	Standard	52,466	15,320	7,987	43	2,256,038	658,760	343,438	52,592	15,970	8,207	55	2,892,560	878,350	451,379
17	via Strawberry	56,149	16,111	8,577	6	336,894	96,666	51,463	-	-	-	-	-	-	-
17	via Larkspur	56,977	16,783	8,668	3	170,931	50,349	26,004	-	-	-	-	-	-	-
22	College of Marin	28,207	8,328	4,362	24	676,968	199,872	104,696	28,207	8,328	4,362	22	620,554	183,216	95,972
22	Marin City	65,667	19,749	10,046	30	1,970,010	592,470	301,380	65,667	19,749	10,046	30	1,970,010	592,470	301,380
23		57,128	23,251	13,700	46	2,627,888	1,069,546	630,209	57,128	23,251	13,700	46	2,627,888	1,069,546	630,209
26		-	-	-	-	-	-	-	44,397	22,136	12,308	35	1,553,895	774,760	430,770
29		31,780	10,133	5,022	9	286,020	91,197	45,200	-	-	-	-	-	-	-
35	Canal	21,285	14,914	9,107	58	1,234,530	865,012	528,233	22,972	15,638	9,454	58	1,332,376	907,004	548,359
35	Northgate	40,707	23,277	12,540	58	2,361,006	1,350,066	727,296	42,394	24,001	12,887	58	2,458,852	1,392,058	747,422
36	Canal	21,285	14,914	9,107	5	106,425	74,570	45,537	-	-	-	-	-	-	-
36	Marin City	53,628	25,580	14,464	50	2,681,400	1,279,000	723,189	-	-	-	-	-	-	-
49		80,561	35,246	17,601	53	4,269,733	1,868,038	932,839	80,561	35,246	17,601	53	4,269,733	1,868,038	932,839
57	Novato	46,691	20,426	10,143	8	373,528	163,408	81,148	46,691	20,426	10,143	7	326,837	142,982	71,004
57	San Rafael	83,477	36,227	18,548	31	2,587,787	1,123,037	574,974	83,477	36,227	18,548	31	2,587,787	1,123,037	574,974
61		30,997	8,035	4,420	12	371,964	96,420	53,036	30,997	8,035	4,420	12	371,964	96,420	53,036
68		47,160	11,896	7,325	17	801,720	202,232	124,530	47,160	11,896	7,325	17	801,720	202,232	124,530
71		80,070	33,091	16,367	64	5,124,480	2,117,824	1,047,500	89,797	35,483	17,299	69	6,195,993	2,448,327	1,193,636
219		21,057	5,163	2,114	36	758,052	185,868	76,101	21,057	5,163	2,114	27	568,539	139,401	57,075
228		53,147	13,677	8,344	27	1,434,969	369,279	225,280	53,147	13,677	8,344	27	1,434,969	369,279	225,280

Route	Variant	Existing Network							Proposed Network						
		Population			Weekday Trips	Population Trips			Population			Weekday Trips	Population Trips		
		Total	Minority	Low Income		Total	Minority	Low Income	Total	Minority	Low Income		Total	Minority	Low Income
233		25,486	12,700	6,299	26	662,636	330,200	163,777	25,486	12,700	6,299	26	662,636	330,200	163,777
245		31,920	12,924	6,516	24	766,080	310,176	156,395	31,920	12,924	6,516	24	766,080	310,176	156,395
613		18,129	4,726	1,871	3	54,387	14,178	5,612	18,129	4,726	1,871	2	36,258	9,452	3,741
619		25,625	6,359	2,688	5	128,125	31,795	13,441	25,625	6,359	2,688	4	102,500	25,436	10,753
625		28,882	5,869	3,994	2	57,764	11,738	7,987	28,882	5,869	3,994	2	57,764	11,738	7,987
629		-	-	-	-	-	-	-	15,764	4,231	1,710	2	31,528	8,462	3,419
654		28,677	10,808	5,134	1	28,677	10,808	5,134	28,677	10,808	5,134	1	28,677	10,808	5,134
Total						32,128,012	13,162,509	6,994,400					31,699,120	12,893,392	6,789,074

Table 4: Population Trip Differences Between Existing and Proposed Networks

	Population Trips (Total)			Population Trips (Minority)			Population Trips (Low-Income)		
	Population Trips	Net change to existing	% change	Population Trips	Net change to existing	% change	Population Trips	Net change to existing	% change
Existing Network	32,128,012			13,162,509			6,994,400		
Proposed Network	31,699,120	-428,892	-1.3%	12,893,392	-269,117	-2.0%	6,789,074	-205,327	-2.9%



Results

Table 5 and Table 6 show the results of the Disparate Impact and Disproportionate Burden analyses, respectively. The reductions in people trips on the proposed network would not pose a disparate impact on minorities, nor would it pose a disproportionate burden on low-income residents.

Table 5: Disparate Impact Analysis

Step	Figure
% Change in Population Trips: Total	-1.3%
% Change in Population Trips: Minority	-2.0%
Difference of Minority Impacts to Total Impacts	-0.7%
Exceed 20% Disparate Impact Threshold	NO

Table 6: Disproportionate Burden Analysis

Step	Figure
% Change in Population Trips: Total	-1.3%
% Change in Population Trips: Low-Income	-2.9%
Difference of Low-Income Impacts to Total Impacts	-1.6%
Exceed 20% Disproportionate Burden Threshold	NO

Conclusion

The proposed service change for Marin Transit as part of the Marin Sonoma Coordinated Transit Service Plan (MASCOTS) for April 2026 would create neither a disparate impact nor a disproportionate burden under Title VI of the Civil Rights Act of 1964, per Federal Transit Administration (FTA) guidance.