



Agenda Item No. (13)

Board of Directors
Meeting of March 27, 2026

COMMUNICATIONS

1. An email dated March 13, 2026, from Kari Jacobsen, addressed to the Golden Gate Bridge Highway and Transportation District Board of Directors, expressing concern and urging compromise relative to Golden Gate Transit Bus Route 150 service changes as detailed by the MASCOTS plan.
2. An email dated March 14, 2026, from Marc Albert, received by the District Secretary's Office and First Vice President David Rabbitt copied, expressing concern over the upcoming service changes to Golden Gate Transit Bus Route 101 as detailed by the MASCOTS plan.

A copy of all communications listed above is available upon request from the Office of the District Secretary.

From: [Kari Jacobsen](#)
To: [District Secretary](#); [publichearing](#)
Cc: smoultonpeters@marincounty.org; patti.garbarino@marinsanitary.com
Subject: Formal Public Comment: Opposition to Route 150 Cancellation – Request for Peak-Hour Preservation
Date: Friday, March 13, 2026 1:25:14 PM

To the Board of Directors and Planning Department of Golden Gate Transit,

I am writing to you today not just as a frequent rider, but as a dedicated member of the Bay Area workforce who relies on the Route 150 bus five days a week. While I understand the complexities of managing a transit budget, I am deeply concerned that the proposal to eliminate Route 150—and "replace" it with an extended Route 130—will have a profound and negative impact on my life and the lives of my neighbors.

I request that these comments be shared with the Board of Directors and entered into the official public record regarding the proposed service changes for Route 150.

I urge the Board to *consider a compromise that maintains peak-hour express service for the 150 based* on the following critical factors:

1. Outdated Data vs. Current Reality

The 2023 MASCOTS study used to justify this cancellation does not reflect the "Back to Office" reality of 2024 and 2025. Over the last year, both private and government sectors have moved away from remote work and mandated rigid return-to-office policies.

- **Current Demand:** If you step onto the 7 AM southbound 150 bus, you will see it is often at 70%-90% capacity before it even crosses the Golden Gate Bridge.
- **The Frequency Fallacy:** The proposal to be implemented in April 2026 suggests that the new Route 130 will offer "more frequent" service. However, the 130 and 150 currently run with the same frequency as the proposed replacement. The only tangible change for us is a significantly longer commute. The 130 bus snakes through Sausalito before getting into the Golden Gate Bridge whereas the 150 bus is a more express route into the city.
- **Request:** Please review the most recent ridership logs from Q3-Q4 of 2025 and Q1 of 2026 to see the recent demand during commuting windows.

2. The Cost of an Extended Commute

The transition to Route 130 is not an equal replacement; it will add at least 15 minutes to our one-way commute. For those of us working 40+ hours a week, that is over two hours of lost time every week taken away from our families and rest. For a working-class commuter, time is a finite and precious resource.

3. Upholding Transit Equity in Marin City

Marin City is a historically underserved community that frequently has to fight for its fair share of basic services—from flood management to educational resources to public transportation.

- **The Commuter Profile:** Every morning in Marin City, I see 5 to 8 of my neighbors waiting for the 7:00 AM bus. These are predominantly People of Color, many of whom are government or essential workers.

- Future Growth: With more housing units currently being added to this already dense Marin City, ridership demand is only going to increase. Golden gate transit will be losing an opportunity to attract more riders by making the bus options less attractive.
- Equity Commitment: I noticed your agency recently celebrated "Transit Equity Day" on February 4, 2026. I ask that you honor that commitment by ensuring that the residents of Marin City are not stripped of their direct express link to the San Francisco Civic Center.

A Sustainable Path Forward

I respectfully ask the Board to reconsider a total cancellation and instead implement a "Peak-Only" schedule for the Route 150 bus. By preserving the 7 AM southbound and corresponding afternoon northbound trips, you can support the economic stability of Marin City residents while maintaining operational efficiency for Golden Gate Transit.

Public transit is the backbone of our community's livelihood. Please do not let an outdated study or a longer commute stand in the way of our ability to work and thrive in the Bay Area.

Sincerely,

Kari Jacobsen



Marin City, 94965

Dean Ignacio

From: Marc Albert [REDACTED]
Sent: Saturday, March 14, 2026 12:22 PM
To: info@mascotsplan.org; District Secretary; district3@sonomacounty.gov;
David.Rabbitt@sonomacounty.gov
Subject: Mascots/Smart/GGT schedules feedback

Grave concerns with this plan.

Ceasing GGT 101 service north of Novato is terrible for Sonoma County transit users. How does this improve service? Currently, the last bus leaves the new Transbay Terminal at 11:35 pm. Under MASCOTS, with no service north of Novato, to reach Petaluma and north, one must take GGT and transfer to SMART at San Rafael....with the last train leaving San Rafael at 10:07 pm. To catch that train, one must board the GGT bus leaving the new Transbay Terminal at 9:00 p.m.

Through this 'transit enhancement' plan, we are LOSING TWO AND A HALF HOURS OF CRITICAL SERVICE. Under the new schedule, the first weekday morning run leaves Windsor at 3:56 a.m. This seems out of balance with service ending comparatively early in the night. The only possible corrective short of scrapping this, or at least maintaining GGT 101 north of Novato for owl service, would be to shift the entire schedule ahead one hour, to better serve riders.